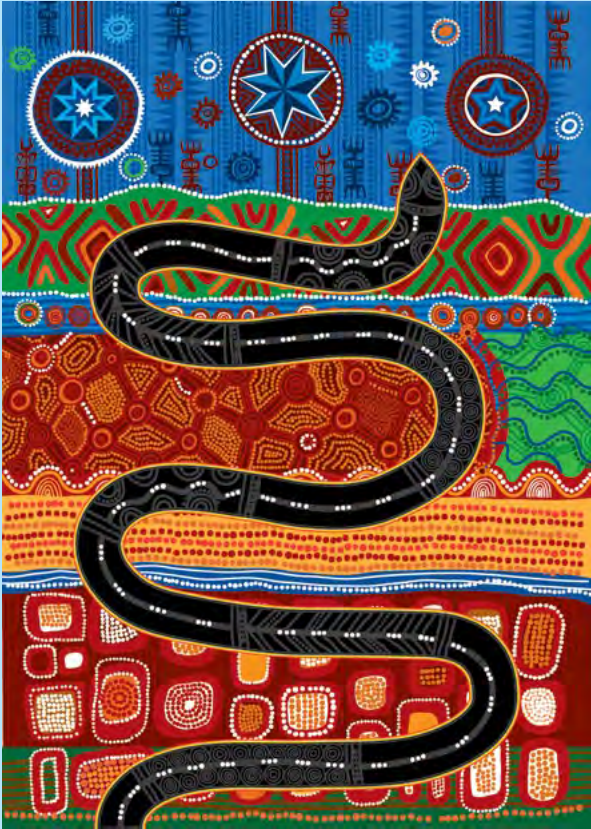


THE ROADS AND TRANSPORT ALLIANCE

ANNUAL
PROGRESS
REPORT
2019 | 20

ACKNOWLEDGEMENTS



Travelling by Gilimbaa

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

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

Translating and interpreting assistance



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**The Honourable
Mark Bailey MP**

Minister for Transport
and Main Roads



**Councillor
Mark Jamieson**

President Local
Government
Association of
Queensland

We are proud to present the *2019–20 Annual Progress Report of the Roads and Transport Alliance*.

The report highlights this year's improvements to Queensland's roads and transport infrastructure which are a result of the joint investment and long-term commitment of the Queensland Government and councils, through this Alliance.

Over the last 18 years, the partnership between the Local Government Association of Queensland (LGAQ) on behalf of local governments and the Department of Transport and Main Roads (TMR) has continued to successfully invest in Queensland's shared transport network. This long-term collaborative arrangement is the primary mechanism by which the State and local governments regionally manage Queensland's 38,513 kilometres of Local Roads of Regional Significance.

Joint regional investment is a key driver for the Alliance, and it delivers significant outcomes for local communities across the state. The Queensland Government's \$70 million Transport Infrastructure Development Scheme (TIDS) continues to provide much needed funds to local government, the bulk through Regional Roads and Transport Groups (RRTGs), to invest in local transport infrastructure of regional significance. In conjunction with this our 17 RRTGs have matched TIDS funding and delivered 243 projects, which represent more than \$120 million in transport infrastructure investment.

In these unprecedented times, TIDS continues to provide local government with certainty of funding to promote good planning and best value delivery methods – helping to sustain local government employment, particularly in regional areas. The Palaszczuk Government's announcement of more than \$400 million in new, accelerated funding for Queensland roads as part of its 'Queensland Economic Recovery Strategy: Unite and recover for Queensland jobs' will further boost investment in the transport network. It has never been more important to demonstrate effective forward planning, a key tenet of the Alliance allocative model, with a four-year rolling program.

Over the past year, a broad range of significant projects were delivered by RRTGs across Queensland.

The Eastern Downs RRTG delivered an upgrade to Jondaryan-Mount Tyson Road, providing safety improvements and greater accessibility. This project was delivered on time and under budget, which meant funds could be transferred to other priority projects in the region. The Whitsunday RRTG delivered a project to improve the Milton Street and Boundary Road intersection in Mackay, resulting in improved traffic flow and enhanced safety.



In the state's northwest and far north, projects were delivered across several local government areas including Cloncurry, Carpentaria, Richmond, Cassowary Coast, Cairns and Cook Shire. Projects included constructing roads to a sealed two-lane standard, bridge construction and the rehabilitation and widening of roads.

Meanwhile, the Outback RRTG oversaw the pave and seal of the Blackall-Jericho Road, saving more than 60 kilometres of travel on alternative routes. The 'Sunshine Flats' Project also provided a 4-kilometre pave and seal project between Birdsville and Bedourie on the Eyre Developmental Road. These projects were all delivered in the face of challenges presented by the COVID-19 pandemic.

The ongoing efforts of RRTGs to build capability and capacity are also to be commended. This focus on investing in initiatives that continue to develop staff as stewards of the road network also supports greater autonomy in decision-making at the local level.

We farewelled several mayors at the 2020 local government elections in March, some of whom were Chairs of their RRTGs. It has been a pleasure to work with a group of dedicated leaders who have delivered great outcomes for Queensland communities. We also

extend a warm welcome to our new mayors, particularly those who have taken on the role of Chair for their RRTG. The Alliance looks forward to working with you on our shared transport goals.

RRTGs continue to be the backbone of the Alliance and continue to deliver on their regional transport priorities. Your active participation in the Alliance through RRTGs is vital to delivering a safer and more efficient transport network, both now and into the future.

A strong commitment to working together – supporting local decision-making and the delivery of regionally significant projects – and developing capability is fostered through the Alliance and delivers for communities across Queensland.

We sincerely thank everybody who has participated in or contributed to the Alliance over the past 12 months, in particular elected representatives, Neil Scales OBE and Greg Hallam AM, TMR, technical coordinators and committees and the Roads and Transport Alliance Project Team (RTAPT) for their continued commitment and hard work.

We present this report to you in recognition of your efforts and ongoing commitment to the Alliance partnership and look forward to seeing continued success in the year ahead.

MESSAGE FROM THE CHAIR



Neil Scales OBE

Chair, Roads and Transport Alliance Board

It has been my great privilege to continue as Chair of the Roads and Transport Alliance Board for the past year.

Working with my fellow Board members, it has been our pleasure to support RRTGs to continue to make local investment decisions that deliver important transport infrastructure in times of unprecedented challenges.

The *2019–20 Roads and Transport Alliance Annual Progress Report* showcases the high-quality outcomes for local communities that were achieved under the true spirit of partnership between state and local governments, working together to improve Queensland's roads and transport network.

In a year that saw a significant changing of the guard following the March local government elections and the unprecedented disruption of the COVID-19 pandemic, it is a testament to our RRTGs' strength and resilience that they have, once again, achieved 100 per cent expenditure of the TIDS program, delivering 243 projects across the state.

Achieving such an excellent result in such a challenging year sends a clear signal that the TIDS program is well managed and that TIDS funding is appreciated. It is also great to see announcements of Australian and Queensland government stimulus packages for transport infrastructure, but it will remain critical for RRTGs to continue to demonstrate that TIDS is valued and that it provides a useful contribution to Queensland's efforts to 'unite and recover'.

The project stories from RRTGs this year highlight a selection of the total projects delivered in 2019–20. With projects on road, marine, airport and active transport infrastructure, we continue to see the versatility of the TIDS program and how it can positively contribute to a one network approach. I was also pleased to learn that all RRTGs submitted stories this year, which is really helpful to provide a holistic view what can be achieved statewide.



The increasing trend in the number of applications for TIDS Statewide Capability Development Fund (SCDF) has continued, with a large increase in the number of applications submitted in 2019–20. Most RRTGs are now participating in the program each year, demonstrating this unique sub program is valued by RRTGs. The Board also expanded SCDF eligibility in 2019–20 to include all local governments in Queensland. The TIDS Policy 2020, and new SCDF Program Guideline with further details of the amendment is available online.

I would like to take this opportunity to thank the RRTG Chairs who retired prior to local government elections and commend you for your leadership, courage and commitment, and warmly welcome the new RRTG Chairs that have accepted this important role. I look forward to opportunities to meet and work with you throughout your term as Chair. You are the driving force that ensures essential road and transport infrastructure works are delivered and your leadership is integral to the future direction of the long-established Alliance partnership.

Looking forward to 2020–21, I have handed over the role of Chair of the Alliance Board to my friend and counterpart in the LGAQ, Mr Greg Hallam. As you would know, Greg has a long and proud history, creating the then Roads Alliance in 2002. I look forward to working together to continue to provide benefits for Queensland's communities via the Alliance framework.

Thank you for making this another successful year for the Alliance. The people who continue to make this partnership a success include my fellow Alliance Board members; local government and TMR representatives and their support teams; technical committees and technical coordinators and finally, the Roads and Transport Alliance Project Team who continue to support RRTGs, including attendance at more than 109 meetings across Queensland.

I am sure that with such committed people, our success will continue in 2020–21.



WHO WE ARE AND WHAT WE DO

The Roads and Transport Alliance is an ongoing partnership between TMR, the LGAQ and Queensland councils. The Alliance operates under a Memorandum of Agreement between TMR and the LGAQ, and for the last 18 years, has worked to address shared road and transport challenges across Queensland. The current Agreement is from 2018–2023. The Alliance aims to directly benefit communities across Queensland (in order to):



MAXIMISE

the economic, social and environmental benefits of joint investments in the State's transport network.



FACILITATE

joint and innovative approaches to network planning, program development and resource sharing.



IMPROVE

road management and delivery capability through training, advanced technology and knowledge transfer.



OPTIMISE

safety for all road users.



MAXIMISE

the investment by all parties on the Queensland transport network.

WHO WE ARE AND WHAT WE DO

The Roads and Transport Alliance Model

RRTGs remain the foundation of the Alliance. These Groups prioritise regional transport infrastructure improvements for their respective communities. There are 17 RRTGs across Queensland which are made up of representatives from neighbouring local governments (or a single council) and a TMR District Office.

Roads and Transport Alliance Board

Senior TMR and LGAQ executives who set the strategic direction of the Alliance.



Roads and Transport Alliance Project Team (RTAPT)

TMR and LGAQ officers who implement Alliance strategies and initiatives, and provide support to RRTGs and the Alliance Board.



Regional Roads and Transport Group (RRTG)

Local government elected officials and TMR District Directors. Primary decision making body that prioritises regional improvements to their community's transport infrastructure.



Technical Committee (TC)

Local government and TMR senior engineers and other relevant technical staff. Provide technical advice and recommendations to RRTGs.

The Roads and Transport Alliance Board

The Roads and Transport Alliance Board sets the strategic direction for the Alliance and comprises of senior TMR and LGAQ executives. Board members for the period between July 2019 to June 2020 were:

During the period July 2019 to June 2020, Board members were:

TMR

Mr Neil Scales (OBE), Director-General (Chair)

Mr Les Dunn, General Manager (Program Delivery and Operations)

Mr Joshua Hannan, General Manager (Transport Strategy and Planning)

LGAQ

Mr Greg Hallam AM, CEO

Ms Sarah Buckler, General Manager (Advocacy)

Transport and Infrastructure Development Scheme (TIDS)

The Alliance is supported by the TIDS which provides funding for regionally prioritised, local road and transport-related initiatives. The Roads and Transport Alliance Board allocates TIDS funding to each RRTG for the development and delivery of projects across the shared road network. RRTGs allocate their TIDS funding to the highest priority road and transport projects in their region. TIDS funding is generally matched 50:50 (at a minimum) by RRTGs. In 2019–20, 243 projects were supported across Queensland through TIDS funding.



18

years of partnership between Queensland's state and local governments

65

local councils participating as members of the Alliance

17

Regional Roads and Transport Groups across Queensland

109

Regional Roads and Transport Group meetings held

243

projects supported through the Roads and Transport Alliance Transport Infrastructure Development Scheme

25

capability initiatives funded through the Statewide Capability Development Fund

38,513 kilometres

length of jointly managed local roads of regional significance in Queensland

Queensland's 17 Regional Roads and Transport Groups





South East Queensland Inset



REGIONAL ROADS AND TRANSPORT GROUP PROFILES

Transport Infrastructure Development Scheme projects

Delivering in Partnership

The Roads and Transport Alliance directly benefits communities across Queensland. This is most apparent through TIDS (TIDS programs developed and delivered by RRTGs. TIDS funding assists with the delivery of regionally prioritised transport infrastructure projects across the network for all users. In 2019–20, 243 projects were administered through the TIDS program with funding responsibilities shared amongst state and local government agencies. This section showcases a sample of the projects undertaken and the various benefits achieved.

The individual project stories presented are from the same local governments that oversaw and often delivered these projects. These completed project stories are presented using their own words and are testament to the value that every local government place in the funding that makes these projects possible. The benefits described in each story shows the positive impacts these completed projects have on the local community.

BOWEN BASIN RRTG

Bowen Basin RRTG

RRTG members

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

RRTG Chair

- Councillor Christine Rolfe, Central Highlands Regional Council

RRTG Deputy Chair

- Councillor Colin Semple, Banana Shire Council

RRTG Technical Committee (TC) Chair

- Jason Hoolihan, Central Highlands Regional Council

RRTG TC Deputy Chair

- Neville 'Dooley' Perkins, Woorabinda Aboriginal Shire Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

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PROJECTS

\$4,479

TIDS ALLOCATION 2019–20
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

- 1 BANANA SHIRE
- 2 CENTRAL HIGHLANDS REGIONAL
- 3 ISAAC REGIONAL
- 4 WOORABINDA ABORIGINAL SHIRE

\$4,532 2019–20 TIDS
Expenditure (\$'000)

BOWEN BASIN RRTG (continued)

Bowen Basin Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
BANANA SHIRE	Deearne Road (Cockatoo), improve drainage and pave and seal	457
	Theodore - Moura Road, improve drainage and seal pavement	450
	Van Itallies Road, Valentine Plains, widen and overlay section	300
	Jambin Dakenba Road, Rehabilitation, widen and seal	161
	Defence Road, Oxtrack Creek, bridge replacement	108
CENTRAL HIGHLANDS REGIONAL	Malvern Road, pave and seal	775
	Buckland Road (Nandowrie), pave and seal	673
	Wyuna Road (Emerald), pave and seal	57
	RRTG Technical Coordination	50
ISAAC REGIONAL	Golden Mile Road; rehabilitation and widening	795
	Mackenzie River - Capella Road, overlay and seal	605
	Moranbah access road, asphalt overlay	102
TOTAL		4,532



Golden Mile Road works

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

BOWEN BASIN RRTG (continued)

Bowen Basin

Bowen Basin RRTG delivered 11 projects in 2019–20 through its Roads and Transport Alliance TIDS works program, two of which are featured here. There were five projects in the Banana Shire and three projects each in the Central Highlands Regional and Isaac Regional Local Government Areas. Woorabinda Aboriginal Shire Council had one project scheduled for 2019–20 which had funding contributions from the Roads and Transport Alliance TIDS and ATSI TIDS programs.

Due to restrictions associated with COVID-19, the contractor engaged to deliver the project for Woorabinda was unable to access the site. It became apparent in the last quarter of 2019–20 the project would not be able to proceed within the financial year.

Negotiations and arrangements were had with Central Highlands Regional Council which allowed the transfer of funding between both Councils in 2019–20 and 2020–21, meaning Woorabinda Aboriginal Shire Council will now be able to deliver the project in 2020–21.

This process was a great example of an RRTG working collaboratively to achieve a satisfactory outcome for the region, and special recognition and thanks must go to Central Highlands Regional Council for their cooperation and support. Woorabinda Aboriginal Shire Council and the Bowen Basin RRTG would also like to acknowledge and thank the Roads and Transport Alliance for their assistance in facilitating this outcome.

Van Itallies Road, Biloela Reconstruction

Submitted by Allan Heit (Manager Infrastructure Technology and Technical Committee Representative, Banana Shire Council) and Gerard Read (Technical Coordinator), Bowen Basin RRTG.

Van Itallies Road is a relatively short rural collector road and located approximately 4 kilometres south east of Biloela. Whilst short in length (1.4 kilometres), it is an important Council-controlled Local Road of Regional Significance (Local Roads of Regional Significance) and forms the first part of the link from the Burnett Highway to the Biloela-Callide Road, a State-Controlled Local Roads of Regional Significance, via Baileys Lane, Calvale Road and Linkes Road. The Biloela-Callide Road provides direct access to the Callide Mine, Callide Power Station and Lake Callide. In addition, Van Itallies Road directly services the agriculture and livestock sector and is the primary route for traffic emanating from the Valentines Plains area east of Biloela and travelling south along the Burnett Highway.

The topography of Van Itallies Road is relatively straight and flat with poor subgrade conditions, which are great for farming but

less than ideal for road construction. Traffic volumes have steadily grown, as well as the heavy vehicle component of this traffic. The existing road was fully sealed to a width of 5.5 to 5.8m with deteriorating edges, presenting a safety risk in a 100 kilometres/h speed environment. The pavement was showing signs of distress with failures becoming more frequent. The road was often subjected to localised flooding and did have some drainage issues which needed resolving.

Banana Shire Council committed to investing in the full reconstruction of Van Itallies Road in 2019–20 as part of its capital works program. Preconstruction works were undertaken in late 2019. The project was delivered in-house by Banana Shire Council's Infrastructure Services team to schedule, commencing in April 2020 and was completed in early June 2020.

BOWEN BASIN RRTG (continued)

The major scope of the project involved:

- Pavement reconstruction and strengthening which included widening from 6m to 8m.
- Increasing the seal width to 7.5m.
- Drainage reconstruction and repair (including the floodway).
- Landholder access reconstruction.
- Upgraded road furniture.

Completion of this project has improved flood immunity, increased industry productivity and driver comfort, and improved road safety.



Van Itallies Road – before



Van Itallies Road – after

BOWEN BASIN RRTG (continued)

Golden Mile Road Upgrade

Submitted by Glenn Spires (Manager Infrastructure, Parks and Recreation and Technical Committee Representative, Isaac Regional Council), Joel Kuczynski (Project Manager, Isaac Regional Council) and Gerard Read (Technical Coordinator), Bowen Basin RRTG.

In 2018, Isaac Regional Council developed its “Advocating for Isaac – Regional Road Infrastructure” strategy which provided an overview of priority road infrastructure projects throughout the region. An excerpt from the strategy is as follows:

“Isaac Regional Council is committed to working with government and industry to ensure our regional road network meets the present and future needs of residents and business. With 17 communities spread across more than 58,000sq kilometres, a well-maintained road network is crucial for not only the connectivity of our region, but also for the efficient and effective transportation of freight in support of our resources and agricultural sectors. A road network which does not keep pace with the demands of business and industry creates a barrier to unlocking the full economic potential of our region, which is helping to energise the world. The Isaac region is already a regional powerhouse, producing almost half of Queensland’s saleable coal.”

The upgrade of Golden Mile Road was listed as one of the top six of a multitude of road priorities in the strategy with direct links correlating to freight, agriculture, resources sector, background industries and tourism transport tasks. Golden Mile Road is a major rural arterial, Council-controlled Local Roads of Regional Significance which links the community of Dysart to the Fitzroy Developmental Road (and further afield north to Mackay or south to Rockhampton), while serving as access for agricultural and resource industries. It is approximately 35 kilometres long and fully sealed for its entire length. Traffic volumes have increased over time and the greater heavy vehicle traffic loadings have had a detrimental effect on the resilience and condition of the road, affecting the efficiency and safety of transport. Most of the road is founded on a black soil subgrade which presents a major challenge in itself.



Golden Mile Road

BOWEN BASIN RRTG (continued)

Significant Roads and Transport Alliance TIDS funding in 2019–20 has been invested in the rehabilitation of Golden Mile Road. A 3 kilometres section located approximately 17 kilometres east of Dysart was upgraded in 2019–20. The project was delivered to schedule by an external contractor with Isaac Regional Council under the direction of Council’s project management team of Lakshmi Muthu (Project Engineer), Joel Kuczynski (Project Manager) and Reddy Eda (Project Superintendent). It commenced in April 2020 and was completed in June 2020.

The 3 kilometres section was in a poor condition prior to the project. Pavement failures were prevalent and increasing, due to substantial ground movement and compromised drainage – the road was prone to saturation during rainfall events in some locations. Road safety was compromised as the road profile was out of shape due to the ground movement. These combined factors meant that maintenance work was required more frequently with increasing expense.



Golden Mile Road

BOWEN BASIN RRTG (continued)



Project delivery was relatively straight forward. The formation was widened, the pavement was reconstructed and widened with an increased seal width. Approximately 10,200 tonnes of material was imported from a local quarry to correct the road surface with over \$175,000 being spent within the region. A 200mm layer was stabilised using a triple bend of lime, cement and fly ash. A 210mm overlay of higher quality road base was placed and a two-coat bitumen seal was applied to finish.

Completion of this project has significantly improved safety and driver comfort for the various road users as well as contributing to better productivity for industry transport. It will also deliver some relief to the “stretched” Isaac Regional Council road maintenance budget.



Golden Mile Road

BOWEN BASIN RRTG (continued)

Malvern Road Upgrade

Submitted by Jason Hoolihan (Manager Infrastructure and Technical Committee Chair, Isaac Regional Council) and Gerard Read (Technical Coordinator), Bowen Basin RRTG.

Central Highlands Regional Council recently completed another year of road infrastructure projects with support from the Bowen Basin RRTG's Roads and Transport Alliance TIDS works program in a best effort to maximise investments in the region's roads and transport network. Roads and Transport Alliance TIDS funding was committed to a significant upgrade of 2.5 kilometres of Malvern Road in 2019–20. Malvern Road is a rural Council-controlled sub-arterial road located on the outskirts of a small country town, Capella in the Central Highlands, and services numerous local grazing properties and the agricultural industry in general.

The 2019–20 project was strategically selected to maximise economic investments through innovative network planning, designed to improve road conditioning and directly benefit the local community. The development of Malvern Road bears particular importance as it provides a transport network connection link between State-controlled arterial roads stretching both north and east from Capella. The establishment of the link is an investment initiative set to improve the safety of road users and provide an alternate pathway for beef cattle supply chains and local mines.

The project involved:

- Realignments
- Drainage upgrades
- Pavement formation and widening to a typical rural cross-section (two-lane, two-way road)
- Overlay and strengthening the pavement, including cement stabilisation
- Bitumen sealing
- Formation of accesses
- Redevelopment of the Bakers Crossing Road intersection.

Council's day labour workforce successfully led delivery of the project which contributed to the upskilling of staff. It commenced in February 2020 and was completed in May 2020, within the forecast project delivery timeframes.

It is through projects like these, backed by an RRTG's Roads and Transport Alliance TIDS program, that help relieve growing pressures on the road network and respond to the increased demand on key inland freight corridors across Queensland.

Malvern Road



BRISBANE METRO ALLIANCE RRTG

Brisbane Metro Alliance RRTG

RRTG members

- Brisbane City Council
- TMR Metropolitan District

RRTG Chair

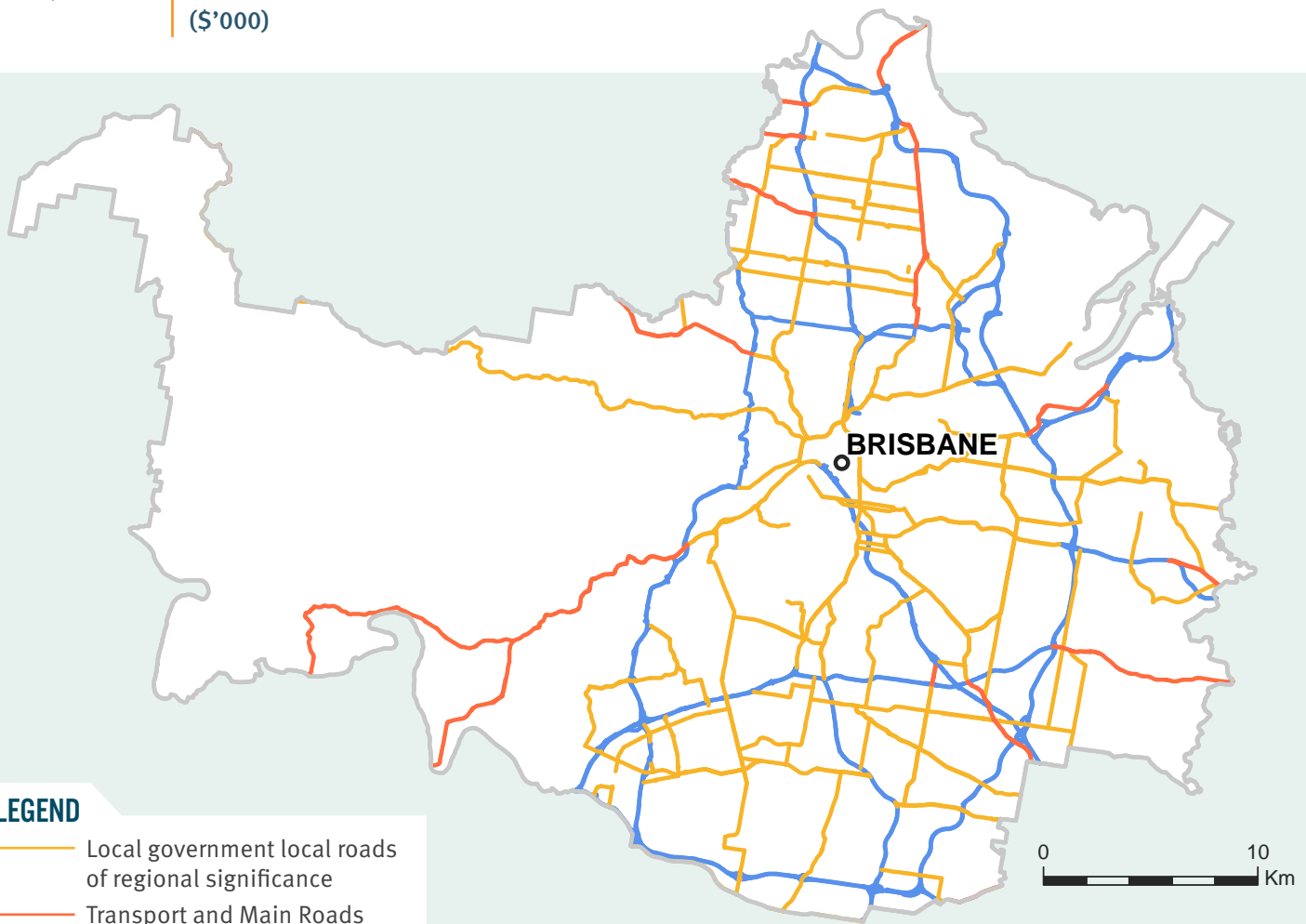
- Lord Mayor Adrian Schrinner, Brisbane City Council

RRTG Technical Committee Chair

- Deborah Sketchley, Brisbane City Council

8
PROJECTS

\$2,042
TIDS ALLOCATION 2019–20
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$2,042 2019–20 TIDS
Expenditure
(\$'000)

BRISBANE METRO ALLIANCE RRTG (continued)

Brisbane Metro Alliance Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
BRISBANE CITY	Widdop Street and Toombul Shopping Centre access road, major traffic intersection improvements	950
	Eumong Street and Riverhills Road intersection, Middle Park; major traffic improvements	682
	Primrose Street and Thomas Street, Grange, Wilston State School; intersection safety enhancements	98
	Beenleigh Road, Kuraby State School, safety enhancements	86
	Nyngam Street, Acacia Ridge State School, pedestrian safety enhancements	69
	Fulcher Road, Red Hill Special School; pedestrian safety enhancements	54
	Rogers Street, Spring Hill, St Joseph's College; pedestrian safety enhancements	52
	Enderley Road, Clayfield, St Rita's College, pedestrian safety enhancements	51
TOTAL		2,042

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Brisbane

BRISBANE METRO ALLIANCE RRTG (continued)

Eumong Street/ Riverhills Road, Middle Park, Brisbane

Intersection Upgrade

Brisbane City Council upgraded the intersection of Eumong Street, Riverhills Road and the entrance into the Park Village Shopping Centre at Middle Park with the construction of a new roundabout. The objective of this project was to improve the overall intersection operation and safety for all road users.

Riverhills Road is classified as a district road which carries approximately 7,000 vehicles per day, connecting to Horizon Drive at both ends and provides direct access to the Park Village Shopping Centre. Eumong Street is classified as a local road which carries approximately 2,000 vehicles per day. It connects Riverhills Road from the north to a large residential catchment to the south. There have been four recorded crashes at the intersection from 2013 to 2018 that resulted in either hospitalisation, medical treatment or minor injury.

The new roundabout replaced a priority-controlled intersection and provides better controls for vehicle and cyclists movements through the intersection. Additionally, new traffic islands, pedestrian refuges, footpaths and kerb ramps enhanced pedestrian safety and connectivity.

The project included:

- Installation of a new roundabout
- Modifying existing traffic islands on Riverhills Road and installing new pedestrian refuges
- Installing new traffic islands on Eumong Street
- Upgrading sections of new footpath and pedestrian kerb ramps
- Installing new kerb and channel
- Minor road widening of Montague Road
- Upgrading stormwater drainage
- New road surfacing at the intersection
- Installing new LED street lighting.

The project was jointly funded by the Queensland State Government through the TIDS program. Construction started in May 2019 and was completed in October 2019.

BRISBANE METRO ALLIANCE RRTG (continued)



Eumong Street/Riverhills Road – before



Eumong Street/Riverhills Road – after

BRISBANE METRO ALLIANCE RRTG (continued)

St Rita's College, Clayfield, Brisbane

Safer School Travel Infrastructure

Brisbane City Council undertook traffic improvements on Enderley Road to enhance safety and accessibility for St Rita's College students and pedestrians.

The new enhanced children's crossing location was identified during the school's development of a Traffic Management Plan (TMP). The TMP action plan highlighted the need for pedestrian safety enhancements due to many students using the location to actively travel to and from school via connections to public transport, as well as Park 'n' Stride locations.

The safety and accessibility enhancements included installing:

- An enhanced children's crossing facility on Enderley Road
- Kerb build-out islands on the northern side of Enderley Road
- A kerb extension on the southern/school side of Enderley Road
- Kerb ramps and sections of footpath
- Line marking, pavement works and turfing.



St Rita's College – before

BRISBANE METRO ALLIANCE RRTG (continued)



St Rita's College – after

The project has enhanced pedestrian safety and accessibility for both the school and local community by making the crossing task easier, encouraging pedestrians to cross at a designated location and assisting in promoting a lower speed environment.

The project was jointly funded in 2019–20 by the Queensland State Government through the TIDS program providing 50 per cent of the total project cost. Construction commenced in mid-April 2020 and was completed in late April 2020.

BRISBANE METRO ALLIANCE RRTG (continued)

Widdop Street Intersection Upgrade

Brisbane City Council upgraded the previously unsignalised intersection of Widdop Street and the entrance into the Toombul Shopping Centre with the construction of new traffic lights. This will improve overall intersection operation and safety for all road users and will cater for current and future demands through the area.

Widdop Street is classified as a district road that carries approximately 18,000 vehicles per day and connects Toombul Road to the north and the suburb of Clayfield to the south. The Kedron Brook Bikeway carries approximately 1,000 cyclists and 700 pedestrians per day and crosses Widdop Street at the intersection with the entrance into the Toombul Shopping Centre.

The new works replace the un-signalised intersection and pedestrian/cyclist refuge on Widdop Street for the Kedron Brook Bikeway.

The project included:

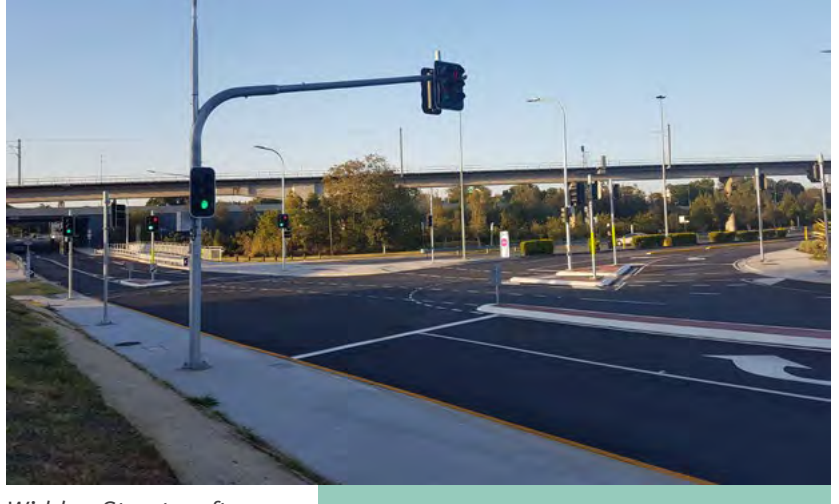
- Installing traffic signals at the intersection of Widdop Street and the entrance into the Toombul Shopping Centre, this included a controlled crossing for pedestrians and cyclists using the Kedron Brook Bikeway
- Constructing an additional northbound lane on Widdop Street to improve traffic flow
- Widening the bridge over Schulz Canal and providing a new shared path on the western side of the bridge
- Removing right turns out of Walkers Way onto Widdop Street to improve safety
- Minor relocation of the northbound bus stop
- Resurfacing, new kerb and channel, line marking and landscaping for the project area.



Widdop Street – before

BRISBANE METRO ALLIANCE RRTG (continued)

This project was jointly funded by the Queensland State Government through the TIDS program. Construction started in May 2019 and was completed in December 2019.



Widdop Street – after



Widdop Street – after

EASTERN DOWNS RRTG

Eastern Downs RRTG

RRTG members

- Toowoomba Regional Council
- TMR's Darling Downs District

4
PROJECTS

\$2,728
TIDS ALLOCATION 2019–20
(\$'000)

RRTG Chair

- Councillor Carol Taylor, Toowoomba Regional Council

RRTG Deputy Chair

- Cr Melissa Taylor, Toowoomba Regional Council

RRTG Technical Committee Chair

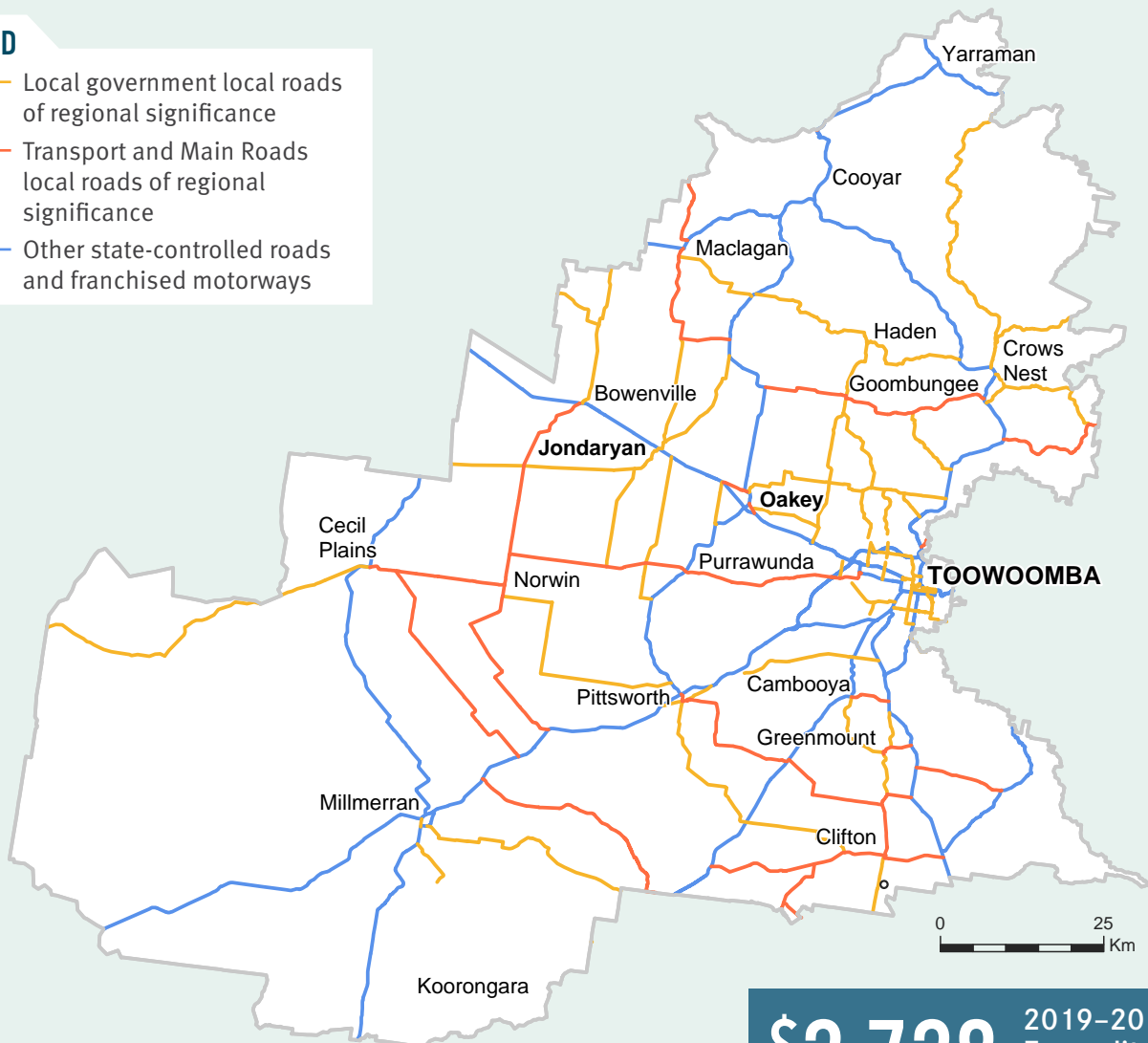
- Eric Kraak, Toowoomba Regional Council

Technical Coordinator

- Michael Burling, Toowoomba Regional Council

LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways



\$2,728 2019–20 TIDS
Expenditure
(\$'000)

EASTERN DOWNS RRTG (continued)

Eastern Downs Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
TOOWOOMBA REGIONAL	Jondaryan - Saint Ruth Road, pavement widening and strengthening	1,430
	Jondaryan - Mount Tyson Road, pavement rehabilitation and safety improvements	650
	Bowenville - Moola Road, widen and overlay	640
	Technical capability development (Eastern Downs)	7
TOTAL		2,728

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Toowoomba

EASTERN DOWNS RRTG (continued)

Bowenville –Moola Road Upgrade

Toowoomba Regional Council (TRC) constructed a 3.1 kilometres upgrade of Bowenville-Moola Road for a cost of \$3 million. The project upgraded a single lane road to a two-lane sealed standard with improved surface. The road is a heavy vehicle route and the upgrade is designed and constructed for use by Type 1 road trains. The project was eligible for joint funding under the Heavy Vehicle Safety and Productivity Program.

The project involved widening of the existing pavement both sides, shape correction of the existing pavement, and an 8.5m wide seal over the completed pavement. The design and construction generally adopted the existing vertical and horizontal alignment. The intersection with Dunns Road was fully reconstructed with superelevation on the adjacent curve and a horizontal realignment of Bowenville Moola Road at this location. Four cross-road drainage structures were extended to facilitate the widening.

The project was delivered in-house, using TRC's technical staff and construction teams. Construction was carried out with minimal challenges, other than subgrade rework as a result of wet weather. Prior to final sealing of the finished pavement, microsurfacing of the existing road surface was carried out to remove rutting. The upgrade work was carried out under traffic conditions and required full time traffic control during working hours. Work commenced in November 2019 and was completed in June 2020.

This project formed part of TRC's road network link strategy to improve heavy vehicle routes in the Bowenville area. There are several large agricultural businesses at this location, which generate heavy vehicle traffic, transporting feed and live cattle to and from feedlots. The project was developed to address narrow pavement widths, poor surface geometry and limited heavy vehicle capacity. This was achieved through the realignment, widening and reconstruction of the road to an 8.5 m wide seal, with 0.75m wide gravel shoulders. The upgrade allows opening up this section of Bowenville Moola Road to vehicles in the PBS 3A class.

The total cost of the project was \$3 million, incorporating contributions from TIDS, The Australian Government's Heavy Vehicle Safety and Productivity Program and TRC. This project will contribute toward realising road transport productivity benefits of up to approximately \$715,000 per annum (CSIRO, 2018). Over a 25-year analysis period, this represents significant benefits far in excess of the cost of the project.

Bowenville Moola Road Upgrade was managed by TRC's Infrastructure Services Group (ISG) lead by Mike Brady (General Manager Infrastructure Services Group) and delivered by Eric Kraak (Executive Manager Construction and Maintenance), Suraj Dewage (Manager Construction and Maintenance North), Matthew Yin and Steve Dalton (Technical team), and foreman Brett Barnes' construction team from Goombungee.

EASTERN DOWNS RRTG (continued)



Bowenville-Moola Road – before



Bowenville-Moola Road – after

EASTERN DOWNS RRTG (continued)

Jondaryan – Mt Tyson Road Upgrade

The upgrade of 2.2 kilometres of Jondaryan-Mt Tyson Road, south of the bridge over Oakey Creek, was completed in January 2020 by TRC. The completed upgrade is a major improvement in connectivity for heavy vehicle transport operations and caters for increasing traffic volumes and loadings.

The 2.2 kilometres length of upgraded road is an important link in the Jondaryan district, servicing properties and rural businesses, and connecting the Warrego Highway to Toowoomba-Cecil Plains Road and on to Mt Tyson.

The project involved full reconstruction of the road formation, to an upgraded width and pavement specification. Prior to the project, Jondaryan-Mt Tyson Road had a sealed width of 4.0m. The finished pavement is an 8m wide gravel formation with an 8m wide seal. The vertical alignment on the northern extent (first 200m) of upgrade section was improved by regrading this section to a maximum longitudinal grade of 3.3per cent. This section of road adjoins the approach to the bridge over Oakey Creek. The remaining 2 kilometres of the design and construction generally adopted the existing vertical and horizontal alignment. One cross-road drainage structure was upgraded and extended to facilitate the upgrade.

The project was delivered in-house, using TRC's technical staff and construction teams.

Construction was carried out with minimal challenges. The upgrade work was carried out with a detour in place for the duration, with local property access maintained. Work commenced in September 2019 and was completed in January 2020.

This project formed part of TRC's road network link strategy to improve heavy vehicle routes in the area. There are several large agricultural businesses at this location, which generate heavy vehicle traffic, transporting feed, livestock and produce to and from properties. The project was developed to address narrow pavement widths, steep vertical alignment and limited heavy vehicle capacity. This was achieved through full reconstruction of the road to an 8m wide seal on an 8m wide formation.

The total cost of the project was \$1.9 million, utilising both TIDS and TRC funding.

The Jondaryan-Mt Tyson Road Upgrade project was managed by TRC's Infrastructure Services Group (ISG) lead by Mike Brady (General Manager Infrastructure Services Group) and delivered by Eric Kraak (Executive Manager Construction and Maintenance), David Pascoe (Manager Construction and Maintenance Central), Gary Wilson and Nick Geraghty (Technical team), and foreman Richard Evans and his Oakey construction team.



Jondaryan–Mt Tyson Road – construction



EASTERN DOWNS RRTG (continued)



Jondaryan–Mt Tyson Road – after

EASTERN DOWNS RRTG (continued)

Jondaryan – St Ruth Road

Upgrade Stage One

The upgrade of Jondaryan-St Ruth Road was completed in June 2020 by TRC. The completed upgrade is a major improvement in connectivity for heavy vehicle transport operations and provides a safe alternate route during emergency closures of the Warrego Highway.

The 2.8 kilometres length of road upgraded in 2019–20 was the initial section of a proposed multi-year upgrade for Jondaryan-St Ruth Road. The completed section will be complemented by an additional 4.3 kilometres of upgrades in 2020–21, completing the link of Jondaryan St Ruth Road between Bowenville-Norwin Road and the Toowoomba Regional Council boundary with Western Downs Regional Council.

The project involved full reconstruction of the road formation. Prior to the project, Jondaryan-St Ruth Road had a sealed width of 4m. The finished pavement is an 8m wide gravel formation with an 8m wide seal. The pavement batters have also been sealed to prevent moisture ingress and promote longevity. The design and construction generally adopted the existing vertical and horizontal alignment. Three cross-road drainage structures were extended to facilitate the widening.

The upgrade work was carried out without excessive disruption to traffic flow, by establishing side tracks and detours. The surrounding land is a flood plain and is very flat. The level of the road had to be maintained at the existing level to avoid changing the flood flows which would impact on the adjacent agricultural land. Work commenced in November 2019 and was completed in June 2020.

This project formed part of TRC's road network link strategy to improve heavy vehicle routes in the area. There are several large agricultural businesses at this location, which generate heavy vehicle traffic, transporting feed and live cattle to and from feedlots. The project was developed to address narrow pavement widths, poor surface geometry and limited heavy vehicle capacity. This was achieved through widening and reconstruction of the road.

The total cost of the project was \$2,514,000, utilising both TIDS and TRC funding.

The Jondaryan-St Ruth Road Upgrade project was managed by TRC's Infrastructure Services Group (ISG) lead by Mike Brady (General Manager Infrastructure Services Group) and delivered by Eric Kraak (Executive Manager Construction and Maintenance), David Pascoe (Manager Construction and Maintenance Central), Gary Wilson and Nick Geraghty (Technical team), and foreman Richard Evans and the Oakey construction team.



Jondaryan–Mt Tyson Road – construction

EASTERN DOWNS RRTG (continued)



Jondaryan–Mt Tyson Road – construction



Jondaryan–Mt Tyson Road – after

FAR NORTH QUEENSLAND RRTG

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, Cook Shire Council

RRTG Deputy Chair

- TBA
- Former Deputy Chair Councillor Tom Gilmore, Mareeba Shire Council, retired March 2020

RRTG TC Deputy Chair

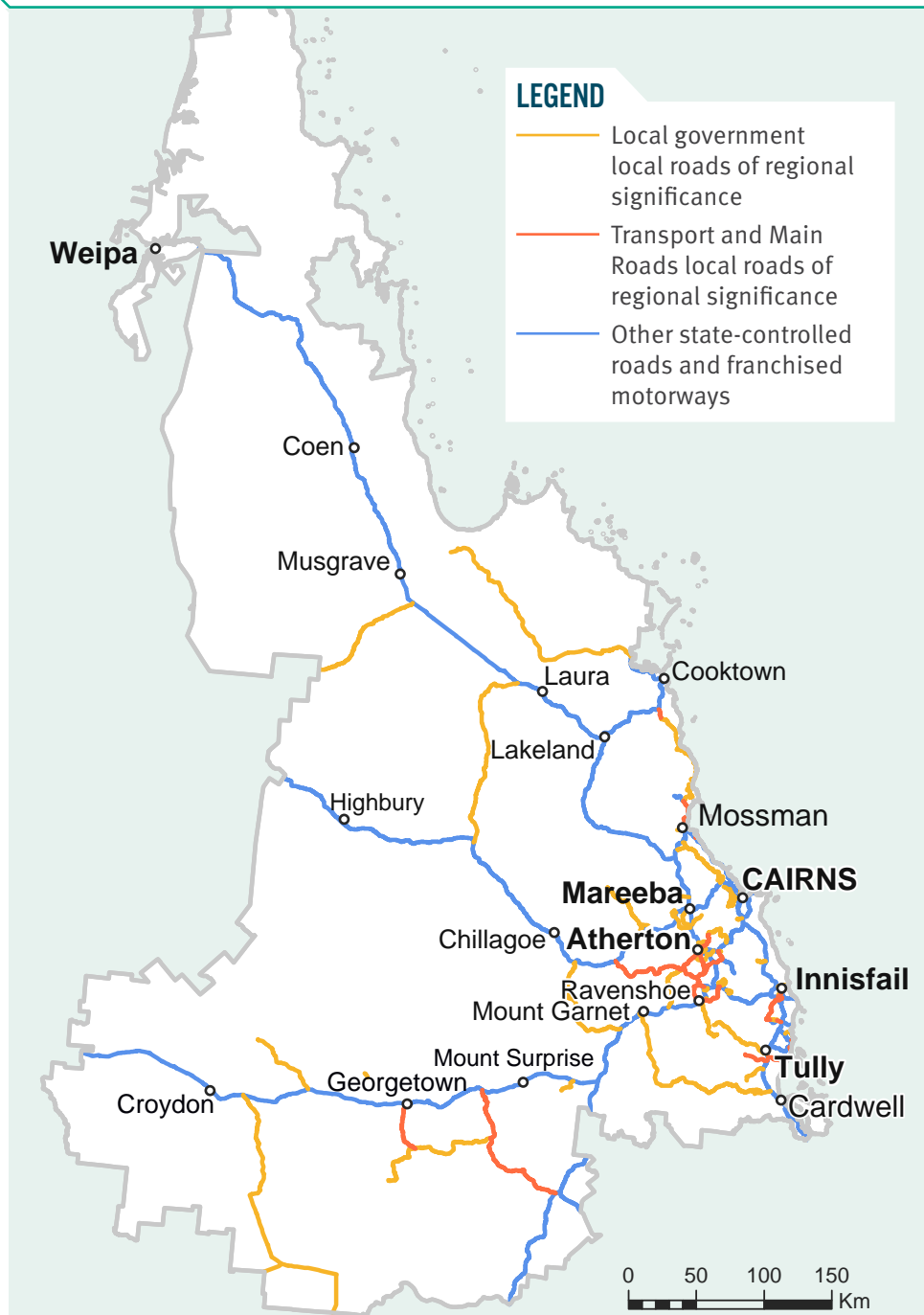
- Michael Ringer, Cairns Regional Council

Technical Coordinator

- Lachlan Rankine, Far North Queensland Regional Organisation of Councils (FNQROC)

24
PROJECTS

\$5,715
TIDS ALLOCATION 2019-20
(\$'000)



\$5,725 2019-20 TIDS Expenditure (\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

FAR NORTH QUEENSLAND RRTG (continued)

Far North Queensland Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
CAIRNS REGIONAL	Florence Street, upgrade lighting	240
	Lake Morris Road, install parking, pedestrian and rest facilities	107
	Redlynch Intake Road, widen road	100
	Cook Street, construct bridge	50
	Abbott Street, rehabilitation works	11
CASSOWARY COAST REGIONAL	Clifford Road, construct to new sealed two lane standard	826
	Goondi Mill Road, construct to new sealed two lane standard	468
	Cowley Creek Road, upgrade bridge	10
COOK SHIRE	Poison Creek Road, construct to new sealed two lane standard	700
	Oaky Creek Road, school bus route, pave and seal	400
	Charlotte Street, rehabilitate and widen	8
CROYDON SHIRE	Croydon - Richmond Road (1), construct to two lane seal	350
	Croydon - Richmond Road, upgrade floodway	23
	Yapper River Road, construct approaches	20
ETHERIDGE SHIRE	Strathmore Road (Section 1), construct to sealed standard	686
MAREEBA SHIRE	Chettle Road, rehabilitate and widen	360
	Chettle Road, rehabilitate and widen	315
	Far North Queensland RRTG capability and development	143
	Pickford Road, widen pavement and improve drainage	111
	Ootann Road, seal to provide overtaking opportunity	78
TABLELANDS REGIONAL	Theresa Creek Road, at grade intersection improvement	278
	Ootann Road (Almaden - Kennedy Highway), Gunnawarra, package 2 sealing works	209
	Tolga - Kairi Road, at-grade intersection improvement	124
	Danbulla State Forest Drive, construct to new sealed two lane standard	116
TOTAL		5,725

RRTG ASTI TDIS 2019–20

Local government	Project name	Expenditure \$'000
WUJAL WUJAL ABORIGINAL SHIRE	Wujal Wujal Community funding, boat ramp works	29
YARRABAH ABORIGINAL SHIRE	Yarrabah Community funding, pavement improvements	46
TOTAL		75

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

FAR NORTH QUEENSLAND RRTG (continued)

Ootann Road Sealing

'We're all in this together!'

In recognising the regional benefits brought about by collaboration, a submission was made by the Far North Queensland RRTG (FNQRRTG) to the Australian Government's Northern Australia Beef Roads Program. This resulted in two successful projects on previously unsealed roads in Mareeba Shire Council and Tablelands Regional Council areas:

- Package One: Mareeba Shire Council - Ootann Road (00 Burke Development Road) Chainage 16.8 to 18.2. Seal to 9m wide to provide safe overtaking opportunity and cater for sharp descent.
- Package Two: Tablelands Regional Council - Ootann Road (00 Burke Development Road) Chainage 78.2 to 80.2 and Chainage 86.6 to 91. Seal to 9m wide to provide safe overtaking opportunity.

Over the 2018–19 and 2019–20 financial years, a total of \$4.84 million was expended to seal 7.8 kilometres of the Ootann Road that included a crossing of the Sandy Tate River. A combination of TIDS funding, matched by Local Government funds and the Federal Government 'Beef Roads funding', were used to ensure this project came to fruition. The success of this project demonstrates the region's ability to collaborate across not only local government boundaries, but to also work in partnership with state and federal entities to undertake opportunities to develop results that are truly providing 'on the ground' outcomes, directly benefiting the region.



Ootann Road – construction

FAR NORTH QUEENSLAND RRTG (continued)



Ootann Road – construction



Ootann Road – after

FAR NORTH QUEENSLAND RRTG (continued)

Strathmore Road Sealing

Opening vital veins to Industry

The Gilbert River Irrigation Project is one of Australia's burgeoning areas of agricultural development. The project has facilitated the development of greater than 28,564ha of arable land, additional to the 20,235ha currently under dry land cropping within the catchment. Coursing through this scheme is Strathmore Road, one of the key routes servicing the region, which enables the movement of crops and cattle to market venues. Strathmore Road branches off the Gulf Developmental Road, midway between Croydon and Georgetown. The TIDS aspect of this work comprised of two sequential packages of works, one of which was delivered in the 2019–2020 Financial Year, with the second package scheduled to be undertaken from 2020 through until 2023.

- Package One (Complete) - Chainage 4.8 to 8.2 kilometres - Seal to 9m wide to provide safe two-way Heavy Vehicle Access.
- Package Two (Scheduled) - Chainage 0 to 4.8 kilometres - Seal to 9m wide to provide safe two-way Heavy Vehicle Access.

Etheridge Shire Council led this road upgrade project, under the leadership of Les Morgan, Director of Engineering Services. Early due diligence investigations identified inadequacies in the existing subgrade material of the road. This required the importation, formation, spreading and compaction of new material. In conjunction with this work, improvements in the road's alignment were also undertaken to improve geometry and formation shape. Drainage



Strathmore Road – construction

FAR NORTH QUEENSLAND RRTG (continued)

within the road reserve was improved to correct some areas of historical concern along with a number of waterway treatments where required (e.g. causeway/box culvert extensions). Appropriate stock grid treatments were also installed. The road seal was completed using a 16/10mm two-coat bitumen seal, with a total construction window of 45 days.

Completed works are a true credit to all involved.



Strathmore Road – after



Strathmore Road – “The A-team”

GLADSTONE RRTG

Gladstone RRTG

RRTG members

- Gladstone Regional Council
- TMR's Fitzroy District

RRTG Chair

- TBA
- Former Chair Councillor Peter Masters, Gladstone Regional Council, retired March 2020

RRTG Deputy Chair

- Councillor Rick Hansen, Gladstone Regional Council

RRTG Technical Committee Chair

- Anna Scott, Gladstone Regional Council

RRTG TC Deputy Chair

- Thomas Natsa, Gladstone Regional Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

3
PROJECTS

\$1,038
TIDS ALLOCATION 2019–20
(\$'000)



GLADSTONE RRTG (continued)

Gladstone Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
GLADSTONE REGIONAL	Flinders Parade, landslip remediation	713
	King George Street, Mt Larcom, Gladstone Street to Nelson Road; pavement rehabilitation	175
	Goondoon Street, North Coast railway bridge rehabilitation	150
TOTAL		1,038

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



King George Street project signage

GLADSTONE RRTG (continued)

King George Street, Mount Larcom Upgrade

Submitted by Bboyd Newton (Technical Committee representative, Gladstone Regional Council) and Gerard Read (Technical Coordinator), Gladstone RRTG.

The Gladstone RRTG delivered three projects throughout 2019–20 through its Roads and Transport Alliance TIDS program including the upgrade to King George Street, Mount Larcom featured here. The other two projects were as follows:

- Rehabilitation of the Goondoon Street bridge over the north coast rail line in central Gladstone.
- Reconstruction of the failed embankment on Flinders Parade in central Gladstone.

Mount Larcom is a small town situated approximately 45 kilometres north of Gladstone on the Bruce Highway. King George Street is an urban residential/commercial collector road and effectively the first 750m (through town) of the Mount Larcom-Bracewell Road, directly from the Bruce Highway. Mount Larcom-Bracewell Road is a key rural arterial road and the entire route is classified as a Local Road of Regional Significance. As well as being the link for Mount Larcom-Bracewell Road, King George Street directly services local residential areas, shopping areas and a popular travelling rest point, being Dudge and Isabel Burrum Park.

Gladstone Regional Council committed to investing in the rehabilitation and upgrade of a substandard section of King George Street in 2019–20. The pavement along the 350m section was showing significant signs of deterioration, directly related to residential and visitor traffic volumes. Aside from being an “asset renewal” issue, road safety was being compromised for vehicles and pedestrians associated with the nearby shopping and park areas.

Major components of the project included:

- Renewal and minor widening of the pavement, including cement stabilisation treatment
- Replacement of the existing kerb to the western side of the street.
- Replacement of three non-standard stormwater gully pits
- Installation of a new kerb to a 70m section of cutting, crossover access and minor service road
- Replacement of eight residential driveways
- Asphalt surfacing of the renewed pavement
- Bitumen sealing of the minor service road
- Ancillary linemarking and road signage

The two primary challenges during project delivery were management and safety of vehicular traffic and pedestrians, plus the prevalence of unsuitable localised sub-surface material issues.

Preconstruction consultation was undertaken with key stakeholders which assisted in determining the final design and ultimate project success. This consultation extended throughout the construction phase with the affected local businesses and residents.

The project was undertaken by Gladstone Regional Council using day labour under the direction of Council’s Acting Manager Road Program Delivery, Bboyd Newton (Gladstone RRTG Technical Committee representative). External contractors were engaged for the stabilisation and surfacing components. It commenced in late November 2019 and was completed in February 2020, well within the forecast project delivery timeframes.

GLADSTONE RRTG (continued)



King George Street – before



King George Street – after

NORTH QUEENSLAND RRTG

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 Deputy Chair

- Councillor Frank Beveridge, Charters Towers Regional Council

RRTG Technical Committee (TC) Chair

- Cameron Scott, Charters Towers Regional Council

RRTG TC Deputy Chair

- James Stewart, Hinchinbrook Shire Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

19
PROJECTS

\$3,361
TIDS ALLOCATION 2019–20
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$3,361 2019–20 TIDS Expenditure (\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

NORTH QUEENSLAND RRTG (continued)

North Queensland Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
BURDEKIN SHIRE	Ivory Road and Fiveways Road, intersection upgrade	274
	Brown Road (Ayr), widen pavement and upgrade drainage	225
CHARTERS TOWERS REGIONAL	Dundee Street and Devereux Street, Charters Towers, pavement improvements and drainage	444
	Victory Street (Queenton), Milchester Road to York Street, asphalt overlay and junction alignment	150
	Weir Road, Macpherson Street - Sheep Station Creek, reconstruction and seal	75
	Various roads, Charters Towers; pavement improvements and drainage on various roads	61
	Hugh Quinn Crescent (Queenton), New Queen Road intersection, junction alignment	14
	Weir Road and MacPherson Street, intersection upgrade	8
HINCHINBROOK SHIRE	Mount Gardiner Road (Bemerside), various locations, sealing works	179
	Four Mile Road (Braemeadows), various locations, pave and seal and improve drainage	164
	Lannercost Extension Road (Lannercost), replace bridge	132
	Wallaman Falls Road (Ingham), various locations, widen and seal	61
	Lannercost Extension Road (Lannercost), pave and seal	32
	Abergowrie Road, pavement and drainage works	12
TOWNSVILLE CITY	Ingham Road and Enterprise Street, intersection upgrade	1,088
	Mcllwraith Street, Dean Street - Davidson Street, reconstruction and overlay	207
	Stanley Street, upgrade traffic signals at various intersections	139
	RRTG Technical Coordination	64
	Townsville City, various locations, replace bus shelters	35
TOTAL		3,361

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

NORTH QUEENSLAND RRTG (continued)

Ingham Road – Enterprise Street Intersection Upgrade

Submitted by Amelia Marshall (Technical Committee Representative, Townsville City Council) and Gerard Read (Technical Coordinator), North Queensland RRTG.

Ingham Road services the most significant and growing commercial/industrial area in Townsville and has high connectivity to the airport, port and rail networks. The Bohle area has large manufacturers of steel and concrete products, warehouse and distribution centres including cold storage facilities, courier services, plant/machinery yards, educational facilities and a range of commercial businesses.

Ingham Road is an important council-controlled Local Road of Regional Significance and an approved B-Double route. It is one of Townsville's busiest thoroughfares with approximately 13,000 vehicles using it daily, with 25 per cent of the traffic coming from commercial vehicles. All intersections along the section of Ingham Road from Mather Street to the Bruce Highway had been presenting capacity constraints in their current form. Approximately 2,000 vehicles travel through the Enterprise Street intersection alone in peak hours. Due to heavy vehicle combinations servicing this area, access to and from the side streets of Ingham Road had reached a point where significant delays occurred, and safety was being compromised. This impacted the efficiency of the significant road transport activity in the area.

Townsville City Council continued in 2019–20 with its major three-Stage project to upgrade three key intersections on Ingham Road, Bohle at Everett and Weston Streets, Webb Drive and Enterprise Street. The Everett and Weston Streets roundabout was previously completed in 2017–18, Webb Drive was completed in 2018–19, and the third and final stage being Enterprise Street was undertaken in 2019–20 with completion on schedule in early 2020. The Enterprise Street intersection project involved installation of traffic signals at a previously uncontrolled intersection as well as:

- Widening of the carriageway and reconstruction/strengthening of the pavement.
- New turning lanes and a new service lane opposite the intersection.
- Improved provision for cyclists.
- Raised concrete medians.
- Drainage improvements.
- Upgraded entry gates at some businesses.



Ingham Road–Enterprise Street – construction

NORTH QUEENSLAND RRTG (continued)

Most importantly travel time, safety, reduced congestion, and access benefits have been realised since completion with better connectivity to a high business/employment area, an upgraded integrated road corridor to the Bruce Highway and an improved link to other modes of transport in Townsville.

North Queensland RRTG Chair and Townsville City Council Infrastructure Committee Chair, Cr Mark Molachino said, “The project was the third upgrade to intersections along Ingham Road in recent years. Council understands

how important Ingham Road is for motorists and truckies. Importantly, these upgrades work together to improve safety on one of the city’s busiest roads.”

The project has been delivered with investment from all three levels of government via the State Government’s Roads and Transport Alliance TIDS program, Townsville City Council’s Capital Works program and the Australian Government’s Heavy Vehicle Safety and Productivity Programme.



Ingham Road – Enterprise Street

NORTH QUEENSLAND RRTG (continued)

New Queen Road, Enterprise Road, Victory Street

Pavement
reconstruction
to support heavy
vehicles

Submitted by John Teague (Manager Operations, Infrastructure Services and Technical Committee Representative, Charters Towers Regional Council) and Gerard Read (Technical Coordinator), North Queensland RRTG.

Charters Towers was founded on the mining and the cattle industries which still today represent two of the major industries of the area and the broader region to the west. Charters Towers is situated on the Flinders Highway which links Mount Isa through to Townsville and its port facilities. High volumes of large mining machinery, equipment and product, as well as cattle and other rural freight are transported along the highway. Charters Towers also operates one of the busiest livestock saleyard facilities in Queensland.

Due to height and width restrictions at a railway overpass on the Flinders Highway in town, Charters Towers Regional Council has established a heavy vehicle bypass to

combat this impediment. The bypass is a critical piece of infrastructure for the Flinders Highway providing an alternative route for oversize and overmass vehicles. It comprises four Local Roads of Regional Significance roads/streets namely New Queen Road, Enterprise Road, Millchester Road, and Victory Street. Ever increasing traffic demands on the network meant pavement upgrades were required on the bypass to sustain it. The roads/streets were never originally designed to cater for the increased traffic volumes and heavy vehicle loadings they are now bearing.

Charters Towers Regional Council committed to reconstructing the pavements on three of the four roads in 2019–20.



New Queen Road, Enterprise Road – before



New Queen Road, Enterprise Road – construction

NORTH QUEENSLAND RRTG (continued)

Works were carried out in the second half of the financial year and were completed in mid-June with the majority of works undertaken at night to minimise traffic disruption. The reconstruction involved the use of a Bitumen Treated Basecourse (BTB) supplied by Fulton Hogan. The BTB product is a M/4 basecourse aggregate which has been combined with 3-3.5 per cent bitumen binder in a hot mix asphalt plant and layered using an asphalt paver. The pavement was designed following a Falling Weight Deflectometer (FWD) report on the existing road and consisted of a 150mm BTB lower base, 150mm BTB

upper base and a 50mm asphalt wearing surface. BTB was selected to allow the road to be trafficked immediately to limit the road closure duration, as well as having non-fatigue cracking and water proofing properties.

Design works have also commenced on intersection upgrades at three locations along the bypass to improve safety on the route. These upgrades have also had Roads and Transport Alliance TIDS funding prioritised and allocated in the NQRRTG four year forward works program.



New Queen Road, Enterprise Road – construction



New Queen Road, Enterprise Road – after

NORTH QUEENSLAND RRTG (continued)

Weir Road

Sheep Station Creek Causeway

Submitted by John Teague (Manager Operations, Infrastructure Services and Technical Committee Representative, Charters Towers Regional Council) and Gerard Read (Technical Coordinator), North Queensland RRTG.

Charters Towers Regional Council has many concrete causeways across its extensive road network which have deteriorated over time. Many have cracked and moved out of vertical alignment causing vehicles to drive out of their lanes to improve rideability when crossing, obviously compromising road safety. To replace the large number of damaged causeways across the region would be a huge financial impost for Council and take many years to complete.

Roads and Transport Alliance TIDS funding was allocated in the 2019–20 NQRRTG works program for Charters Towers Regional Council to undertake a trial correction treatment on the existing causeway at

the Sheep Station Creek crossing on Weir Road, Charters Towers. Weir Road is an urban/rural arterial Local Roads of Regional Significance approximately 13 kilometres in length, linking town to its water supply source to the north i.e. the weir on the Burdekin River. The treatment included a BTB correction, “Ha Telit” asphalt reinforcement membrane and an asphalt wearing surface. It is expected this treatment, which has improved the crossing rideability and allowed the original speed limit to be reinstated, to last at least 15 years without any reflective cracking coming back through to the surface.



Weir Road

REGIONAL ROADS AND TRANSPORT GROUP PROFILES



Charters Towers

NORTH WEST QUEENSLAND RRTG

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
- Mount Isa City Council
- Richmond Shire Council
- TMR's North West District

RRTG Chair

- Councillor John Wharton, Richmond Shire Council

RRTG Deputy Chair

- Councillor Gregory Campbell, Cloncurry Shire Council

RRTG Technical Committee Chair

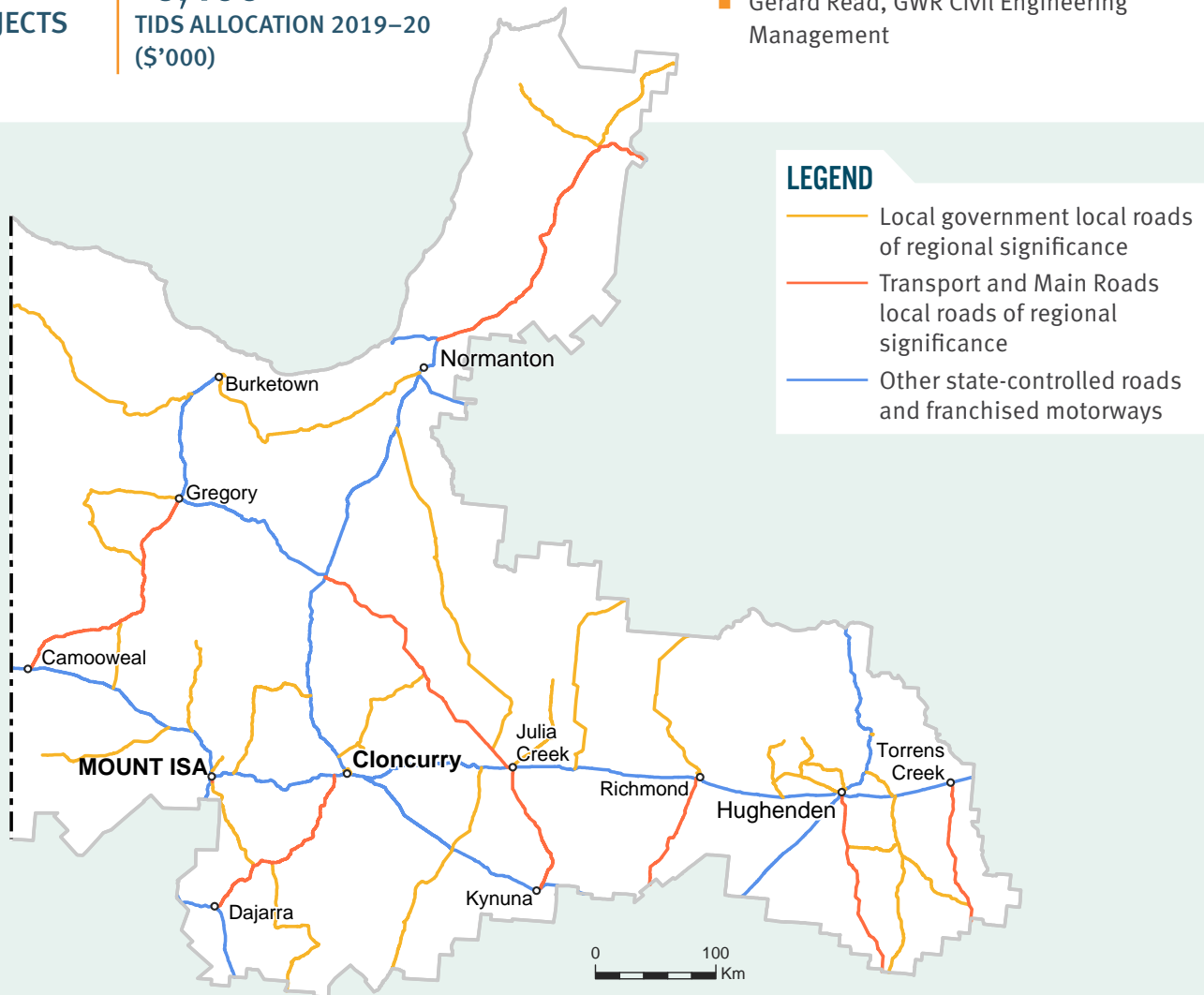
- Michael Wanrooy, Carpentaria Shire Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

21
PROJECTS

\$5,493
TIDS ALLOCATION 2019–20
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$5,430 2019–20 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

NORTH WEST QUEENSLAND RRTG (continued)

North West Queensland Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local government	Project name	Expenditure \$'000
BURKE SHIRE	Gregory - Lawn Hill Road, reseal	194
	Gregory - Lawn Hill Road, resheet unsealed road	164
	Floraville Road, Harris Lake and Harris Creek, replace culvert	88
	Gregory - Lawn Hill Road, safety improvements	60
CARPENTARIA SHIRE	Burketown Road, section, construct to new sealed two lane standard	910
CLONCURRY SHIRE	Sir Hudson Fysh Drive, Cloncurry, widen bridge	800
DOOMADGEE ABORIGINAL SHIRE	Woollogarang West Road, construct to a sealed standard	200
FLINDERS SHIRE	Prairie Vale Road, construct to sealed standard	324
	Hughenden area, various roads, install new drainage structures	120
MCKINLAY SHIRE	Gilliat - McKinlay Road, construct to new sealed standard 2 lane standard	250
	Burke Street (Julia Creek), pavement rehabilitation	150
	Byrimine Road, construct to new unsealed standard	100
MOUNT ISA CITY	Gunpowder Road (Gunpowder), formation, drainage and resheeting section	150
	Duchess Road, Mount Isa, rehabilitate pavement	133
	Old May Downs Road, form and improve drainage	100
	Yelvertoft Road (Mount Isa), reseal	83
RICHMOND SHIRE	Croydon - Richmond Road, rehabilitation and widen	500
	Croydon - Richmond Road, 2018-19 and 2019-20 section reseal	230
	RRTG Technical Coordination	137
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		4,691
FLINDERS SHIRE	Aramac - Torrens Creek Road, construct to a sealed standard	540
RICHMOND SHIRE	Richmond - Winton Road, culvert and floodway replacement	200
STATE NETWORK RRTG FUNDED SUBTOTAL		740
TOTAL		5,430

RRTG ATSI TDIS 2019–20

Local government	Project name	Expenditure \$'000
DOOMADGEE ABORIGINAL SHIRE	Woollogarang West Road, Doomadgee, construct to sealed standard	374
KOWANYAMA ABORIGINAL SHIRE	Topsy Creek Road and Pormpuraaw Road	326
TOTAL		700

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

NORTH WEST QUEENSLAND RRTG (continued)

Woologarang Road

Sealing

Submitted by Garry Jeffries (CEO and RRTG representative, Doomadgee Aboriginal Shire Council) and Gerard Read (Technical Coordinator), North West Queensland RRTG.

Doomadgee Aboriginal Shire Council has strategically prioritised progressive sealing and upgrading of watercourse crossings on Woologarang Road for the past five years or more. Woologarang Road is the 33 kilometres section of the priority Burketown-Doomadgee-Northern Territory border Local Roads of Regional Significance link located within the Doomadgee Aboriginal Shire Council Local Government Area and is classified as a Significant Local Road. It is part of the nationally recognised Savannah Way joining Cairns to Broome across Northern Australia. As well as forming the primary access to Doomadgee, the link is a direct route into the north-east shoulder of the Northern Territory, is a popular tourism route, and caters for heavy vehicle transport servicing the cattle industry. The unsealed sections of Woologarang Road have historically been prone to damage and outage during the annual wet season.

Various funding sources for example Roads and Transport Alliance TIDS, ATSI TIDS, Roads to Recovery, Natural Disaster Relief and Recovery Arrangements, and so on, have been allocated in recent years to the road and it is pleasing to report this objective of fully sealing the 33 kilometres section within the Doomadgee Aboriginal Shire Council Local Government Area was finally achieved in June 2020. The final 2.4 kilometres was sealed to a width of 8m, which included a

235m long reinforced concrete floodway to a width of 8.4m and depth of 230mm. The floodway also had 900mm deep cut-off walls to its entire perimeter.

Earthworks and pavement construction for the roadworks were undertaken in-house by the Council workforce using locally sourced gravel paving material. An external contractor was engaged to apply a two-coat bitumen chip seal. The initial earthworks and pavement construction were undertaken prior to Christmas 2019 with final trimming, compaction and sealing completed in June 2020.

Two mobile concrete batching plants were established on site to supply approximately 600m³ of concrete for the floodway. One of the batching plants is wholly owned and operated by the Council workforce. An external contractor was engaged to construct the floodway which included form setting, steel fixing and ten days of pouring and finishing. Council supplied all materials for the floodway. Works were undertaken in May and June 2020.

The works were supervised by Doomadgee Aboriginal Shire Council NWQRRTG representatives, Garry Jeffries (former Director of Engineering and now CEO) and Tony Ivers (current Director of Engineering).



Woologarang Road – construction



NORTH WEST QUEENSLAND RRTG (continued)

Roads and Transport Alliance TIDS and ATSI TIDS was originally allocated to the project in 2019–20 through the NWQRRTG works program. Following the mid-year review of the SCDF by the Roads and Transport Alliance Board additional funding was allocated to the project in late March and mid-May 2020. Doomadgee Aboriginal Shire Council and the NWQRRTG would like to acknowledge and thank the Roads and Transport Alliance Board for the allocation of this additional TIDS funding in 2019–20 which allowed the acceleration of the concrete floodway component of the project. It should be noted this process also occurred in 2018–19.

As well as this additional funding, it became apparent in May 2020 that neighbouring Burke Shire Council would be unable to fully deliver the scope of one of its 2019–20 projects within the financial year resulting in surplus TIDS funding. Negotiations and arrangements with Doomadgee Aboriginal Shire Council allowed the transfer of funding between both Councils in 2019–20 and 2020–21, meaning no funding was lost and Burke Shire Council will be able to continue to deliver its project in 2020–21.

This process was a great example of an RRTG working collaboratively to achieve a satisfactory outcome for the region, and special recognition and thanks must go to Doomadgee Aboriginal Shire Council for their cooperation and support. Again, Doomadgee Aboriginal Shire Council, Burke Shire Council and the NWQRRTG would also like to acknowledge and thank the Roads and Transport Alliance for their assistance in facilitating this outcome.



Woolgarang Road

NORTH WEST QUEENSLAND RRTG (continued)

Burketown Road, Carpentaria Shire Council Sealing

Submitted by Michael Wanrooy (Director of Engineering and Technical Committee Chair, Carpentaria Shire Council) and Gerard Read (Technical Coordinator), NWQRRTG.

One of the primary objectives for the NWQRRTG has been, and will continue to be, the progressive sealing of key routes which connect the small towns and communities in the region. These are high priority Local Roads of Regional Significance and are critical to the economic and social prosperity of this vast area. They are characterised by:

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

One of the highest priorities is the Normanton to Burketown Road. Burketown is the oldest town in the southern Gulf of Carpentaria, established in 1865 as a port to support the growing trade in the cattle industry. In the early years it became obvious Burketown and surrounding areas were prone to prolonged flooding. To compound

this problem, a typhoid pandemic at the time struck and decimated Burketown's population. Normanton was established in 1867 as a result, with better port access from the Norman River. Normanton is home to the Gulflander train and home to the largest crocodile (8.63m) ever caught, a replica of which proudly sits on the main street outside the Carpentaria Shire Council offices. Normanton is also the gateway to Karumba which is known as the prawn and barramundi capital of Australia.

The Normanton to Burketown Road is the direct link between the two remote towns and is part of the nationally recognised Savannah Way across the tropical surrounds of northern Australia, linking Cairns in Queensland with Broome in Western Australia. It is a popular drive tourism route and caters for heavy vehicle transport servicing the cattle industry. The road also provides important indirect access to the port of Karumba which forms a key plank for Northern Australian development. It is a crucial Council-controlled Local Roads of Regional Significance 226 kilometres in length, with approximately 150 kilometres located in



Burketown Road

NORTH WEST QUEENSLAND RRTG (continued)



Burketown Road

the Carpentaria Shire Council area and the balance in the Burke Shire Council area (where the road is known as the Floraville Road). The road is fully sealed within Burke Shire, however just under 100 kilometres within Carpentaria Shire is unsealed.

The road passes “Camp CXIX”, Burke and Wills’ final camp site before setting out for the final push to the gulf. The camp is situated at the edge of the Bynoe River, a tributary of the Flinders River. Flinders River is Queensland’s longest river (1,004 kilometres) and has a mean annual discharge of 3,857 Gigalitres, all of which enters the Gulf of Carpentaria approximately 36 kilometres west of Normanton. In February 2019, Flinders River was in flood and grew into a “mega-river” stretching to a width of 70 kilometres in places. The recorded flood levels were 1.5m higher than the 1974 floods and could be seen from space.

Through the NWQRRTG works program, significant funding has been allocated and spent in the past 10 years or more, upgrading and progressively sealing the Normanton to Burketown Road towards achieving the ultimate goal of a fully sealed link. Further Roads and Transport Alliance TIDS funding (matched by Carpentaria Shire Council funding) was spent in 2019–20 sealing another 6 kilometres section. The work included some minor realignment, shaping and repairing the existing formation, placement of 200mm deep gravel paving material (cement stabilised) and a final two-coat bitumen seal to a width of

7.2m. Works were undertaken in-house by the Council workforce, commencing in July 2019, and were completed in three phases; two phases prior to Christmas 2019 and the third phase in March-April 2020.

Carpentaria Shire Council Director of Engineering and NWQRRTG Technical Committee Chair, Michael Wanrooy stated, “The original scheduled scope of works was completed under budget which allowed an additional length of the road to be constructed in May 2020 which was great. Council had recently purchased a new Wirtgen stabiliser and this was the first project the plant was used on. It is a welcome addition to Council’s plant fleet.”

Carpentaria Shire Council Mayor and NWQROC Chair, Cr Jack Bawden, “The Normanton Burketown Road is one of Council’s and the NWQ region’s highest priorities. Council is determined to see the seal completed to deliver improved road safety for all road users and develop local employment opportunities. The road services the cattle industry and is used by large numbers of tourists towing caravans on adventure tours visiting numerous tourist sites along the Savannah Way. A ‘Normanton Burketown Road, Savannah Way Access Strategy’ was commissioned by Council and released in September 2019. It is 170 pages long and details the work required and associated costs for every single kilometre of the road – just under \$100 million and the seal will be completed.”

NORTH WEST QUEENSLAND RRTG (continued)

Carl Katter Bridge

Replacement

Submitted by Charles Taylor (Assets and Project Planning Manager and Technical Committee representative, Cloncurry Shire Council) and Gerard Read (Technical Coordinator), NWQRRTG.

Carl Katter Bridge is located on Sir Hudson Fysh Drive approximately 1.5 kilometres north of the Cloncurry town centre. Sir Hudson Fysh Drive is an important Local Roads of Regional Significance which connects town with the Cloncurry Saleyards precinct, Cloncurry Airport, Cloncurry Racecourse, and industrial estates. It is also a direct link from the town centre to the Cloncurry Heavy Vehicle Bypass and beyond to Ernest Henry Mine.

Carl Katter Bridge was a lower-level, single lane concrete bridge suspected to be nearing the end of its useful life when a detailed inspection of the structure was undertaken in recent years. This inspection confirmed the need to address the safety and access issue. The bridge would never have been initially designed to cater for the increased heavy vehicle loadings it was bearing. The importance of the bridge is highlighted by the fact a potential 9 kilometres diversion is required should the bridge be “out” due to failure or in times of flooding.

The estimated cost to replace and upgrade the bridge was in the order of \$5 million which was going to be a significant financial impost for Cloncurry Shire Council. In what could be described as a unique arrangement

for a smaller rural Council, funding was secured from all three levels of government (through the State Government’s Roads and Transport Alliance TIDS program, the Australian Government’s Bridges Renewal Program, Council’s Capital Works program) plus investment from private enterprise.

Planning and detailed design commenced immediately, and the project was programmed for 2019–20. It commenced in July 2019 by contractors engaged by Cloncurry Shire Council and was completed on schedule and opened to traffic just prior to Christmas 2019. An official opening was held on Tuesday 18 February 2020 and it was appropriate that a large multi-deck cattle truck was the first vehicle to ceremonially cross the bridge at the official opening. Incidentally, it was the second major bridge opening in North West Queensland in three months following the opening of the new Isa Street bridge in Mount Isa which also was partially funded by the Roads and Transport Alliance TIDS program in 2017–18 and 2018–19.

In addition to the direct safety and access benefits for road users, the project presents both social and economic benefits for Cloncurry and Mount Isa, as well as for the mining, cattle, agricultural sectors and the industries which service them as well as having a design lifespan of 100 years:

- Width increased from single lane to two lanes.
- Raised deck height to improve flood immunity,
- Improved alignment for the bridge and road approaches, including better sight distances for vehicles.
- New protection barriers on the bridge and guardrail.
- Structural design life of 100+ years.



Carl Katter Bridge signage – before

NORTH WEST QUEENSLAND RRTG (continued)

Cloncurry Shire Council Mayor and NWQRRTG Deputy Chair, Cr Greg Campbell said, “The new Carl Katter Bridge is higher and wider allowing two lanes of traffic to cross safely at the same time, including heavy vehicles. I don’t think a safety inspection had ever been done on it, so with the increase of heavy vehicles and longer vehicles we thought it was time to check it. The inspection was done and there were no original design drawings available ... and it was deemed unsafe. With some good planning at the start it also allowed Council some extra money to put some work into the approaches and works on the adjacent foot bridge.

Roads and infrastructure are fundamentals of Council, which is why it is very pleasing to see this project successfully completed. Good road infrastructure is critical to many industries and we will continue to invest in our road network. I really appreciate the financial assistance given by the Australian and State Governments and would like to acknowledge South32, who donated to Council for assistance with road projects following the flood, which we put towards the bridge.”



Carl Katter Bridge – construction



Carl Katter Bridge – after

NORTH WEST QUEENSLAND RRTG (continued)

Topsy Creek Road, Kowanyama Aboriginal Shire Council Upgrade

Submitted by Jacqui Cresswell (Grants and Business Development Manager and Technical Committee representative, Kowanyama Aboriginal Shire Council) and Gerard Read (Technical Coordinator), NWQRRTG.

The increased participation of Kowanyama Aboriginal Shire Council in RRTG activities has been one of the many positive stories for the NWQRRTG in the past 12 months. As a member of the NWQRRTG, Council receives an annual ATSI TIDS funding allocation which it has autonomy for prioritisation. In 2019–20 Council allocated this ATSI TIDS funding to the reconstruction and gravel sheeting of 6 kilometres of Topsy Creek Road, commencing approximately 9 kilometres from Kowanyama. Roads to Recovery, Disaster Recovery Funding Arrangements, and Local Roads and Community Infrastructure funding was also used to maximise the length and scope of works undertaken. The works were delivered under the leadership of Kowanyama Aboriginal Shire Council NWQRRTG representatives, Alex Barker (Project Manager) and Jacqui Cresswell (A/Executive Manager Infrastructure, Works and Projects at the time).

Following the mid-year review of the SCDF by the Roads and Transport Alliance Board, additional funding was allocated to the project in late March 2020. Kowanyama Aboriginal Shire Council and the NWQRRTG

would like to acknowledge and thank the Roads and Transport Alliance Board for the allocation of this additional TIDS funding in 2019–20 which allowed expansion of the project.

Topsy Creek Road is a critical “Significant Local Road” link as it forms the alternate access and supply route to Kowanyama during the annual wet season when the primary access, Dunbar-Kowanyama Road, and other access roads are closed. It starts at its intersection with the Dunbar-Kowanyama Road and extends in a westerly direction for approximately 32 kilometres to the barge ramp at the mouth of Topsy Creek on the Gulf of Carpentaria. Significant Queensland and Australian Government investment has been made in the road and barge ramp in recent years to upgrade both to provide vital year-round connectivity for the community. The 2019–20 project continued this investment, however the significance of this project is much greater as it represents the first time road project delivery has been achieved in-house by a solely indigenous and local workforce in Kowanyama Aboriginal Shire Council’s history, with support provided by



Topsy Creek Road – construction crew

NORTH WEST QUEENSLAND RRTG (continued)



Topsy Creek Road – construction



Topsy Creek Road – after

a local indigenous business to supplement the shortfall in Council plant and equipment. In previous years, road projects had been delivered via external contracts with minimal local employment and limited training opportunities.

In 2017–18, Council advocated to the Queensland Government for funding support to purchase road construction and maintenance plant, to assist with capacity and capability for Council to develop its own civil construction workforce. In late 2018, Council received a grant of \$1m from the Department of Local Government, Racing and Multicultural Affairs to purchase plant. Kowanyama Aboriginal Shire Council would like to acknowledge and thank the Department of Local Government, Racing and Multicultural Affairs for this support.

Kowanyama Aboriginal Shire Council committed to training and upskilling their local workforce and less than two years later now have a skilled road construction and maintenance crew of fully qualified operators who have successfully delivered works on time, to required standards and within budget. This initiative, whilst providing

local employment and training, has enabled Council to maximise its plant and equipment utilisation, build capacity and capability within community, and given the community a sense of pride and ownership that works are being done locally with the knowledge that money is staying in community. Community pride and ownership of this program is demonstrated by the excellent attendance rate of the road construction and maintenance crew, who are very keen to retain their jobs and expand on their personal and professional development. The waiting list to gain employment on this crew is ever increasing with Council needing to purchase more plant and equipment to enable further employment and the development of a second road construction and maintenance crew to expedite works.

Council has recently received pre-approval for rural road works funded through Disaster Recovery Funding Arrangements which it will be proudly undertaking in house with the assistance of a local indigenous business, a tremendous feat that all involved should be extremely proud of.

NORTHERN SEQ RRTG

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 Joe Jurisevic, Noosa Shire Council.
- Former Chair Councillor Dan Hall, Mayor, Somerset Regional Council, retired March 2020

RRTG Technical Committee Chair

- Craig Young, Somerset Regional Council

Technical Coordinator

- Warren Paulger, Consultant Engineer



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

21
PROJECTS

\$3,718
TIDS ALLOCATION 2019–20
(\$'000)

\$3,718 2019–20 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

NORTHERN SEQ RRTG (continued)

Northern SEQ Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

	Project name	Expenditure \$'000
MORETON BAY REGIONAL	Oakey Flat Road, Morayfield, intersection improvements	1,318
	Moreton Bay Regional Council, technical capability development	11
NOOSA SHIRE	Ernest Street - Hilton Terrace, Noosaville, intersection upgrade	522
	Noosa Shire Council, technical capability development	11
SOMERSET REGIONAL	Esk - Crows Nest Road widen pavement Stage Two	458
	Mount Stanley Road construct to sealed standard	97
	East Street construct footpath	18
	Profkes Road construct footpath	11
	Lowood Minden Road (Tarampa) and Jensens Swamp Road, upgrade intersection	10
	Somerset Regional Council, technical capability development	5
SUNSHINE COAST REGIONAL	Kiamba Road, widen and seal	396
	Main Road, Fishermans Road to Harbour Heights Lane, resurfacing	213
	Aherns Road, Maleny-Kenilworth Road to Beausangs Lane, resurfacing	208
	Bunya Road, Monak Road to Bunya Creek bridge, resurfacing	123
	Tunnel Bridge Road, Connection Road to Dularcha Drive, replacement of road surface	101
	South Coolum Road, south of Elly Crescent to Yandina - Coolum Road, resurfacing	83
	Sippy Downs Drive (Chancellor State College), install new signalised pedestrian crossing	50
	McGilchrist Road, Dales Road intersection (Stage One), construct to sealed standard	45
	Margaret Street and Main Street intersection; safety improvements	19
	Sunshine Coast Regional Council, technical capability development	11
	Blaxland Road (Nambour), Burnside school precinct, construct footpaths	10
	TOTAL	

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

NORTHERN SEQ RRTG (continued)

Crows Nest Road, Esk Upgrade

This was a Roads and Transport Alliance road strengthening and widening project, made possible through the State Government's TIDS. The project achieved the desired outcome to improve site visibility, and therefore driver safety, on both crest and horizontal curves in undulating rural country. The project also undertook pavement strengthening of the road and widening of the existing single lane seal to double lane standard. Shoulders of the road were also

improved with vegetation clearing, slope flattening, extended culverts, and works to provide improved driver visibility.

The road is a busy beef haulage route linking the two areas of Somerset and Toowoomba. The benefits of the project include improved farm transport safety and productivity, as well as providing improved road access to the water pipeline between Wivenhoe and Toowoomba.



Crows Nest Road – before



Crows Nest Road – project signage



Crows Nest Road – after

NORTHERN SEQ RRTG (continued)

East Street, Esk State School

Pedestrian infrastructure

This was a footpath construction project for the Esk State School, located on East Street. This project was a Roads and Transport Alliance project made possible through the State Government's TIDS.

The project provided a footpath that serviced all the parking, loading and bus zone areas

for both the State Primary School and Prep School, where there had been no footpaths previously. Completion of this project allowed for the increased safety of students, teachers and parents in accessing the premises, particularly during busy morning and afternoon peak times.



East Street – before



East Street – after



East Street – before



East Street – after

NORTHERN SEQ RRTG (continued)

Hilton Terrace

Widening and upgrade

The \$3 million upgrade of Hilton Terrace reached a key milestone in late June, with work starting on the new roundabout at the intersection of Ernest Street and Hilton Terrace.

This has been made possible with the support of the TIDS State funding program. So far over 400m of new pathway, 400m of road widening for cycle-lanes, 800m of new

kerb and channel, and asphalt works have been completed between Doonella Bridge and Hilton Esplanade.

Looking forward, upcoming work includes the remaining asphalt placement, widening and construction of the new roundabout at the Ernest St intersection, shared path network connections, remaining stormwater and beautification works.



Hilton Terrace – after

NORTHERN SEQ RRTG (continued)

Mt Stanley Road Sealing and upgrade

This road sealing project was a Roads and Transport Alliance project, made possible through the State Government's TIDS. This project achieved the intended outcome of completing the final unsealed section of Mt Stanley Road. This road sealing project also included the improvement of site visibility, pavement strengthening of the road and the provision of stormwater drainage. The intersection with Western and Eastern Branch Road was also improved by reinforcing the movement prioritisation through improved

alignment and better signage, as well as removing redundant legs of the intersection. These works helped to provide much greater certainty to drivers approaching this intersection.

The road is a haulage route linking Somerset with South Burnett Regional Council. The benefits of the project include improving farm transport safety and productivity, as well as providing improved road access.



Mt Stanley Road – before



Mt Stanley Road – after



Mt Stanley Road – after

NORTHERN SEQ RRTG (continued)

Profkes Road, Mt Tarampa State School

Pedestrian infrastructure

This was a footpath construction project for the Mt Tarampa State School located on Profkes Road. This was a Roads and Transport Alliance project made possible through the State Government's TIDS.

The project provided a concrete footpath for the parking location, loading area and bus zone for the Mt Tarampa State School, where there was none previously. Completion of this project allowed for the increased safety for students, teachers and parents in accessing the school premises, particularly during busy morning and afternoon peak drop-off and pick-up periods.



Profkes Road – before



Profkes Road – after

NORTHERN SEQ RRTG (continued)

Oakey Flat Road/ Walkers Road Intersection, Morayfield Intersection upgrade

This project is located at the intersection of Oakey Flat Road and Walkers Road, Morayfield. The project scope included road widening and duplication of Oakey Flat Road and improvements to signals at the Walkers Road intersection. The project also included landscaping on median islands and the adjacent park, drainage improvements to Oakey Flat Road, provision of concrete pathways, on-road cycle lanes on both sides of Oakey Flat Road and all approaches to Walkers Road.

The objective of this project was to improve safety for all road users including access to properties along the road corridor, improve facilities for pedestrians, cyclists and public transport patrons as well as improving road capacity. With more than 24,000 vehicles passing through the intersection each day the upgrade aimed to reduce congestion at peak times and cater for future growth in the local area with vehicle movements expected to double by 2031.

During this project Moreton Bay Regional Council achieved synergy in operation and traffic management when coordinating work with TMR on their two intersection upgrade projects along Morayfield Road.



Oakey Flat Road/Walkers Road Intersection – after

NORTHERN SEQ RRTG (continued)

Sunshine Coast Council

Reseal and Rehabilitation Projects

Sunshine Coast Council manages and maintains almost 2500 kilometres of sealed roads, with the Reseal and Rehabilitation Capital Works Program focussing on providing safe and high-quality local roads for the benefit of the region. Through this program, council reconstructs roads in need of renewal or at risk of failing and improves road surfaces using appropriate surfacing materials based on traffic volume and vehicle composition.

A pavement management system is used to regularly model the condition of the sealed road network and the model outputs indicate priority locations for resealing or full rehabilitation and sealing treatment. These essential works ensure the road users have access to safe, efficient and high-quality roads and to ensure long term performance and value of road pavement assets. Given the expected life of a road, major works generally only occur on most roads every 10-20 years, depending on climate conditions and level of use.

A number of council's planned reseal and rehabilitation projects on Local Roads of Regional Significance across the Sunshine Coast Region have benefited from the TIDS in 2019–20. TIDS funding contributed to five projects; one of these was undertaken at Main Road in the suburb of Kuluin near Maroochydore. The project included 13,400m² of asphalt resurfacing and 1300m² of pavement rehabilitation over a road length of 1.3 kilometres between Fishermans Road and Commercial Road. A section of kerb and channel was also renewed, and the contract works were undertaken by local asphalt and pavement marking contractors.

Main Road, Kuluin – before



Main Road, Kuluin – after

An aerial photograph showing a residential neighborhood on the left and a commercial area on the right, separated by a major road. A section of the road and its immediate surroundings is highlighted with a green overlay, indicating a project area. The residential area features houses with various roof colors (red, grey, brown) and green lawns. The commercial area includes large white buildings, parking lots with cars, and a field. The road is a multi-lane highway with a median and lane markings.

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

Oakey Flat Road 2 – after

OUTBACK RRTG

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 Gavin Basket, Winton Shire Council.
- Former Chair Councillor Bruce Scott, Mayor, Barcoo Shire Council, retired March 2020

RRTG Deputy Chair

- Councillor Rick Britton, Boulia Shire Council

RRTG Technical Committee (TC) Chair

- Stewart Bourne, George Bourne & Associates Consulting Engineers

RRTG TC Deputy Chair

- Roger Naidoo, Longreach Regional Council

Technical Coordinator

- Jason Ricks, George Bourne & Associates Consulting Engineers

16
PROJECTS

\$6,211
TIDS ALLOCATION 2019-20
(\$'000)



\$6,430 2019-20 TIDS
Expenditure
(\$'000)

OUTBACK RRTG (continued)

Outback Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local government	Project name	Expenditure \$'000
BARCALDINE REGIONAL	Beech Street, Acacia Street - Boree Street, footpath upgrade	36
BOULIA SHIRE	Boulia - Tobermorey Road, 2019-20 reseals	281
DIAMANTINA SHIRE	Diamantina Shire Council drainage repairs	25
LONGREACH REGIONAL	Dandaraga Road, reseal	108
	Glendullock Road, unsealed road resheeting	85
	St Helena Street, St Agnes Street to St Mary Street, footpath upgrade	32
WINTON SHIRE	Various roads in Winton, rehabilitation	150
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		717
BARCALDINE REGIONAL	Barcaldine - Aramac Road, widen and seal	1,928
	Barcaldine - Aramac Road, various locations, widen and seal	80
BARCOO SHIRE	Diamantina Developmental Road (Windorah - Bedourie), pave and seal	60
BLACKALL TAMBO REGIONAL	Blackall - Jericho Road, pave and seal	973
	Alpha - Tambo Road, pave and seal	12
DIAMANTINA SHIRE	Eyre Developmental Road (Bedourie - Birdsville), Sunshine Flats, pave and seal	1,509
LONGREACH REGIONAL	Cramsie - Muttaborra Road, 2019-20 pave and seal	718
	Cramsie - Muttaborra Road, pave and seal	2
WINTON SHIRE	Richmond - Winton Road, pave and seal	432
STATE NETWORK RRTG FUNDED SUBTOTAL		5,713
TOTAL		6,430

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

OUTBACK RRTG (continued)

Blackall-Jericho Road

Pave and seal

The Blackall-Jericho Road, although not a National or State Highway, is the primary route to Emerald and the Central Coast of Queensland for all Blackall residents. The road is an essential piece of the local network saving more than 60 kilometres of travel on alternative routes. Whilst it is predominantly sealed, there remains many unsealed sections that require upgrading.

Due to the sandy nature of the local terrain, the unsealed sections of the road can become loose and corrugated in very short periods of time, requiring constant maintenance and inspection to keep it at a serviceable level.

Blackall Tambo Regional Council undertook a gravel pit survey and installed two

sub-artesian bores prior to the works commencing. The goal of this task was to source both gravel and water as locally as possible to avoid long hauls which could result in poor value for money or severe damage to the existing network.

The project was broken into three stages taking place over a 12-month period with Stage One (Chainage 43.83-47.85 kilometres) commencing in November 2018, Stage Two (Chainage 38.92-43.83 kilometres) and Stage Three (47.85-52.17 kilometres) concluding in October 2019. The project had a total value of approximately \$4.7 million with funding provided from various sources including TIDS.



Blackall-Jericho Road



OUTBACK RRTG (continued)



Blackall-Jericho Road

OUTBACK RRTG (continued)

Eyre Developmental Road (Sunshine Flats)

Pave and seal

The 'Sunshine Flats' Project was a 4-kilometre pave and seal project about halfway between Birdsville and Bedourie on the Eyre Developmental Road. The project forms part of the Outback RRTG Priority 1 Investment Strategy to connect Birdsville to the sealed road network. Historically, wet weather has resulted in road closures lasting from a few days to a few weeks depending on the scale of the weather event. This has caused havoc during some of the larger events held in the region, such as the Birdsville Races and the Big Red Bash. In recent years, road closures have caused several thousand event participants to be trapped in Birdsville until roads could be opened for traffic. This in turn, places a huge strain on essential supplies, services and infrastructure in a town built to service a population of 150.

An all-weather road was essential to cater for the increasing traffic to this popular tourism destination. The progressive sealing of this

road has been a priority for several decades. The completion of this project and sealing of this section has resulted in only 57 kilometres of unsealed road remaining on this link.

Pave and seal works in this region typically involve challenges in sourcing suitable local gravel and water. In this instance, the best local gravel was found adjacent to the site and a hot (79°C) artesian bore sourcing water from 800m below ground was used. In order to make the most efficient use of the available water, a stabiliser was used which reduces evaporation losses and ensures a more consistent pavement moisture profile.

The works commenced with the construction of the side track in late 2019. Unfortunately, Tropical Cyclone Esther and the associated flooding caused significant damage to the nearly completed works. Repairs were undertaken, and the works were completed in late April 2020 at a total cost of \$1.8 million.



Eyre Developmental Road (Sunshine Flats) – before

OUTBACK RRTG (continued)



Eyre Developmental Road (Sunshine Flats) – construction



Eyre Developmental Road (Sunshine Flats) – after

ROCKHAMPTON RRTG

Rockhampton RRTG

RRTG members

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

RRTG Chair

- TBA
- Former Chair Councillor Bill Ludwig, Mayor, Livingstone Shire Council, retired March 2020

RRTG Deputy Chair

- Councillor Tony Williams, Rockhampton Regional Council

RRTG Technical Committee (TC) Chair

- Jason Hoolihan, Central Nilupa Hulugalla, Fitzroy District Office TMR

RRTG TC Deputy Chair

- David Bremert, Rockhampton Regional Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

3
PROJECTS

\$1,516
TIDS ALLOCATION 2019–20
(\$'000)



\$1,516 2019–20 TIDS
Expenditure
(\$'000)

ROCKHAMPTON RRTG (continued)

Rockhampton Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
LIVINGSTONE SHIRE	Adelaide Park Road (Yeppoon), resurface asphalt	648
ROCKHAMPTON REGIONAL	Alexandra Street, (Park Avenue), Richardson Road - Moores Creek Road reconstruct pavement	830
	RRTG Technical Coordination	38
TOTAL		1,516

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Capricorn Coast

ROCKHAMPTON RRTG (continued)

Rockhampton

Rockhampton RRTG delivered two major projects in total through its Roads and Transport Alliance TIDS program in 2019–20. Livingstone Shire Council undertook Stage One of the full upgrade of Adelaide Park Road, Yeppoon between St Brendan’s College’s front and back entrances (Stage Two between St Brendan’s College’s back

entrance and Panorama Drive will be carried out in 2020–21). Rockhampton Regional Council undertook Stage Two of the full reconstruction of Alexandra Street, North Rockhampton between Richardson Road and Main Street (Stage One was completed in 2018–19) and is featured here.

Alexandra Street, North Rockhampton Reconstruction

Submitted by Matthew Smith (Works Engineer, Rockhampton Regional Council), David Bremert (Manager Civil Operations and Technical Committee representative, Rockhampton Regional Council) and Gerard Read (Technical Coordinator), Rockhampton RRTG.

Alexandra Street is a key urban arterial in North Rockhampton and a designated council-controlled Local Roads of Regional Significance linking the Bruce Highway to the Kawana industrial area. The 800m long Richardson Road to Main Street section is a designated B-Double route that travels through residential and industrial areas. The current traffic volume along the road is approximately 10,500 vehicles per day with 9 per cent heavy vehicles. Consequently, it is a median separated, dual carriageway road.

Rockhampton Regional Council committed to investing in the full reconstruction of this section of Alexandra Street in 2018–19 as part of its asset renewal program. It was showing significant signs of nearing the end of its design life – multiple pavement failures and kerb and channel failures were evident and maintenance work was required with more frequency. Stormwater drainage required upgrading and in some instances was nearing the end of its useful life as well. Pavement investigations revealed the existing pavement was very shallow, varying between 200mm to 400mm with poor subgrade conditions.

Obviously, the road would never have been initially designed to cater for the increased traffic volumes and heavy vehicle loadings it was now bearing. In addition, road safety was being compromised. After a number of pavement configurations were considered, it was determined the most cost-effective long-term solution was to implement a full depth granular pavement of 620mm. This option would also allow future modification and strengthening of the pavement stabilisation.

Given the function and capacity of the road plus the requirement to maintain traffic flow and many residential/commercial accesses, construction was planned to be staged over two years and commenced in November 2018. It was successfully completed in mid-June 2020. The project was delivered in-house by Rockhampton Regional Council under the supervision of Works Engineer, Matthew Smith and direction of Manager Civil Operations, David Bremert (Rockhampton RRTG Technical Committee representative).

ROCKHAMPTON RRTG (continued)



Alexandra Street – before



Alexandra Street – after

Major components of the project included:

- Construction of the new pavement.
- Construction of new stormwater drainage infrastructure and modification of existing storm water drainage infrastructure.
- Installation of subsoil drainage.
- Installation of new kerb and channel – both sides of the road and median islands.
- Asphalt surfacing of the new pavement.
- Landscaping of median islands.
- Ancillary linemarking and road signage.

Whilst there were the usual challenges associated with this type of project for example traffic management, maintaining access and so on, the most significant challenge experienced was the presence of a high-pressure gas main longitudinally along Alexandra Street. Excavation was required in and around the main and negotiations were had with the gas utility company to determine the best construction methodology for the works. It is pleasing to report this methodology was implemented successfully.

Another construction issue was the presence of a shallow 1,050mm diameter stormwater line for the length of the project. A 200mm reinforced concrete capping layer over the line was constructed to overcome the issue.

SCENIC VALLEYS RRTG

Scenic Valleys RRTG

RRTG members

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

RRTG Chair

- Councillor Virginia West, Scenic Rim Regional Council

RRTG Deputy Chair

- Councillor Janice Holstein, Lockyer Valley

RRTG Technical Committee Chair

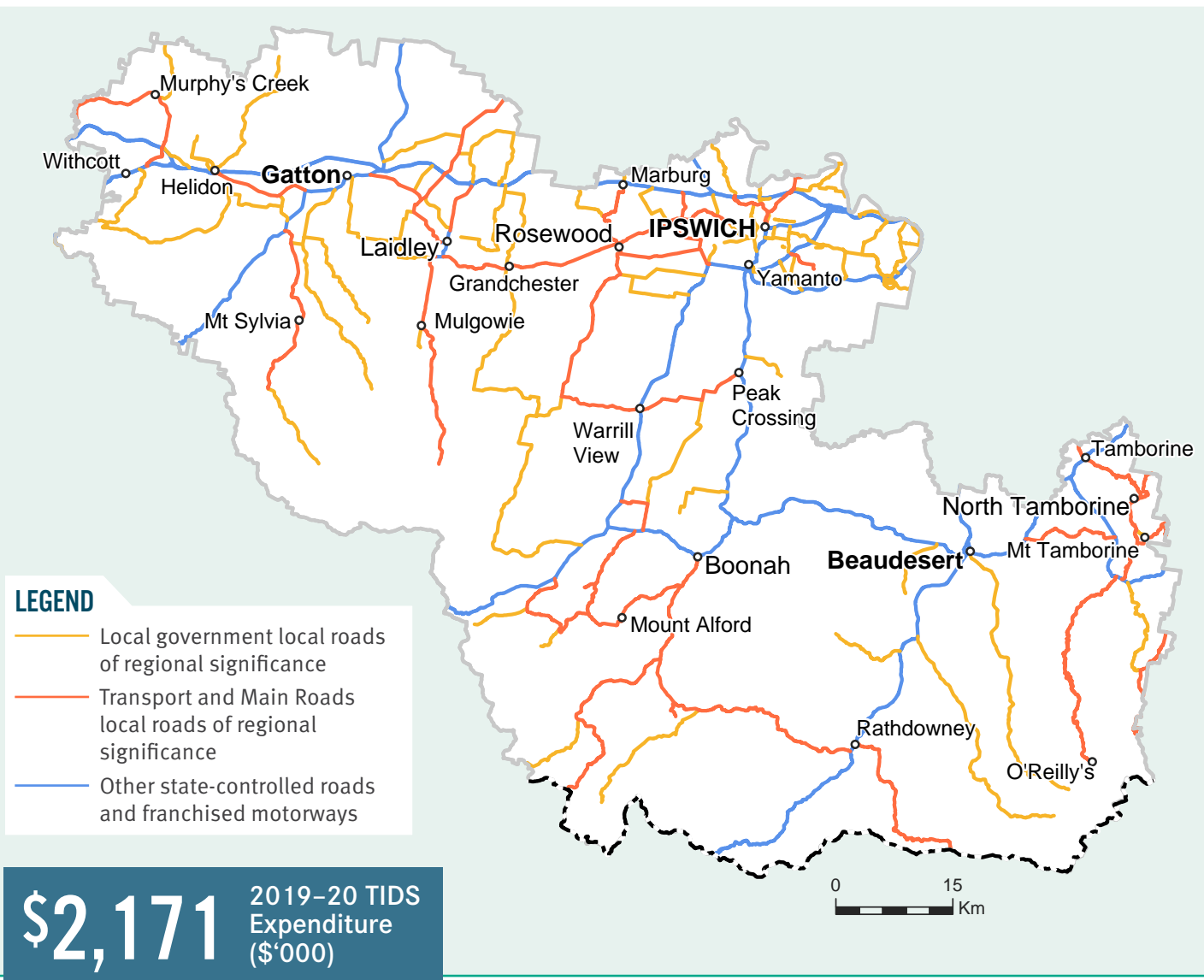
- Tony Dileo, Ipswich City Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

8
PROJECTS

\$2,171
TIDS ALLOCATION 2019–20
(\$'000)



SCENIC VALLEYS RRTG (continued)

Scenic Valleys Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
IPSWICH CITY	Brisbane Street, Burnett Street to Lobb Street (Ipswich), widening and traffic signals upgrade	705
	RRTG Technical Coordination	54
LOCKYER VALLEY REGIONAL	Summerholm Road, Hatton Vale, Knopkes Crossing, culvert replacement	270
	Flagstone Creek Road, various locations, rehabilitate pavement	171
	Murphys Creek Road, Murphys Creek State School - Jack Court, construct footpath	170
	Niemeyer Road, strengthen pavement	50
	Safe Schools Project, various locations, improve parking and footpaths	44
SCENIC RIM REGIONAL	Beechmont Road, Coomera River - Tucker Lane, pavement reconstruction	705
TOTAL		2,171

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Lions Tourist Road

SCENIC VALLEYS RRTG (continued)

Scenic Valleys

Scenic Valleys RRTG delivered seven projects in 2019/20 through its Roads and Transport Alliance TIDS works program. There were five projects in the Lockyer Valley Regional Local

Government Area (one of which is featured here) and one project each in the Ipswich City and Scenic Rim Regional LGAs (both of which are featured here).

Brisbane Street, Ipswich Upgrade

Submitted by Mary Torres (Infrastructure Strategy and Planning Manager and Technical Committee Representative, Ipswich City Council) and Gerard Read (Technical Coordinator), Scenic Valleys RRTG.

Brisbane Street, on the western flank of the Ipswich CBD, functions as a key arterial road in the city's transport network and is a Council-controlled Local Roads of Regional Significance. It provides a major link between the western suburbs of Ipswich and the Ipswich CBD for buses, commercial vehicles, walking and general traffic. It also provides direct access to and from many businesses.

On average, 20,100 vehicles use Brisbane Street each weekday. As the population of Ipswich continues to grow and with commercial and employment growth within the Ipswich CBD, there was a need to provide more capacity and safer, more controlled turning movements on this road for commuters.

Ipswich City Council committed to investing in a multi-million dollar upgrade of Brisbane Street from Hooper Street to Burnett Street. This section was upgraded to three lanes (two inbound and one outbound) to better manage the traffic congestion currently experienced by commuters.

The upgrade included:

- Installation of traffic signals at the Tiger Street intersection to improve pedestrian and vehicle access.
- Resurfacing of key sections as well as installation of new linemarking. This included double barrier lines for the length of the project to allow for safer controlled turning movements.
- Provision of chevron linemarking to the centre median in some sections to clearly separate inbound and outbound traffic.
- Provision of dedicated right-hand turn lanes.
- Modification of the concrete median islands at the Burnett Street intersection and outside of the Home HQ shopping centre to manage vehicle turning movements.
- Installation of new kerb and channel in some sections.
- Removal of on-street parking to enable enough width for the third traffic lane.
- Removal of the bus stop near Tiger Street.
- Service relocations e.g. power, water, communications etc.
- Synchronisation of traffic signals at the Clay Street, Keogh Street and Tiger Street intersections.

SCENIC VALLEYS RRTG (continued)

Scenic Valleys RRTG allocated Roads and Transport Alliance TIDS funding to the project and its key benefits were:

- Increased capacity and traffic flow on Brisbane Street assisting in managing current traffic congestion.
- Safer, more controlled turning movements on Brisbane Street and improved pedestrian safety – particularly at the Tiger Street intersection.

A project of this type in a highly urbanised area naturally presented many challenges which were successfully managed by Ipswich City Council during construction. Disruption to businesses and road users were unavoidable – service relocations, temporary traffic flow changes, traffic control restrictions, temporary changes to pedestrian access, construction noise and vibration control were some of the broader issues confronting the project management team.

Whilst the project delivered was a major project, the City of Ipswich Transport Plan (iGO) has identified that Brisbane Street will need to be widened to two lanes in both directions in the longer term (10+ years) to cater for forecast traffic growth. The longer-term upgrade is reliant on the redevelopment of properties along the corridor to achieve the required road reserve width. The project delivered is considered an “interim” upgrade as it could generally fit within the available road reserve whilst providing the required safety and capacity improvements at this time.



Brisbane Street – after

SCENIC VALLEYS RRTG (continued)

Beechmont Road, Scenic Rim Regional Council

Widening and safety
upgrade

Submitted by Ken Bott (Manager Capital Works and Asset Management and Technical Committee Representative, Scenic Rim Regional Council) and Gerard Read (Technical Coordinator), Scenic Valleys RRTG.

Following on from the substantial investment in the reconstruction of a previous stage of Beechmont Road and upgrading of bridges in 2018–19, another section of Beechmont Road between the Coomera River and Tucker Lane was upgraded in 2019–20. Combined with the previous works and packaged with the reconstruction of two bridge upgrades that were funded under the Natural Disaster Relief and Recovery Arrangements, these works formed the single biggest construction project ever undertaken by Scenic Rim Regional Council.

Beechmont Road, located between Canungra and Beechmont, provides access to popular tourist regions for outdoor adventure, mountain escapes and eco-tourism including the Binna Burra area of Lamington National Park, part of the Gondwana Rainforests of the Australia World Heritage Area. Scenic Rim Regional Council's Tourism Strategy 2017-2021 recognises that the majority of visitors to that part of the region are day visitors. Beechmont Road is a significant council-controlled Local Roads of Regional Significance and forms the western boundary to the Canungra Land Warfare Centre Training Area for the Department of Defence with vehicle access points north and south of Botan Creek and Sharp Bridges.

The section upgraded in 2019–20 has substantially improved safety with a wider profile and shoulders and a marked centreline, improved sight distances, safer curves and crests (the construction photograph shows the substantial earthworks undertaken to improve the safety at the crest where Beechmont Road intersects Tucker Lane) and installation of guardrail with motorcycle protection all to current standards (the Beechmont Road after photographs shows the new motorcycle protection guardrail on the curve on Beechmont Road to the east of Sharp Bridge).

The project commenced in November 2019 and was completed in June 2020, with construction undertaken in two stages either side of Christmas 2019.



Beechmont Road – construction

SCENIC VALLEYS RRTG (continued)



Beechmont Road – after

SCENIC VALLEYS RRTG (continued)

Murphy's Creek Road

Footpath

Submitted by Angelo Casagrande (Executive Manager Infrastructure Works and Services and Technical Committee Representative, Lockyer Valley Regional Council) and Gerard Read (Technical Coordinator), Scenic Valleys RRTG.

Murphy's Creek Road is a state-controlled Local Road of Regional Significance located in the north-west corner of the Lockyer Valley region. It links the Warrego Highway in the south/east at Withcott to the New England Highway in the north/west at Blue Mountain Heights, Toowoomba. The lack of a constructed footpath network in the Murphy's Creek township, located approximately halfway along Murphy's Creek Road, had created difficulties for school children to walk to school safely along this busy road. The area to the south of the township is an emerging residential development area and had no connectivity to the township for pedestrian activity which further compounded the issue.

Lockyer Valley Regional Council committed to investing in the provision of footpath infrastructure at Murphy's Creek in 2019–20. Scenic Valleys RRTG prioritised and allocated Roads and Transport Alliance TIDS funding towards the project which had a total cost of approximately \$430,000.

The primary objective of the project was to open active transport opportunities for the residents of Murphy's Creek, primarily as a pedestrian route through to Murphy's Creek State School thereby increasing the safety of the local children. An added benefit is the provision of a safe path for physical activity through walking or cycling within the township.

The original scope of works included construction of a section of footpath and culvert that started at Jack Court and travelled toward Murphy's Creek State School. The completed works included the construction of a section of footpath which extended from the School to join with an existing footpath which crosses the railway line and provides access to Dodts Road. Construction commenced in May 2020 and was completed in mid-June 2020.



Murphy's Creek Road – construction



SCENIC VALLEYS RRTG (continued)



Murphy's Creek Road – after

SOUTH WEST RRTG

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, Quilpie Shire Council

RRTG Technical Committee Chair

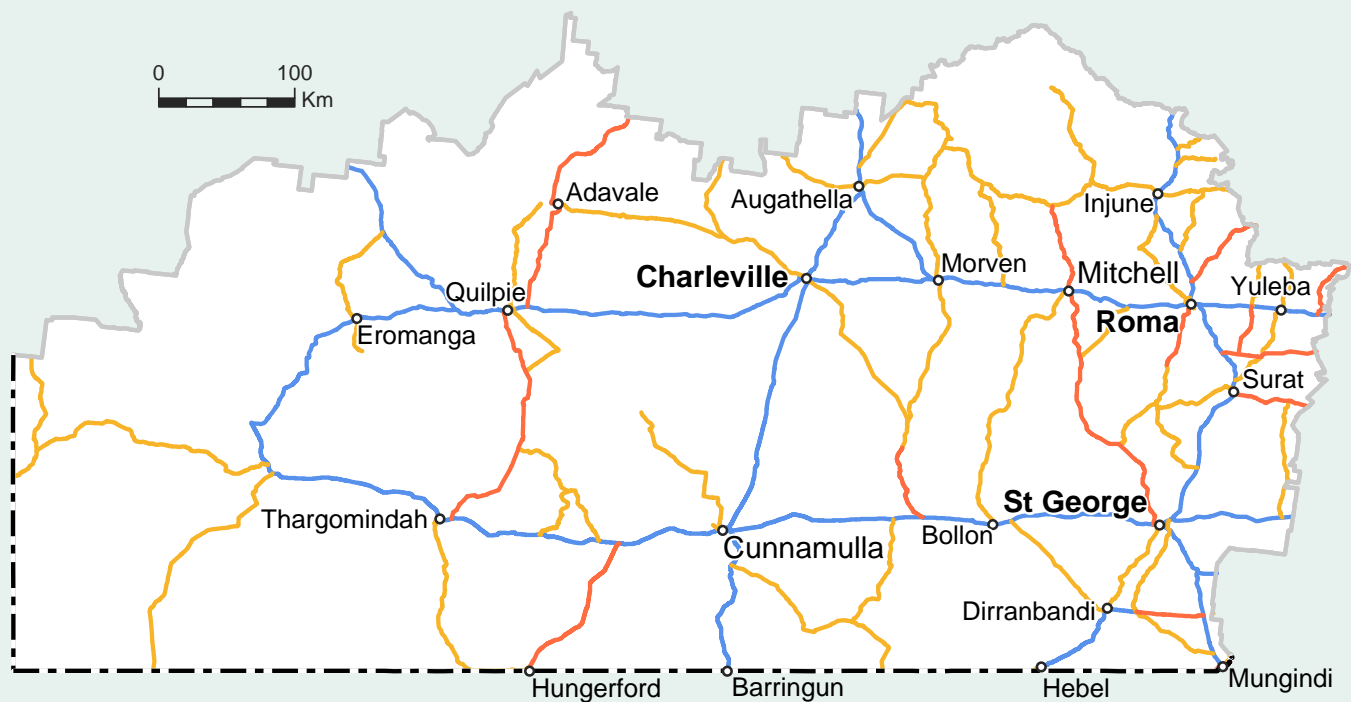
- Dave Burges, Quilpie Shire Council

Technical Coordinator

- Stephen Hegedus, Shepherd Services

20
PROJECTS

\$6,646
TIDS ALLOCATION 2019–20
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$6,746 2019–20 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

SOUTH WEST RRTG (continued)

South West Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local Government	Project name	Expenditure \$'000
BALONNE SHIRE	Bollon - Dirranbandi Road (Dirranbandi), various locations, reseal	218
	Salmon Road (St George) bitumen reseal	111
	St George - Noondoo Road, stabilisation and heavy shoulder grading	108
BULLOO SHIRE	Innamincka Road (Durham), various locations, pave and seal	293
DISTRICT - SOUTH WEST	Capability funding for technical support	127
MARANOA REGIONAL	Mt Moffatt Road, gravel resheet	715
	Mount Moffatt Road, rehabilitate and widen pavement	429
	East Street (Wallumbilla) widen, seal, kerb and channel	303
	Orallo Road, bitumen seal shoulders, sections	100
	Yuleba to Mungallala, various locations, upgrade bus stops	55
	Russell Street (Wallumbilla), widen, seal, kerb and channel	21
MURWEH SHIRE	Charleville - Bollon Road (Charleville), floodways reconstruction, stabilisation and seal	371
	Charleville - Adavale Road (Charleville), floodways reconstruction, stabilisation and seal	125
PAROO SHIRE	Jobs Gate Road, heavy formation grade and resheet	349
	Eulo - Toompine Road, pavement widening and sealing on various sections	300
	Mt Alfred Road, Deep Creek bridge (Wyandra), bridge replacement	225
	Murra Murra Road, heavy formation grade and resheet	188
	Eulo - Toompine Road, pavement widening and sealing on various sections	117
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		4,153
BULLOO SHIRE	Quilpie - Thargomindah Road (Thargomindah), various locations, construct to sealed standard	1,131
QUILPIE SHIRE	Quilpie - Adavale Road, various locations, upgrade seal and floodways	1,461
STATE NETWORK RRTG FUNDED SUBTOTAL		2,592
TOTAL		6,746

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

SOUTH WEST RRTG (continued)

Eulo-Toompine Road, Paroo Shire

Widening of Pavement and Sealing

Paroo Shire Council selected this project to improve the safety of various sections on the Eulo-Toompine Road.

Widening of the existing pavement and sealing some sections has greatly reduced safety issues on this road.

First stages involved importing material from various locations within the Paroo shire, this material was then mixed and laid over various locations. This material was then compacted and trimmed to a final surface ready for sealing.



Eulo-Toompine Road

SOUTH WEST RRTG (continued)

Quilpie Road, Bulloo Shire Council

Sealing

For the 2019–20 financial year Bulloo Shire Council completed 6.21 kilometres of new seal for Quilpie Road (chainage 157.22 – 163.43). This included a re-sheet which extended an extra 2.38 kilometres.



Quilpie Road

SOUTHERN RRTG

Southern RRTG

RRTG Members

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

RRTG Chair

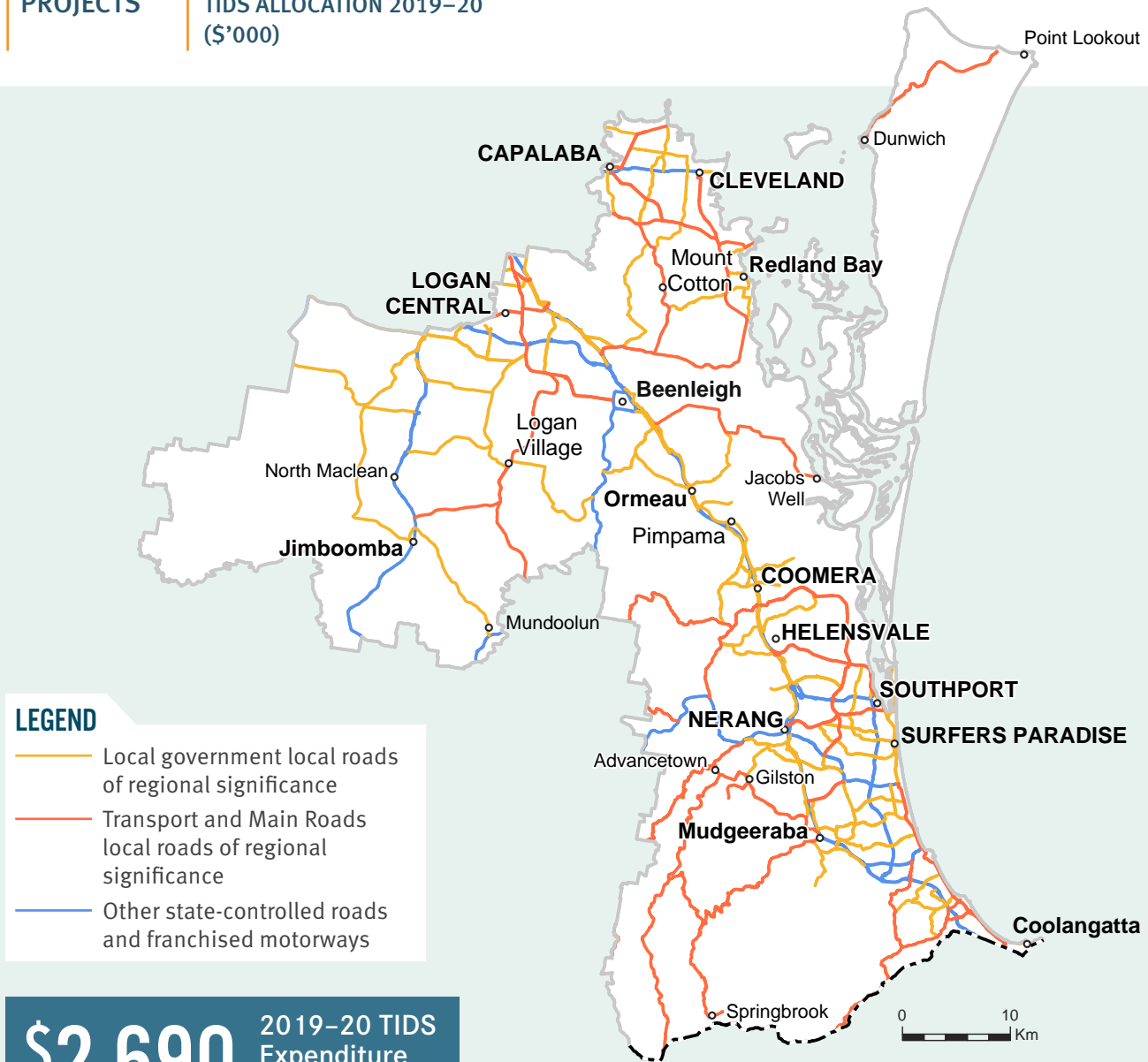
- Councillor Julie Talty, Redland City Council

RRTG Technical Committee Chair

- Christine Cartwright, Redland City Council

12
PROJECTS

\$2,690
TIDS ALLOCATION 2019–20
(\$'000)



\$2,690 2019–20 TIDS
Expenditure
(\$'000)

SOUTHERN RRTG (continued)

Southern Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS

Local Government	Project name	Expenditure \$'000
GOLD COAST CITY	Ashmore Road, Ashmore, Freda Street and Glenmore Drive, intersection upgrade	375
	Days Road and Old Coach Road (Upper Coomera), intersection upgrade	299
	Gold Coast Highway, Nerang Street to Stevens Street, Southport; off road shared path, Stage Two	200
LOGAN CITY	New Beith Road, Greenbank; widening and realignment	781
	Mary Street, Kingston; construction of off road shared path	100
REDLAND CITY	Panorama Drive (Thorntlands), South Street to Asprey Drive, resurfacing	270
	Benfer Road, Victoria Point, pavement rehabilitation	250
	Sturgeon Street (Ormiston), Starkey Street to Ormiston College roundabout, resurfacing	152
	Bunker Road, Victoria Point, road widening and footpath construction	90
	Shore Street West, Eastern Bridge abutment to median island, resurfacing	88
	Bunker Road and Brendan Way (Victoria Point), rehabilitate roundabout	47
	Southern RRTG capability development funding	37
TOTAL		2,690

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Surfers Paradise

SOUTHERN RRTG (continued)

New Beith Road, Logan City Council

Upgrade

The largest project delivered by Council during the year was an upgrade of a vital link road in the south-western area of Logan.

New Beith Road is a highly trafficked road linking the fast-growing Logan south region to employment hotspots in neighbouring Ipswich and Greater Brisbane regions. It provides a critical commuter connection for a growing number of residents and businesses in the Logan south area and beyond.

Sections of the road corridor traverse low-lying areas which has led to historical flooding and consequential pavement damage, resulting in temporary road closures during heavy rain and flooding events, and ongoing motorist frustration.

Logan City Council started the \$15 million upgrade of New Beith Road, between Pub Lane and Citrine Street, at Greenbank in July 2019. The works are the third stage of a progressive upgrade of this important road corridor. They were funded from Council's 2019–20 Capital Roadworks and Drainage Program and a TIDS grant allocation of \$781,406.

The upgrade is designed to improve flood immunity along the road corridor, and enhance the overall condition, safety and capacity of the road, including:

- Improved geometry and sight lines at intersections
- Raising, widening and reconstructing traffic lanes and road shoulders
- Replacing existing culverts with larger, more efficient structures
- Provision of shared access paths for pedestrians and cyclists
- Raising the roundabout at the Pub Lane intersection to improve flood immunity.

Key construction challenges included:

- Construction of large concrete box culverts in a local waterway impacted heavily by wet weather events. Regular dewatering was essential to keep the project on track.
- Culvert construction near a Seqwater trunk main with a five metre no-dig zone (exclusion zone). This necessitated a redesign to ensure the water main was not compromised during construction, including:
 - modifications to the apron slab design of the culvert
 - using rock protection (riprap / rock dump on geofabric) to reduce erosion and ingress of water under the apron.
- Maintaining two-way traffic to reduce commuter impacts. This was achieved by constructing offline traffic lanes at the start of works. Once complete, traffic was progressively switched onto the new lanes clearing the way for other works in the road corridor. A temporary side road was also constructed around the new box culverts, diverting traffic and negating the need for lane closures.

Project works were completed in June 2020.

SOUTHERN RRTG (continued)



New Beith Road – after

SOUTHERN RRTG (continued)

Bunker Road, Redland City Council

Road resurfacing and
footpath

Bunker Road is a sub-arterial road in Victoria Point which connects residential development to key precincts and services, including schools.

Community and Councillor requests have highlighted a requirement to provide connectivity for the footpath that runs along Bunker Road. Due to staggered development there are sections of footpath that are missing, creating difficulty for pedestrian uses. It is particularly difficult for those pedestrians requiring the use of mobility vehicles.

This project delivered road resurfacing and footpath connectivity at the intersection of Bunker Road and Brookvale Drive, increasing safety and pedestrian access, as well as additional parking on the east bound approach to the roundabout.

Bunker Road – before



Bunker Road – after



Bunker Road – before



Bunker Road – after

SOUTHERN RRTG (continued)

Benfer Road, Redland City Council Rehabilitation

Benfer Road is a trunk collector in Victoria Point, connecting major residential areas to schools and key retail and commercial precincts. Benfer Road also provides a connection through to ferry services to Coochiemudlo Island and supports a number of bus routes.

This project delivered road rehabilitation and resurfacing works between Strachan Road and Link Road which will extend the life of this Council asset by approximately 20 years.



Benfer Road – before



Benfer Road – after

SOUTHERN RRTG (continued)

Days Road / Old Coach Road Intersection, Upper Coomera

Intersection upgrade

The intersection of Days Road / Old Coach Road is located in Upper Coomera, which forms part of one of Queensland highest population growth areas. Previously, the intersection was configured with a dual circulating lane roundabout. Over time, the operation of the intersection started to perform badly with heavy congestion during peak times and motorists accepting small gaps in the traffic flows to negotiate the roundabout congestion. Pedestrians and

cyclists were also finding it extremely difficult to cross the intersection causing safety issues.

Both Days Road and Old Coach Road are classified as Local Roads of Regional Significance under the Roads and Transport Alliance model. As such, Council were successful in obtain TIDS funding assistance to reconfigure the intersection with traffic signals which provide greater capacity and much improve safety for all road users.



*Days Road / Old Coach Road
Intersection – before*



*Days Road / Old Coach Road
Intersection – after*



REGIONAL ROADS AND TRANSPORT
GROUP PROFILES

Canungra Valley

SOUTHERN BORDER RRTG

Southern Border RRTG

RRTG Members

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

14
PROJECTS

\$2,199
TIDS ALLOCATION 2019–20
(\$'000)

RRTG Chair

- Councillor Jason Watts, Goondiwindi Regional Council
- Former Chair, Councillor Rick Kearney, Deputy Mayor, Goondiwindi Regional Council, retired March 2020

RRTG Technical Committee Chair

- Dion Jones, Goondiwindi Regional Council

Technical Coordinator

- Dion Jones, Goondiwindi Regional Council



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$1,846

2019–20 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

SOUTHERN BORDER RRTG (continued)

Southern Border Regional Roads and Transport Group Program Financial Detail 2019–20 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local Government	Project name	Expenditure \$'000
GOONDIWINDI REGIONAL	Goodar Road, North Goondiwindi, pavement sealing extension	214
	Kondar Road, pavement rehabilitation	168
	Riverton Road, Texas; shoulder rehabilitation	101
	Talwood - Mungindi Road; shoulder re-sheeting	63
	Minnel Road, North of Toobeah, shoulder rehabilitation	61
	Greenup Limevale Road, Inglewood; floodway rehabilitation	60
	Kondar Road, floodway rehabilitation	33
SOUTHERN DOWNS REGIONAL	Goldfields Road, gravel re-sheeting	360
	Pikedale Road, Warwick, gravel re-sheeting	315
	Freestone Road, reshape, widen and seal	226
	Jack Smith Gully Road, reshape, widen and seal	197
	Inverary Road, gravel re-sheeting	2
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		1,799
GOONDIWINDI REGIONAL	Yelarbon - Keetah Road, various locations, widen pavement	41
	Yelarbon - Keetah Road, improve drainage	6
STATE NETWORK RRTG FUNDED SUBTOTAL		47
TOTAL		1,846

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

SOUTHERN BORDER RRTG (continued)

Jack Smith Gully Road

Increased safety and ride comfort for road users including milk tankers and other heavy vehicles

During the 2019–20 financial year, Southern Downs Regional Council undertook the rehabilitation of 3.3 kilometres of Jack Smith Gully Road, Freestone.

This milk tanker-route is an important connection road through the picturesque agricultural area of Freestone to Swan Creek and Yangan, which is home to dairy and beef cattle industries. It also links travellers from the Cunningham Highway through to Killarney, where visitors can enjoy three distinct waterfalls and other tourist attractions and accommodation providers.

With an average daily traffic count of 260 vehicles per day, 22.3 per cent of which are heavy vehicles, this road had sustained considerable damage that became a safety concern, a maintenance burden and a cause for road-user discomfort and displeasure.

With the TIDS funding, Council rehabilitated the road using a combination of methods, depending on the existing road conditions as follows:

- excavating and replacing failed pavement for full road width;
- excavating and replacing failed pavement for half road width; and
- providing a 100mm gravel overlay.

To improve the quality of the finished product, Council installed cutting-edge geofabric technology to increase the longevity of the rehabilitation and utilised a GPS level control unit for the grader to increase the quality of the finished surface levels.

Southern Downs Regional Council has received positive feedback from the community following the successful delivery of the project to rehabilitate Jack Smith Gully Road.



Jack Smith Gully Road – before



Jack Smith Gully Road – during



Jack Smith Gully Road – after

REGIONAL ROADS AND TRANSPORT GROUP PROFILES



Queen Mary Falls, Killarney

WESTERN DOWNS RRTG

Western Downs RRTG

RRTG members

- Western Downs Regional Council
- TMR's Darling Downs District

3
PROJECTS

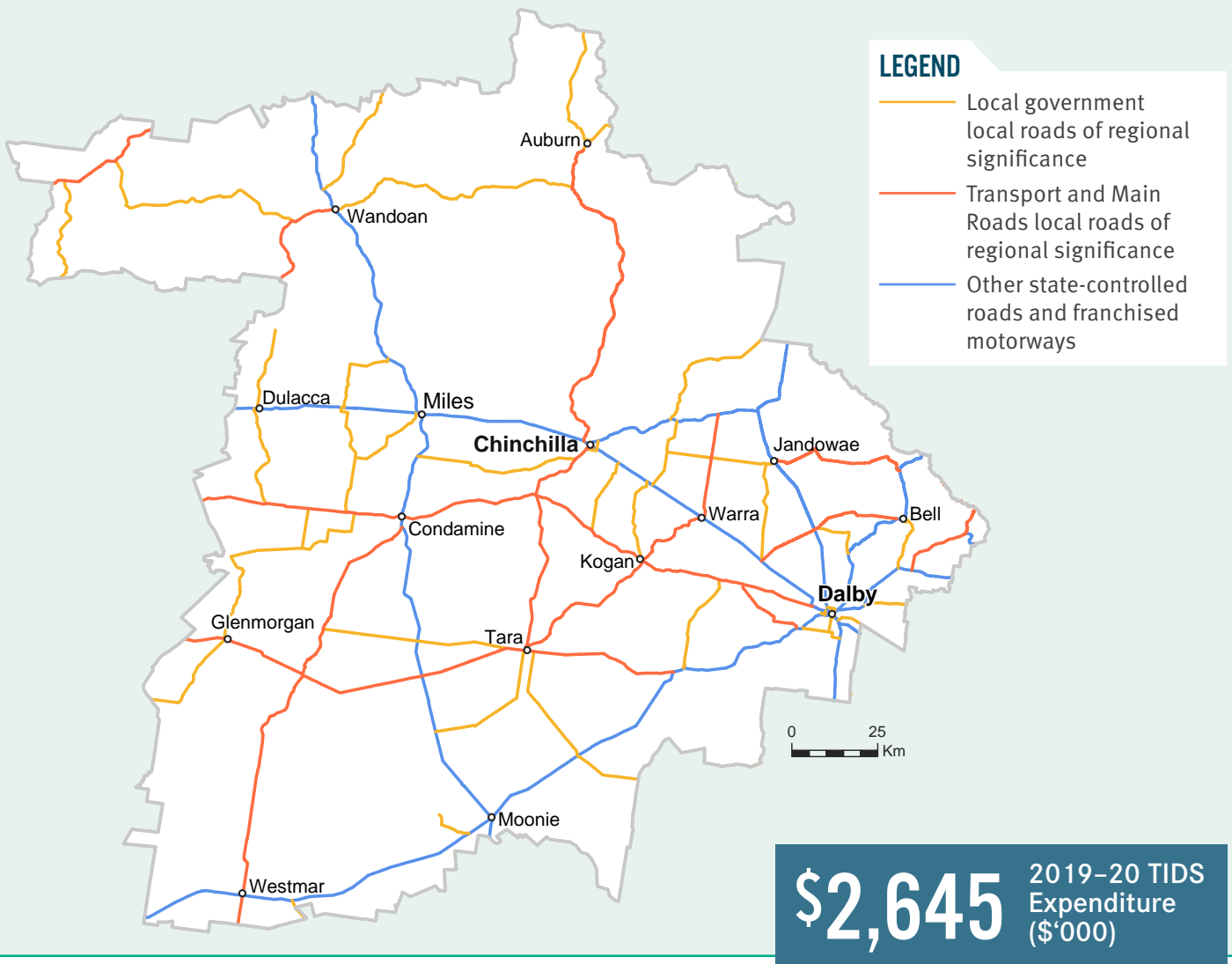
\$2,645
TIDS ALLOCATION 2019–20
(\$'000)

RRTG Chair

- Councillor George Moore, Western Downs Regional Council
- Former Chair, Councillor Greg Olm, Western Downs Regional Council, retired March 2020

RRTG Technical Committee Chair

- Brianna Barnett, Western Downs Regional Council



WESTERN DOWNS RRTG (continued)

Western Downs Regional Roads and Transport Group Program Financial Detail 2019–20 State Network RRTG Funded

Local Government	Project name	Expenditure \$'000
WESTERN DOWNS REGIONAL	Auburn Road, Chinchilla, widen pavement and bitumen surfacing	2,400
	Chinchilla - Tara Road and Greenswamp Road, Chinchilla; intersection upgrade	227
	Bunya Highway (Dalby - Kingaroy), Eileen Street intersection; pedestrian refuge	18
TOTAL		2,645

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Dalby

WESTERN DOWNS RRTG (continued)

Auburn Road, Chinchilla

Road Widening Project

The Auburn Road upgrade project entailed a 35.97kilometre section of Auburn Road, Chinchilla to be upgraded.

Auburn Road commences from the Warrego Highway, approximately 2 kilometres west of the Chinchilla town centre, and extends over 100 kilometres to Redbank Road, Sujeewong, in a predominately primary producer/ agricultural area.

The Western Downs RRTG worked together to successfully deliver the upgrade on the lower order state-controlled road.

The project consisted of widening the existing narrow bitumen, which had significant shoulder drop-offs, and addressing safety concerns to enable TMR to reinstate heavy vehicle permitted access that had been withdrawn in 2018.

Upon completion of the project in February 2020, this section of Auburn Road became accessible to B-Double and Type 1 Road trains under permit conditions, resulting in a significant reduction of travel distance and associated costs for road users, specifically primary producers and logging industries. Furthermore, all road users greatly benefit from these safety upgrades.

The Western Downs RRTG project was made possible through the Queensland Government's TIDS and TMR.

Auburn Road – before



Auburn Road – after

WESTERN DOWNS RRTG (continued)

Bunya Highway, Dalby Pedestrian Crossing

The focus of this project was to provide a safe pedestrian crossing across the busy Bunya Highway. The project consisted of constructing a new mid-block pedestrian crossing across the Bunya Highway in Dalby near Eileen Street to service the local community.

The installation of this new pedestrian crossing enables connection from local schools, aged care facilities and residential areas with the Dalby CBD.

The new, disabled-access compliant, 3m wide pedestrian crossing was constructed by removing a section of the raised centre median and constructing new pram ramps on either side of the Bunya Highway, Dalby.

The Western Downs RRTG project was made possible through the Queensland Government's TIDS and Western Downs Regional Council.



Bunya Highway – after

WHITSUNDAY RRTG

Whitsunday RRTG

RRTG members

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

5
PROJECTS

\$1,803
TIDS ALLOCATION 2019–20
(\$'000)

RRTG Chair

- Councillor Andrew Wilcox, Whitsunday Regional Council

RRTG Technical Committee Chair

- Jason Devitt, Mackay Regional Council

Technical Coordinator

- Graeme Hawes, Mackay Regional Council
- Chris Egbar, Shepherd Services



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$1,803 2019–20 TIDS
Expenditure
(\$'000)

WHITSUNDAY RRTG (continued)

Whitsunday Regional Roads and Transport Group Program Financial Detail 2019-20 Roads and Transport Alliance TIDS

Local Government	Project name	Expenditure \$'000
MACKAY REGIONAL	Milton Street and Boundary Road (Mackay) intersection improvements	1,071
	Whitsunday RRTG program development	19
	Ball Bay Road to Holiday Bay Road, reconstruct pavement	3
WHITSUNDAY REGIONAL	Conway Road, Palm Grove, pavement rehabilitation	400
	Strathmore Road (Collinsville), reconstruct and seal	310
TOTAL		1,803

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Conway Road – commencement of works

WHITSUNDAY RRTG (continued)

Milton Street and Boundary Road East Intersection

Intersection safety
and improved traffic
management

Milton Street and Boundary Road East Intersection is located in Paget, Mackay. Situated within an industrial hub servicing the Queensland mining sector, the intersection plays a critical role connecting the city to industrial facilities and the Mackay Airport. The existing intersection was a stop sign-controlled intersection with a history of accidents and poor management of peak hour flows to the industrial precinct. Traffic modelling indicated that traffic signals be installed with a provision for the ultimate development of the surrounding precinct.

Design

The intersection services Mackay's major industrial precinct. Heavy vehicle movements, including B-Doubles, were required to move through the intersection. It is also positioned directly adjacent to Mackay's airport, aligning with the minor cross runway. Height restrictions impacted the design and triggered ongoing negotiations with stakeholders throughout the design process.

Critical third-party trunk and local infrastructure was required, given the increased footprint of the intersection, including provision for ultimate infrastructure configurations. These services were relocated prior to Council construction commencing. A small section of a future trunk stormwater line was installed at this stage in order to avoid future reconstruction and to align with planned future stormwater drainage installations.

The design was staged for both an interim and ultimate arrangement. During this process as much infrastructure as possible was positioned horizontally and vertically to align with future works and minimise re-work.

With the project site surrounded by prime industrial land, property resumptions were kept to the minimum necessary to preserve the interim and ultimate footprint.

Construction

Key issues encountered during the construction phase were traffic management and ground water impacts while also working within Obstacle Limitation Surfaces (OLS) height restrictions for construction equipment. Construction of the intersection was completed under ongoing traffic conditions to maintain the link between the city/northern suburbs and the airport. Significant traffic flows in platoons existed for commuter movements to the industrial precinct and Regular Public Transport (RPT) services at the airport. This complicated construction and traffic management requirements including the provision for B-double vehicles to traverse the site. Side tracks, which later formed part of the slip-lanes, were used to allow 'quadrants' of the intersection to be constructed at a time. Trunk stormwater infrastructure also posed issues during construction with constant groundwater evident.

Operations

The intersection has been operational since December 2019. Overall it has been operating successfully, with minor phase and median island modifications required. Public perception of the infrastructure required some addressing with comment and concerns on the height-limited lighting and traffic signals impacted by OLS restrictions.

WHITSUNDAY RRTG (continued)

*Milton Street and
Boundary Road East
Intersection – before*



Milton Street and Boundary Road East Intersection – after

WHITSUNDAY RRTG (continued)

Conway Road, Preston

Safety and drainage
upgrade

Background: Conway Road services a number of outlying rural-residential areas, as well as numerous cane properties and tourism hotspots such as Cedar Creek Falls and the Proserpine River boat ramp. The section of road where this funding has been utilised suffered from poor drainage, lack of sight distance, intersection deficiencies and a history of accidents and near-misses.

Description: Drainage improvements, intersection widening, guardrail safety improvements and reseal over a section of Conway Road between Saltwater Creek Road and Vitanza Road.

Cost: Total \$800,000 with \$400,000 provided by TIDS.

Benefits: Cutting back a road side batter to construct open channel drainage has increased flood immunity to Q50 standard, improved sight distances and removed a significant flooding issue on the inside traffic lane. Widening of the intersection with Saltwater Creek Road has improved safety for a popular tourist route to Cedar Creek Falls. Extending the guardrail from Saltwater Creek bridge has increased safety, while replacement of the old guardrail

and structural elements on the bridge has ensured the ongoing maintained asset condition for many more years.

Highlights: Increased safety for road users and tourists is a key highlight for the project. We specifically utilised hydromulch to stabilise the batters only weeks ahead of the wet season, vastly reducing scour. Whitsunday Regional Council utilised this project to introduce new processes and standards to implement Advanced Data Analysis Classification (ADAC) into our design and asset capture. Bill Link (Designer) has also been heavily involved in a CAD standards working group with IPWEAQ and other Councils, for which this project has been utilised at several stages.



Conway Road – before

WHITSUNDAY RRTG (continued)



Conway Road – before



Conway Road – after



Conway Road – before



Conway Road – after



Conway Road – after

WIDE BAY BURNETT RRTG

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

50
PROJECTS

\$6,746
TIDS ALLOCATION 2019–20
(\$'000)

RRTG Chair

- Cr Jack Dempsey, Mayor, Bundaberg Regional Council
- Former Chair Councillor Cr Mick Curran, Mayor, Gympie Regional Council, retired March 2020

RRTG Deputy Chair

- Cr Brett Otto, Mayor, South Burnett Regional Council
- Former Deputy Chair Councillor Keith Campbell Mayor, South Burnett Regional Council, retired March 2020

RRTG Technical Committee Chair

- Warren Paulger, Consulting Engineer

Technical Coordinator

- Warren Paulger (as above)
- Allen Christensen, AT Consulting



\$6,734 2019–20 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

WIDE BAY BURNETT RRTG (continued)

Wide Bay / Burnett Regional Roads and Transport Group Program Financial Detail 2019-20 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local Government	Project name	Expenditure \$'000
BUNDABERG REGIONAL	Hughes Road (Bargara), Watsons Road to Wearing Road, construct new sealed road	998
	Three Chain Road (Calavos) widen and seal 300m east of Dahls Road	267
	Hughes Road (Bargara) Watsons Road intersection upgrade	162
	Oakwood School Road, Oakwood State School, upgrade school set down facilities	64
	Killer Street, Norville State School, upgrade school set down facilities and pathway	28
	Maryborough Street, Bundaberg State High School, upgrade existing pathway	23
	Mulgrave Street, St Patrick's Catholic Primary School (Bundaberg) concrete pathway	19
FRASER COAST REGIONAL	Guava Street (Maryborough), Alice Street to Kent Street, rehabilitate pavement	309
	Urraween Road , Urraween, Main Street, pavement reconstruction	271
	Glenwood State School, upgrade existing car park	150
	Neptune Street, Winston Noble Drive to Woodstock Street, construct footpath	88
	Edward Street, Sunbury State School, kerb and channel	69
	Woodstock Street, Ariadne Street to Maryborough Special School, concrete pathway	45
	Bryant Street, Aldridge State High School, car parking facilities	23
	Herbert Street, Urangan Point State School, concrete pathway	20
	Eatonvale Road, Tinana, Gympie Road - Donnelly Road, widen and overlay	18
William Street, Howard State School, concrete pathway	14	
GYMPIE REGIONAL	Investigator Avenue (Cooloola Cove), widen and seal	1,145
	Power Road (Gympie) construct pathway, Smerdon Road to Woolgar Road	170
	Anderleigh Road, Gympie, Ginger Creek Bridge replacement	150
	Amamoor Creek Road, upgrade floodway	94
	Tandur Road, replace bridge	62
	Fairview Road, Monkland State School, concrete pathway	50
	Oak Street, James Nash State High School, concrete pathway and kerb ramps	39
	Smith Road, Monkland State School, concrete pathway	39
	Council Street, Kilkivan State School, concrete pathway and kerb ramps	27
	Everson Road, Gympie State High School, concrete pathway and kerb ramps	18

Continued on next page

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

WIDE BAY BURNETT RRTG (continued)

Wide Bay / Burnett Regional Roads and Transport Group Program Financial Detail 2019-20 Roads and Transport Alliance TIDS / State Network RRTG Funded

Continued from previous page

Local Government	Project name	Expenditure \$'000
NORTH BURNETT REGIONAL	Gayndah - Mundubbera Road (Gayndah), construct to new sealed road	267
	Gayndah - Mundubbera Road (Gayndah), construct to sealed standard	159
	Kerwee Road, Eidsvold East section, rehabilitate pavement	121
	Kerwee Road (Eidsvold East), rehabilitate pavement section	110
	Kerwee Road, Eidsvold East, section, rehabilitate pavement	99
	Abercorn Road, Monto, widen to two lane standard	91
	Eidsvold - Coonambula Road (Mundubbera) upgrade unsealed road to sealed double lane	90
	Bania Road (Mt Perry), widen and seal	70
	Cynthia Range Road (Eidsvold) upgrade unsealed road to sealed double lane	65
	Frederick Street and Victoria Street, Biggenden State School, concrete pathway	48
	Queen Street and Fielding Street, Gayndah State School, concrete pathway	41
	Leichhardt Street and Eyre Street, Monto State School, concrete pathway	18
	Rayleigh Street and Rutherford Street, Saint Therese Catholic School, concrete pathway	18
	Brigalow Street, Mulgildie State School, concrete pathway	8
SOUTH BURNETT REGIONAL	South Burnett Regional Council area, various locations, reseal	266
	Mary Street, Coolabunia State School, car park and bus zone works	81
	Haly Street, Wondai, construct footpath	52
	Peterson Drive (Taabinga), section widen and seal	33
DISTRICT - WIDE BAY/BURNETT	Regional Roads and Transport Group, Secretariat Program	133
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		6,129
GYMPIE REGIONAL	Tin Can Bay Road, Gympie State High School, extension to existing bus bay	36
	Miva Road, Gunalda State School, concrete pathway	22
SOUTH BURNETT REGIONAL	Byee Road (Byee), widen sealed road	301
	Maidenwell - Bunya Mountains Road, Kingaroy Cooyar Road to Bunya Mountains Road, construct new seal road	246
STATE NETWORK RRTG FUNDED SUBTOTAL		605
TOTAL		6,734

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

WIDE BAY BURNETT RRTG (continued)

Glenwood State School Carpark Upgrade

An all-weather school parking facility that improves student safety

Glenwood State School now has a safer carpark area thanks to funding from both the Queensland Government and the Fraser Coast Regional Council.

Glenwood State School is located at 13 Glenwood School Road, Glenwood, alongside the busy Bruce Highway halfway between Gympie and Maryborough. It caters for students from prep to Year Six and in 2017 had an enrolment of 83 students and eight teachers.

Roads and Transport Alliance TIDS funding covered 48.7 per cent of the total project cost to complete the upgrade to the existing unformed carpark area situated at the front of the school.

The project, which was undertaken by the local firm Kirbro Contracting Pty Ltd and managed by Council's Manager Contracts, was completed during the Christmas school holidays. Work commenced on 6 December 2019 and was completed before school restarted on 24 January 2020.

The works were timed to ensure the least possible disruption to teachers, parents and students who are part of the Glenwood school community.

The contractor had to pre-order and stockpile all materials in order to construct the programmed works during the school holiday

period, with the groundworks and footings poured for the retaining wall completed in readiness to allow sufficient strengthening to enable construction directly after Christmas.

The project included the following scope of works:

- Road pavement and surfacing works
- Barrier kerb and channel works with associated drainage
- Construction of textured concrete retaining wall with patterned finish
- New concrete footpath including safety fencing
- Upgraded driveway entrances, including an additional access point to the school oval
- Stormwater drainage
- Line-marking to establish 19 formalised parking spaces and associated signage
- Tree planting to assist with bank stabilisation works
- Landscaping works for stabilisation of the retaining wall batter.

The completion of the carpark upgrade works has been well received by the Glenwood State School community. Users now have access to an all-weather facility with formalised parking spaces and a safer dropped off/pick up environment for students from the school grounds.



Glenwood State School Carpark – before



Glenwood State School Carpark – after

WIDE BAY BURNETT RRTG (continued)

Hughes Road Extension (Watsons Road to Wearing Road)

New road construction

Improved connectivity between communities

The Hughes Road Extension, between Watson and Wearing Roads, provides improved connectivity between the coastal communities of Bargara, Innes Park, Coral Cove and Elliot Heads. Providing a faster and more direct access to shopping facilities and other services. The Hughes Road Extension also reduces traffic on residential streets and helps facilitate further residential development along this coastal growth corridor.

To assist in the delivery of this two-lane 80 km/h collector road, Bundaberg Regional Council received Roads and Transport Alliance TIDS funding to complete the project. The Hughes Road Extension project delivered 1.5 kilometres of new road, as well as drainage and pathway infrastructure. Project construction commenced in September

2019 and the extension was opened to the public in March 2020. The works, design and construction were undertaken by Bundaberg Regional Council.

The location of the Hughes Road Extension created several unique design challenges. The establishment of new roads created a physical barrier that obstructed a 37-hectare section of the Money's Creek catchment which flows through the area of Bargara. Significant drainage infrastructure, which included an 11/1050 mm reinforced concrete pipe culvert, was installed to accommodate this catchment and avoid negative impacts upstream.

Hughes Road is identified as a principal pathway in Bundaberg Regional Council's Multi-Modal Pathway Strategy and includes a shared use pathway and provisions for on-road cyclists.



Hughes Road Extension (Watsons Road to Wearing Road)

WIDE BAY BURNETT RRTG (continued)



Hughes Road Extension (Watsons Road to Wearing Road) - works



Hughes Road Extension (Watsons Road to Wearing Road) - works



Hughes Road Extension (Watsons Road to Wearing Road)



Hughes Road Extension (Watsons Road to Wearing Road) - footpath



SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

Statewide Capability Development Fund (SCDF)

Each year funding is made available through the Statewide Capability Development Fund (SCDF), a \$600,000 sub-program of TIDS. The SCDF funds statewide initiatives and supports individual RRTGs to access courses, projects and training to build their local capacity and improve road and transport stewardship capabilities.

These initiatives are designed to provide regional and statewide benefits for transport users and road authorities. All initiatives funded by the SCDF align with the core Roads and Transport Alliance functions and priorities.

In 2019–20, 25 projects were funded through the SCDF.

State-wide Capability Development Fund

The SCDF

Each year funding is made available through the State-wide Capability Development Fund (SCDF) to support RRTGs to build capacity and improve their overall road and transport stewardship capabilities. In 2019-20, 25 projects were funded through the SCDF.

Details below.

Project Name	Description
RRTG initiatives	
Basic ICAM investigator training	This project represents funding to Scenic Valleys RRTG for RRTG member staff to undertake the Safety Wise Basic ICAM (Incident Cause Analysis Method) Investigator training course.
Bridge inspection training	This project represents funding to Eastern Downs RRTG for council staff to undertake Level 1 Bridge Inspection course facilitated by IPWEAQ and AAPA.
Gravel pit management compliance template	This project represents funding to South West RRTG to develop a gravel pit / quarry management compliance template to assist RRTG council members to manage their gravel pits and quarries, and to comply with regulations.
Load restraint and fatigue management training	This project represents funding to Outback RRTG to undertake training sessions on Load Restraint and Fatigue Management provided by Transport Compliance Training Solutions for council supervisors and drivers.
Management of a civil workforce training	This project represents funding to South West RRTG to undertake IPWEAQ's Management of a Civil Workforce training course.
Managing the risk on lower order roads course	This project represents funding to Northern SEQ RRTG for RRTG member staff towards delivery of the IPWEAQ Managing the risk on lower order roads course.
Microsoft Project training	This project represents funding to Southern Border RRTG for RRTG member staff to undertake the Microsoft Project training course provided by Nexacu.
Road safety audit and investigation and treatment of crash locations course	This project represents funding to Brisbane Metro Alliance RRTG for council staff to undertake the combined Road safety audit and Investigation & treatment of crash locations course package.
Road safety audit course	This project represents funding to Brisbane Metro Alliance RRTG for a road safety audit course offered through the Centre for Accident Research and Road Safety - Queensland (CARRS-Q).
Road safety audits training	This project represents funding to Southern RRTG to undertake road safety audits training provided by IPWEAQ.
Road safety audits workshop	This project represents funding to North Queensland RRTG to undertake IPWEAQ's Road safety audits workshop.
Strategic Transport Plan	This project represents funding to South West RRTG to support the finalisation of their Strategic Transport Plan.
Supervisor course	This project represents funding to South West RRTG to undertake MinRes Training Institute's Supervisor course (S123).
Supervisors workshop	This project represents funding to North West Queensland RRTG to undertake IPWEAQ's Supervisor workshop.

Continued on next page

SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

Continued from previous page

Project Name	Description
RRTG initiatives (continued)	
Supervisors workshops	This project represents funding to Scenic Valleys RRTG for RRTG member staff to undertake three iterations of IPWEAQ's Supervisors Workshop.
Various TMR technical courses	This project represents funding to Brisbane Metro Alliance RRTG to undertake training provided by TMR.
RRTG initiatives - joint applications	
Drainage for road design workshop	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake IPWEAQ's Drainage for road design workshop.
Native title and cultural heritage training	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake IPWEAQ's Native Title and Cultural Heritage training.
Queensland Urban Drainage Manual workshop	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake the Queensland Urban Drainage Manual (QUDM) workshop to be delivered by IPWEAQ.
Road pavement visual assessment workshop	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake IPWEAQ's Road Pavement Visual Assessment Workshop.
Sprayed sealing field procedures course	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake AAPA's Sprayed sealing field procedures course.
Stormwater drainage condition assessment workshop	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake IPWEAQ's Stormwater Drainage Condition Assessment Workshop.
Supervisors workshops	This project represents funding to Bowen Basin and Gladstone RRTGs for RRTG member staff to undertake two iterations of IPWEAQ's Supervisors Workshop.
Unsealed local roads workshops	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake two iterations of the Unsealed Local Roads Workshop provided by IPWEAQ, in conjunction with ARRB.
Other	
Torres Cape Indigenous Council Alliance workshop	This project represents funding to the Torres Cape Indigenous Council Alliance (TCICA) to hold a workshop to progress consideration of establishing a possible RRTG for the Torres Strait and Cape Region.

Improving your RRTG and council's capability

A history of the SCDF

The SCDF was established in 2007 to support RRTGs to build capacity and improve road and transport stewardship capabilities.

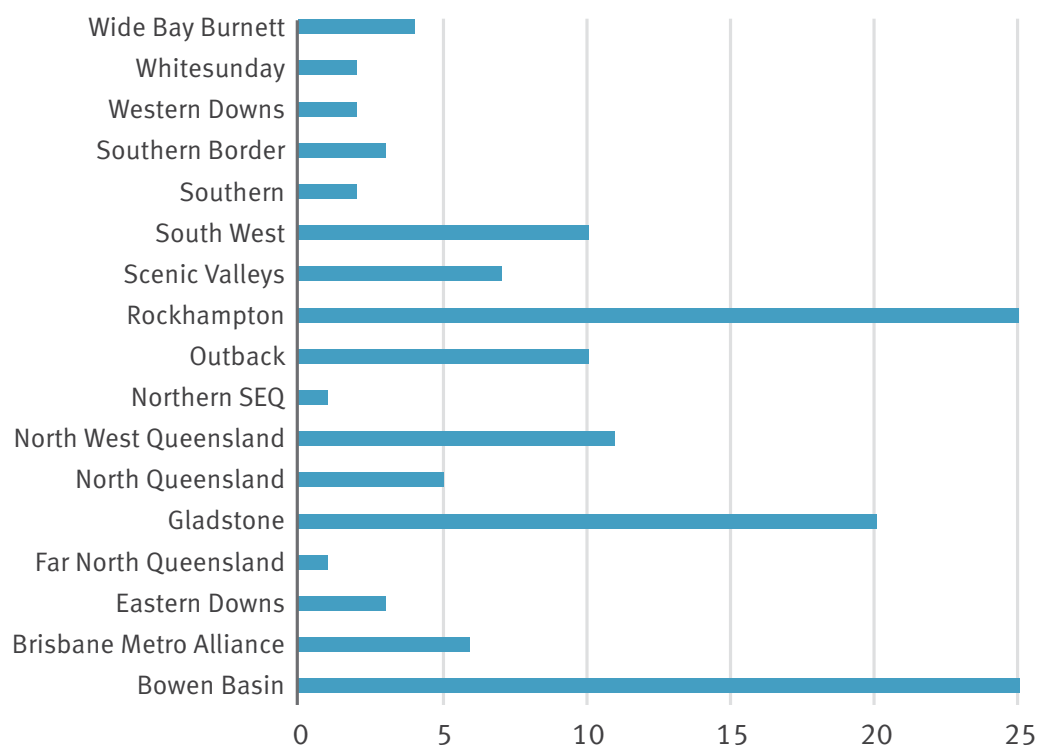
Each year, SCDF is made available for application for capability improvement projects and initiatives that align with the vision of the Alliance and development needs identified through RRTGs' Capability Agreement and Action Plans (CAAPs). The Alliance encourages RRTGs to apply for SCDF support, which is generally to be matched 50:50 by local government. Applications are invited on an ongoing basis from July, for completion within the financial year. A mid-year review is carried out in February to ensure the program is on track.

A review of the SCDF program, over the last four financial years, 2016–17 to 2019–20 was recently conducted to identify themes and trends in participation rates, and types of training courses and capability improvement projects undertaken.

RRTG participation rates have increased significantly overall with most RRTGs now participating in the program each year. Additionally, the number of applications received has increased over time, with a large increase in the number of applications submitted this financial year, 2019–20.

The chart below shows the number of SCDF applications received from each RRTG over the last four years.

Applications submitted per RRTG from 2016–17 to 2019–20



SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

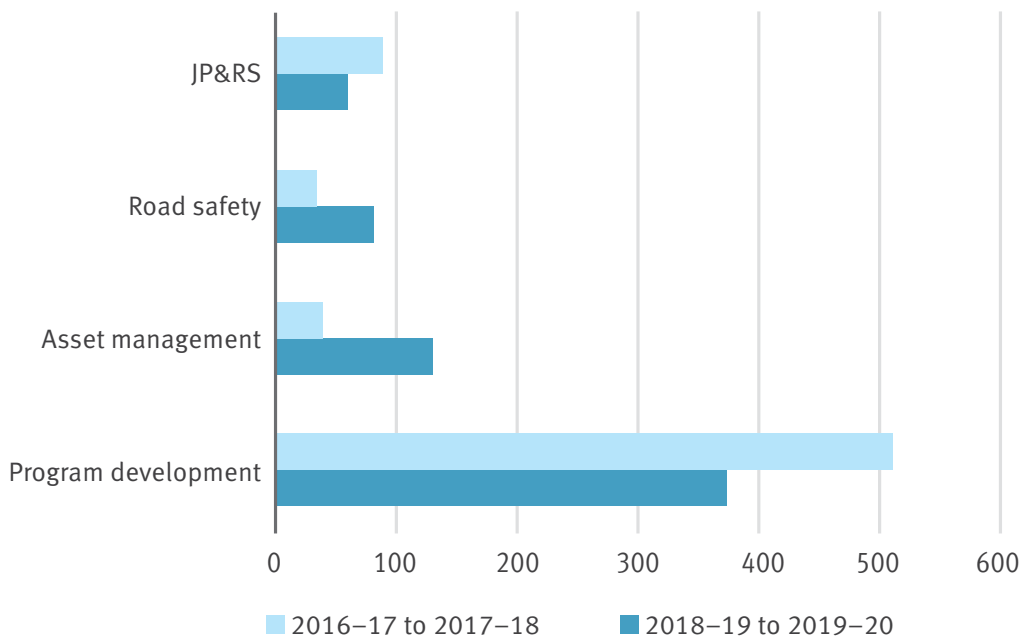
SCDF applications are required to align to the Roads and Transport Alliance's "core functions" of program development, asset management, road safety and joint purchasing and resource sharing (JP&RS).

Roads and Transport Alliance Core Functions



An analysis of applications submitted by RRTGs under each of the four core functions shows how capability needs are changing over time.

SCDF expenditure per Alliance Core Function (\$'000)



SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

A history of the SCDF continued

Program development remains the leading core function requiring capability training for the last four years. Program Development SCDF applications included training in;

- planning (including native title and cultural heritage),
- preconstruction,
- design (technical courses including design for pedestrians and cyclists) and
- construction (including work supervisor courses).

It also included three transport planning studies.

Asset management attracts the second highest number of SCDF applications with an increasing number of applications received in the last two years. The increased level of interest in asset management demonstrates a greater demand for training focussed on undertaking inspections, effective management of the maintenance of assets and to gain a better understanding of the risks. Asset management applications included, training in managing unsealed roads, assessments of road pavement and to undertake bridge inspections (see photo below). Also, a training course on "Managing

the risks on lower order roads" received a high number of applications which could lead to a more standardised application of management practices of these roads.

Road safety SCDF applications also increased but to a lesser extent, so it is now the third highest category. This included training to undertake road safety audits which have been completed by nine different RRTGs. There have been 12 applications for the training in the last four years with five applications received in 2019–20.

The smallest number of applications were received under the **JP&RS** core function. Projects included the creation of standardised documents such as contract and procurement documentation as well as the development of an RRTG project collaboration tool. These projects have enabled councils to perform more work themselves and be less reliant on external services.

Overall, the increasing number of SCDF applications submitted by RRTGs demonstrates that the program is well utilised and of value. RRTGS are encouraged to continue to submit applications for SCDF in order to continually build capacity and improve road and transport stewardship capabilities.



Ootann Road construction, Far North Queensland



STATEWIDE FINANCIAL REPORTS



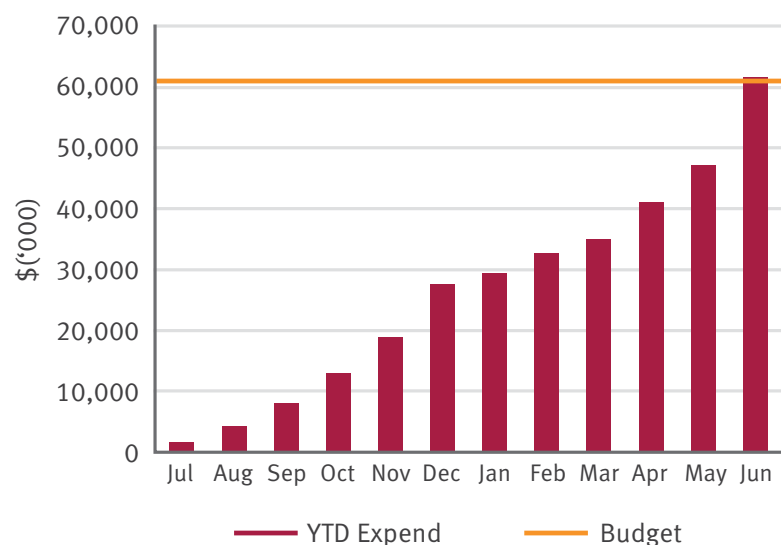
STATEWIDE FINANCIAL REPORTS

Roads and Transport Alliance TIDS 2019–20 as at 30 June 2020

The Roads and Transport Alliance TIDS program achieved 100 per cent expenditure for the 2019–20 financial year, as at 30 June 2020. A summary of performance by RRTG is detailed below.

Regional Roads and Transport Group	No. of Projects	Allocation \$'000	Budget \$'000	Actual Expend \$'000	Budget Spent %
BOWEN BASIN	12	4,479	4,532	4,532	100 %
BRISBANE METRO ALLIANCE	8	2,042	2,042	2,042	100 %
EASTERN DOWNS	4	2,728	2,728	2,728	100 %
FAR NORTH QUEENSLAND	24	5,715	5,725	5,725	100 %
GLADSTONE	3	1,038	1,038	1,038	100 %
NORTH QUEENSLAND	19	3,361	3,361	3,361	100 %
NORTH WEST QUEENSLAND	21	5,493	5,431	5,430	100 %
NORTHERN SEQ	21	3,718	3,718	3,718	100 %
OUTBACK	16	6,211	6,161	6,430	104 %
ROCKHAMPTON	3	1,516	1,516	1,516	100 %
SCENIC VALLEYS	8	2,171	2,171	2,171	100 %
SOUTH WEST	20	6,646	6,746	6,746	100 %
SOUTHERN	12	2,690	2,690	2,690	100 %
SOUTHERN BORDER	14	2,199	1,838	1,846	99 %
WESTERN DOWNS	3	2,645	2,645	2,645	100 %
WHITSUNDAY	5	1,803	1,803	1,803	100 %
WIDE BAY / BURNETT	50	6,746	6,742	6,734	100 %
TOTAL	243	61,200	60,884	61,153	100 %

State-wide Year to Date (YTD) Expenditure



- Note: 1. Program budgets shown may vary slightly to the annual allocation due to programming adjustments / variations.
 2. Some exclusions apply, including small overs and unders from the prior year which are immaterial.
 3. Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

State-wide TIDS Program

The table below shows the proportion of project types funded under the 2019–20 Roads and Transport Alliance (RTA) TIDS program.

Infrastructure Type	Actual Expend \$'000	Budget Spent %
Local Roads Infrastructure Works on lower order state-controlled roads (TMR Local Roads of Regional Significance) or higher order local government-controlled roads	57,660	94.3 %
Safe School Travel Infrastructure Works to improve the safety of children travelling to and from school, including cycleways at existing schools	1,904	3.1 %
Capability and Development RRTGs may allocate up to 2.5% of funding for capability development and/or improvement purposes without having to be matched	846	1.4 %
Active Transport Infrastructure Works on cycle facilities and works to improve pedestrian infrastructure	743	1.2 %
TOTAL	61,153	100 %

RRTG ATSI TIDS 2019–20 as at 30 June 2020

The RRTG ATSI TIDS program achieved 100 per cent expenditure for the 2019–20 financial year. A summary of performance by RRTG and Aboriginal Shire Council is detailed below.

Regional Roads and Transport Group	Aboriginal Shire Council (ASC)	Allocation \$'000	Budget \$'000	Actual Expend \$'000	Budget Spent %
BOWEN BASIN	Woorabinda ASC	53	0	0	
FAR NORTH QUEENSLAND	Wujal Wujal ASC	29	29	29	100 %
	Yarrabah ASC	47	47	46	98 %
NORTH WEST QUEENSLAND	Doomadgee ASC	197	374	374	100 %
	Kowanyama ASC	236	326	326	100 %
TOTAL		563	776	775	100 %

Note: 1. Program budgets shown may vary slightly to the annual allocation due to programming adjustments and/or additional funding from SCDF.

2. Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

STATEWIDE FINANCIAL REPORTS

Statewide Capability Development Fund

The 2019-20 SCDF program is detailed below by RRTG.

RRTG	Project Name	Budget \$'000	Actual Expend \$'000	Budget Spent %
BOWEN BASIN, GLADSTONE AND ROCKHAMPTON	Drainage for road design workshop	15	15	100 %
	Native title and cultural heritage training	11	11	100 %
	Queensland Urban Drainage Manual workshop	5	5	100 %
	Road pavement visual assessment workshop	7	7	100 %
	Sprayed sealing field procedures course	6	6	100 %
	Stormwater drainage condition assessment workshop	7	7	100 %
	Supervisors workshops	14	14	100 %
	Unsealed local roads workshops	16	16	100 %
BRISBANE METRO ALLIANCE	Road safety audit and investigation and treatment of crash locations course	23	23	100 %
	Road safety audit course	2	2	100 %
	Various TMR technical courses	7	7	100 %
EASTERN DOWNS	Bridge inspection training	6	6	100 %
NORTH QUEENSLAND	Road safety audits workshop	11	11	100 %
NORTH WEST QUEENSLAND	Supervisors workshop	15	15	100 %
NORTHERN SEQ	Managing the risk on lower order roads course	5	5	100 %
OUTBACK	Load restraint and fatigue management training	19	19	100 %
SCENIC VALLEYS	Basic ICAM investigator training	3	3	100 %
SCENIC VALLEYS	Supervisors workshops	10	10	100 %
SOUTH WEST	Gravel pit management compliance template	14	14	100 %
	Management of a civil workforce training	5	5	100 %
	Strategic Transport Plan	7	7	100 %
	Supervisor course	5	5	100 %
SOUTHERN	Road safety audits training	11	11	100 %
SOUTHERN BORDER	Microsoft Project training	1	1	100 %
	Torres Cape Indigenous Council Alliance workshop	2	2	100 %
PROJECTS TOTAL		226	226	100 %

Note: 1. Project budgets shown may vary slightly to the original funding due to variations.

2. Some exclusions apply, including deferred project funding due to gathering and travel restrictions and the redistributed funding to Aboriginal Shire Council RRTG members within the larger TIDS program.

3. Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Regional road construction

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