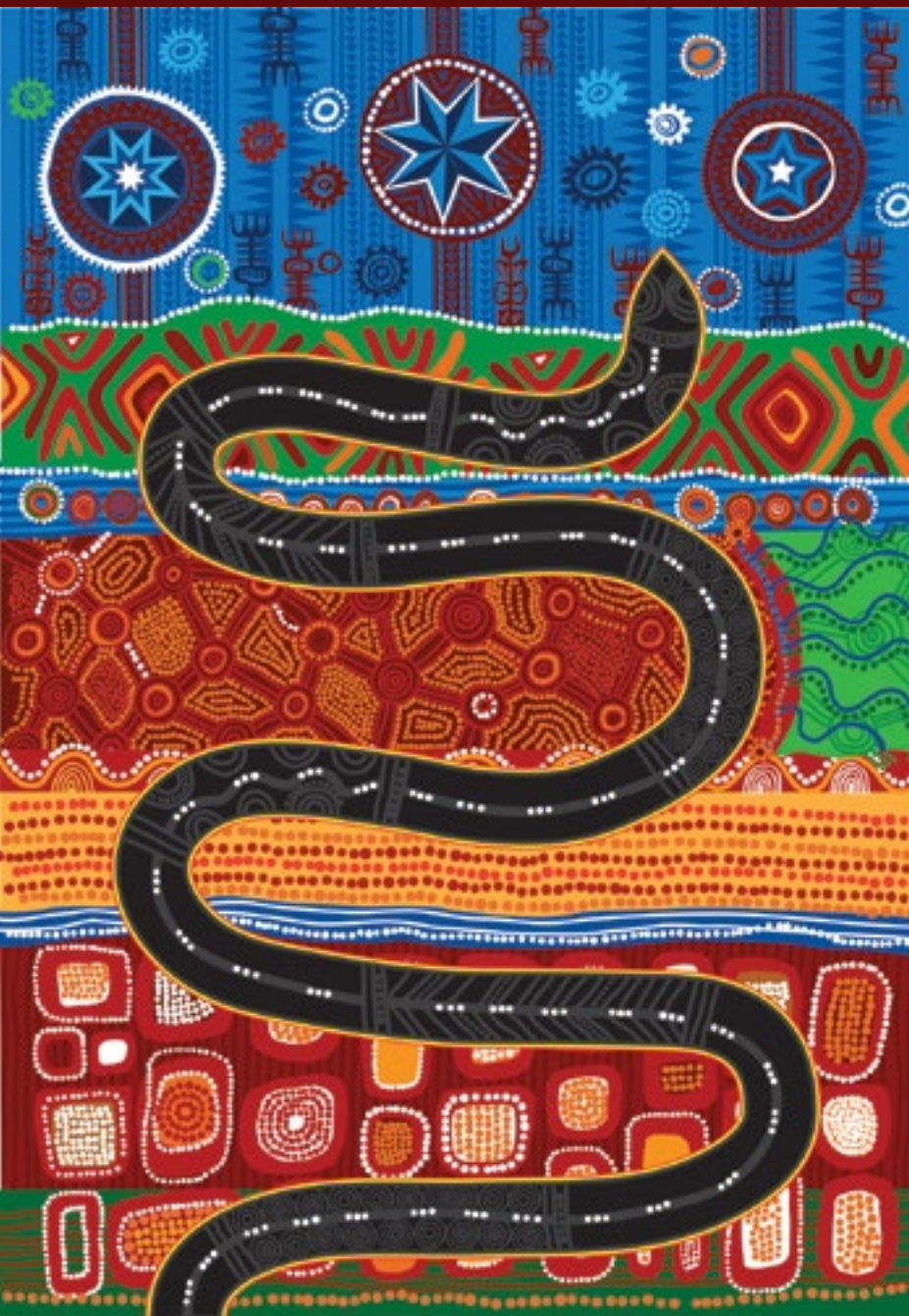


THE ROADS AND TRANSPORT ALLIANCE

2023–2024 Annual Progress Report





▲
'Travelling' by Gilimbaa

Acknowledgements

The Roads and Transport Alliance acknowledges the Traditional Owners and Custodians of the land and waterways. We pay 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.

Disclaimer

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Front cover: Sealing of Mount Tabor Road underway, Murweh Shire Council

Table of contents

5

Message from the Director-General Sally Stannard

6

About the Roads and Transport Alliance

12

Regional Roads and Transport Groups

14

Bowen Basin Regional Roads and Transport Group

22

Brisbane Metro Regional Roads and Transport Group

28

Eastern Downs Regional Roads and Transport Group

34

Far North Queensland Regional Roads and Transport Group

40

Gladstone Regional Roads and Transport Group

46

North Queensland Regional Roads and Transport Group

54

North West Queensland Regional Roads and Transport Group

62

Northern SEQ Regional Roads and Transport Group

68

Outback Regional Roads and Transport Group

78

Rockhampton Regional Roads and Transport Group

84

Scenic Valleys Regional Roads and Transport Group

94

South West Regional Roads and Transport Group

108

Southern Regional Roads and Transport Group

112

Southern Border Regional Roads and Transport Group

118

Western Downs Regional Roads and Transport Group

126

Whitsunday Regional Roads and Transport Group

132

Wide Bay Burnett Regional Roads and Transport Group

140

Supporting Statewide Capability Improvements

152

Statewide Financial Reports

Message from the Director-General

**Sally Stannard, Director-General,
Department of Transport and Main Roads**

It is my privilege to present the 2023-24 Roads and Transport Alliance Annual Progress Report to you. This report marks another successful year of collaboration between Queensland's state and local governments focussed on managing and investing in our road and transport network.

The Queensland Government remains steadfast in its commitment to secure jobs, improve services, and enhance the state's lifestyle, fostering growth and prosperity for the state. The 22-year partnership of the Roads and Transport Alliance (the Alliance), comprising the Department of Transport and Main Roads (TMR) and local government, underscores the value of cooperation and joint investment in advancing transport throughout Queensland.

Investment in transport infrastructure is critical and the Queensland Government has committed to the continuation of Transport Infrastructure Development Scheme (TIDS) funding, which underpins the Alliance partnership, at \$75.95 million annually.

TIDS enables the Alliance's 17 Regional Roads and Transport Groups (RRTGs) to strategise and deliver a sustainable program of jointly funded projects. In the 2023–24 period, RRTGs successfully completed 220 projects statewide.

This report showcases achievements facilitated by the Alliance, featuring stories from RRTGs that highlight various transport infrastructure projects from across the State. While primarily enhancing Queensland's 40,263 kilometre network of Local Roads of Regional Significance (LRRS), RRTGs have also invested in active and safe school transport infrastructure.

I would like to acknowledge the new and returning elected representatives who are members of the RRTGs for their valuable contributions to their local communities. The dedication shown by these elected representatives is commendable, and we congratulate all RRTG members for successfully delivering another TIDS program.

The report illustrates how RRTGs have created value for local communities, while also highlighting innovative capability development initiatives funded jointly, focusing on transformative technology, and uplifting the skills of council workforces.

I look forward to the ongoing partnership between state and local governments, as we continue our collective efforts to deliver quality outcomes for a safe and reliable road and transport network across Queensland.



*Sally Stannard, Director-General,
Department of Transport and Main Roads*



About the Roads and Transport Alliance

Who we are

The Roads and Transport Alliance (the Alliance) is an enduring partnership between the Department of Transport and Main Roads (TMR) and Queensland local governments.

Over the past 22 years, this partnership has promoted a unified and cooperative approach to managing Queensland's road and transport network.

The Alliance, operating under the Roads and Transport Coordination Accord, reaffirms the commitment of both parties to enhance transport infrastructure in communities across Queensland to:



INCREASE

the economic, social, and environmental benefits derived from joint investments in the state's transport network.



FACILITATE

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



IMPROVE

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



OPTIMISE

safety for all road users.



MAXIMISE

the collective investment in Queensland's transport network by all parties.

Roads and Transport Alliance Model

The 17 Regional Roads and Transport Groups (RRTGs) across Queensland are the foundation of the Alliance. Each group consists of representatives from member local governments or a single council, along with the local TMR District Officer.

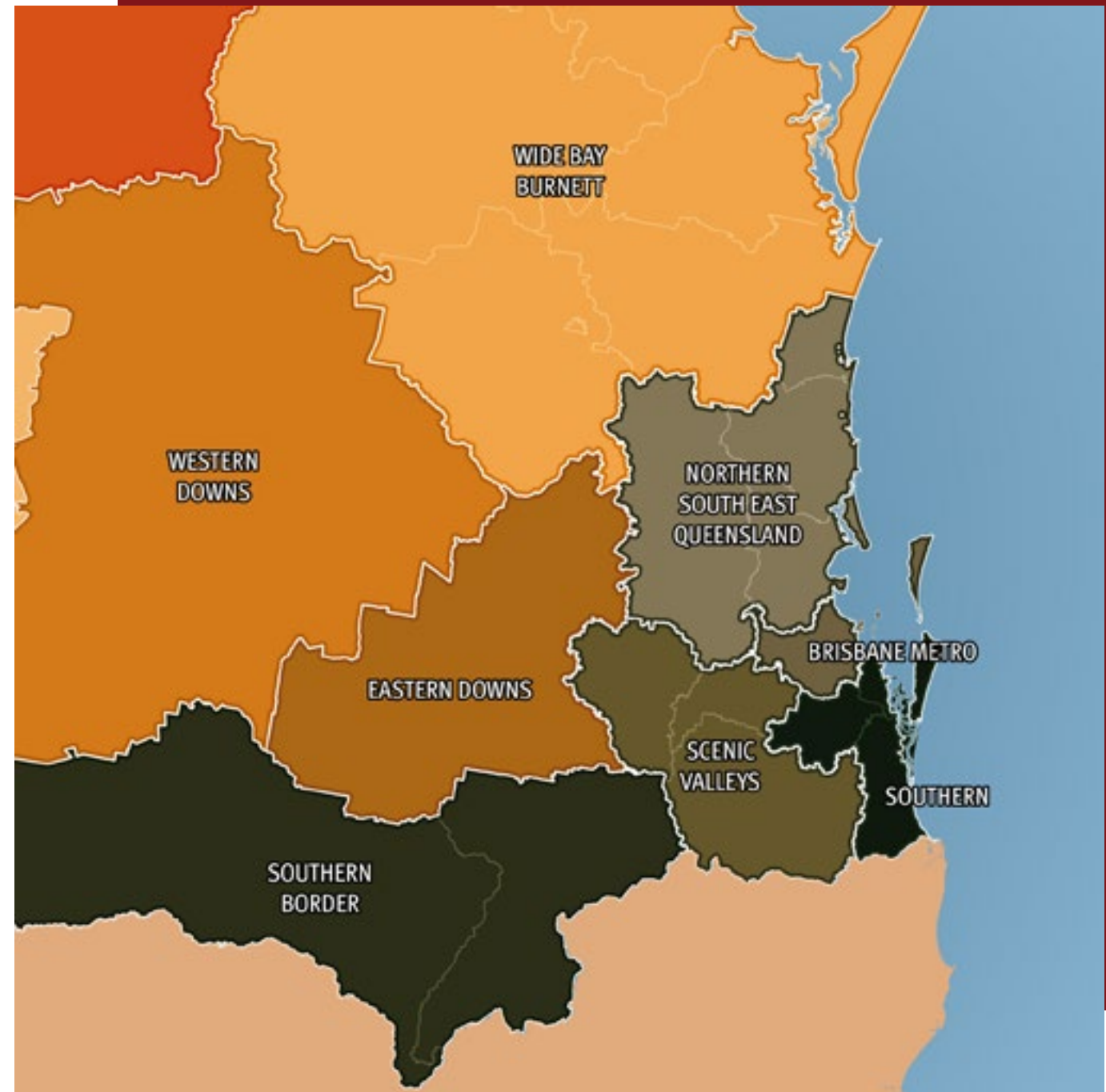
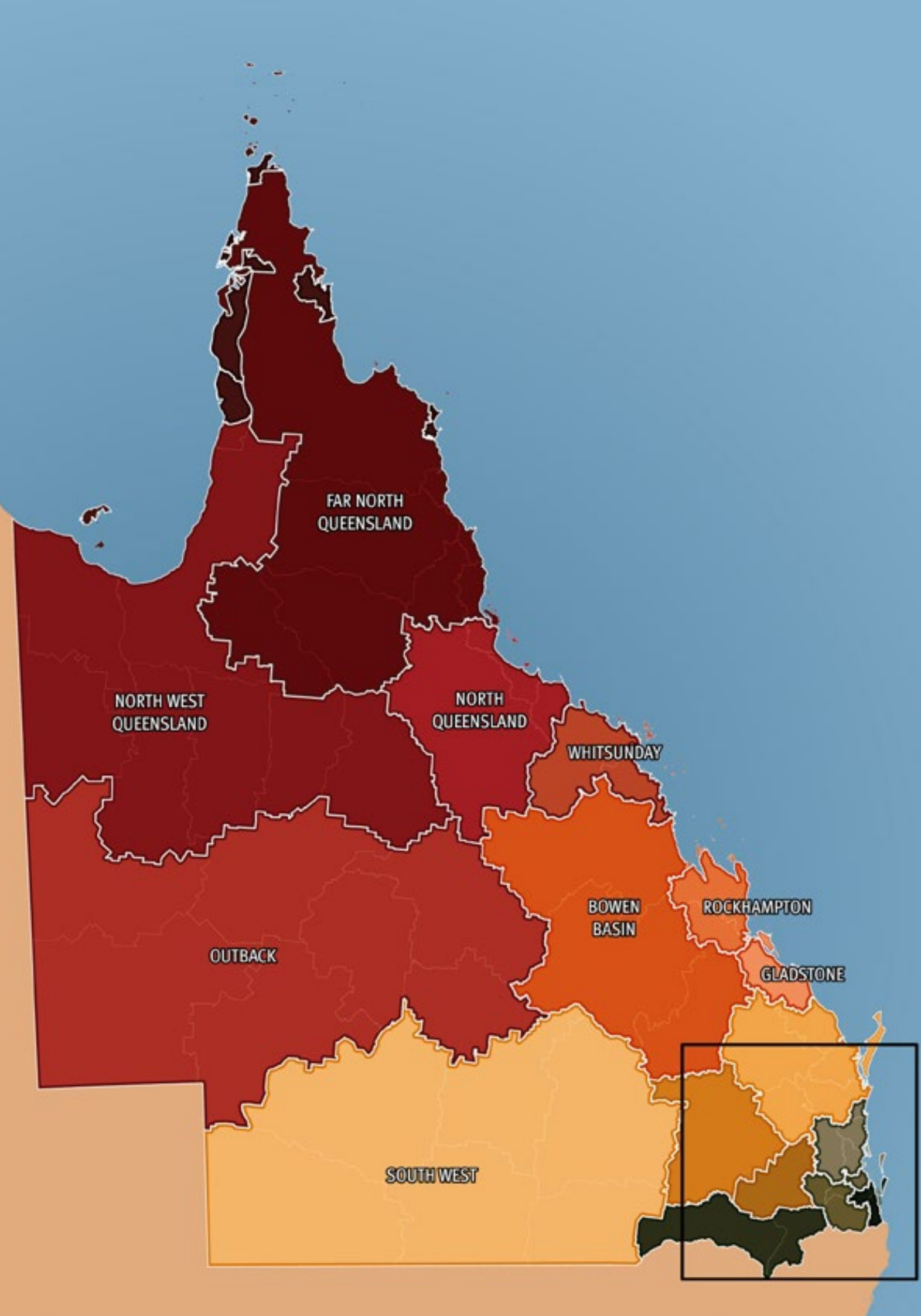
RRTGs work together to prioritise and deliver transport infrastructure enhancements within their respective regions for their member councils.

The Alliance model promotes collaboration and delivers benefits to councils by facilitating joint purchasing, resource sharing, skills development, and training. It also fosters positive organisational and community outcomes through enduring inter-governmental relationships.

The operating structure for the Alliance includes:

- Regional Roads and Transport Groups
 - Local government elected representatives and the local TMR District Director. Primarily a decision-making body that prioritises regional transport infrastructure improvements for their communities.
- Technical Committee
 - Local government senior engineers and other relevant technical staff and TMR. The Committees offer technical expertise, advice and recommendations to the RRTGs.
- TMR's Local Government Partnerships Team
 - TMR officers who lead TMR's engagement with local government through the Roads and Transport Alliance framework.

Kennedy Highway Mareeba to Atherton



Queensland RRTG map

South East Queensland RRTG map

Transport Infrastructure Development Scheme

TMR provides annual funding of \$75.95 million for regionally prioritised, local road and transport-related initiatives through the Transport Infrastructure Development Scheme (TIDS). Each RRTG receives an annual TIDS funding allocation, which they generally match 50:50 to develop a program aimed at delivering the highest priority road and transport

projects in their region. In 2023-24, TIDS funding supported 220 projects across Queensland.

Additionally, the TIDS Statewide Capability Development Fund (SCDF) supports RRTGs in improving their capacity and capability in road stewardship. This includes strengthening skills across the core functions of the Alliance.

Achievements

22

years of partnership between Queensland's state and local governments

17

Regional Roads and Transport Groups across Queensland

68

local governments participating as members of the Roads and Transport Alliance

115

Regional Roads and Transport Group executive and technical meetings held

40,263km

length of jointly managed Local Roads of Regional Significance in Queensland

3,055

total number of Local Roads of Regional Significance in Queensland

220

projects supported through Roads and Transport Alliance Transport Infrastructure Development Scheme

41

capability initiatives funded through the Statewide Capability Development Fund

Over 500

RRTG member staff trained with the support of the Statewide Capability Development Fund

Adavale Red Road, Quilpie

Regional Roads and Transport Groups

Delivering in partnership

This section highlights a selection of projects undertaken by Regional Roads and Transport Group (RRTG) member councils in 2023–24.

The project stories and images featured in this report have been provided by the respective local governments responsible for their delivery. These stories are presented in their own words, illustrating the significance each council places on the funding that enables these initiatives.

Each of the 17 RRTGs across Queensland have contributed stories showing the breadth of projects delivered, the diverse challenges faced by councils; and the tangible benefits and positive impacts these projects have had on local communities.

The Roads and Transport Alliance acknowledges and values the enduring partnership and continuous cooperation between state and local governments to ensure the ongoing delivery of the TIDS program.

During construction on Adavale Red Road, Quilpie Shire Council

Bowen Basin Regional Roads and Transport Group



◀ Harsants Road, Banana Shire Council during construction

Bowen Basin RRTG map



15 projects

Total 2023–24 transport infrastructure projects



\$4,608,600

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation



\$80,758

Aboriginal and Torres Strait Islander TIDS 2023–24 allocation

Regional Roads and Transport Group Member Council

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

Regional Roads and Transport Group Members

Chair

Councillor Jane Pickels, Deputy Mayor, Isaac Regional Council

Former Chair

Councillor Christine Rolfe, former Deputy Mayor,

Central Highlands Regional Council

Deputy Chair

Councillor Rachael Cruwys, Central Highlands Regional Council

Former Deputy Chair

Councillor Colin Semple, Banana Shire Council

Technical Committee Chair

Sean Robinson, Isaac Regional Council

Technical Committee Deputy Chair

Tyronne Meredith, Central Highlands Regional Council

Technical Coordinator

Gerard Read, GWR Civil Engineering Management

Bowen Basin Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Banana Shire Council

Project name	Expenditure
Deearne Road (Cockatoo), improve drainage and pave and seal	\$440,801
Harsants Road, improve form, widen and drainage	\$613,000
Theodore - Moura Road, overlay asphalt	\$488,392

Central Highlands Regional Council

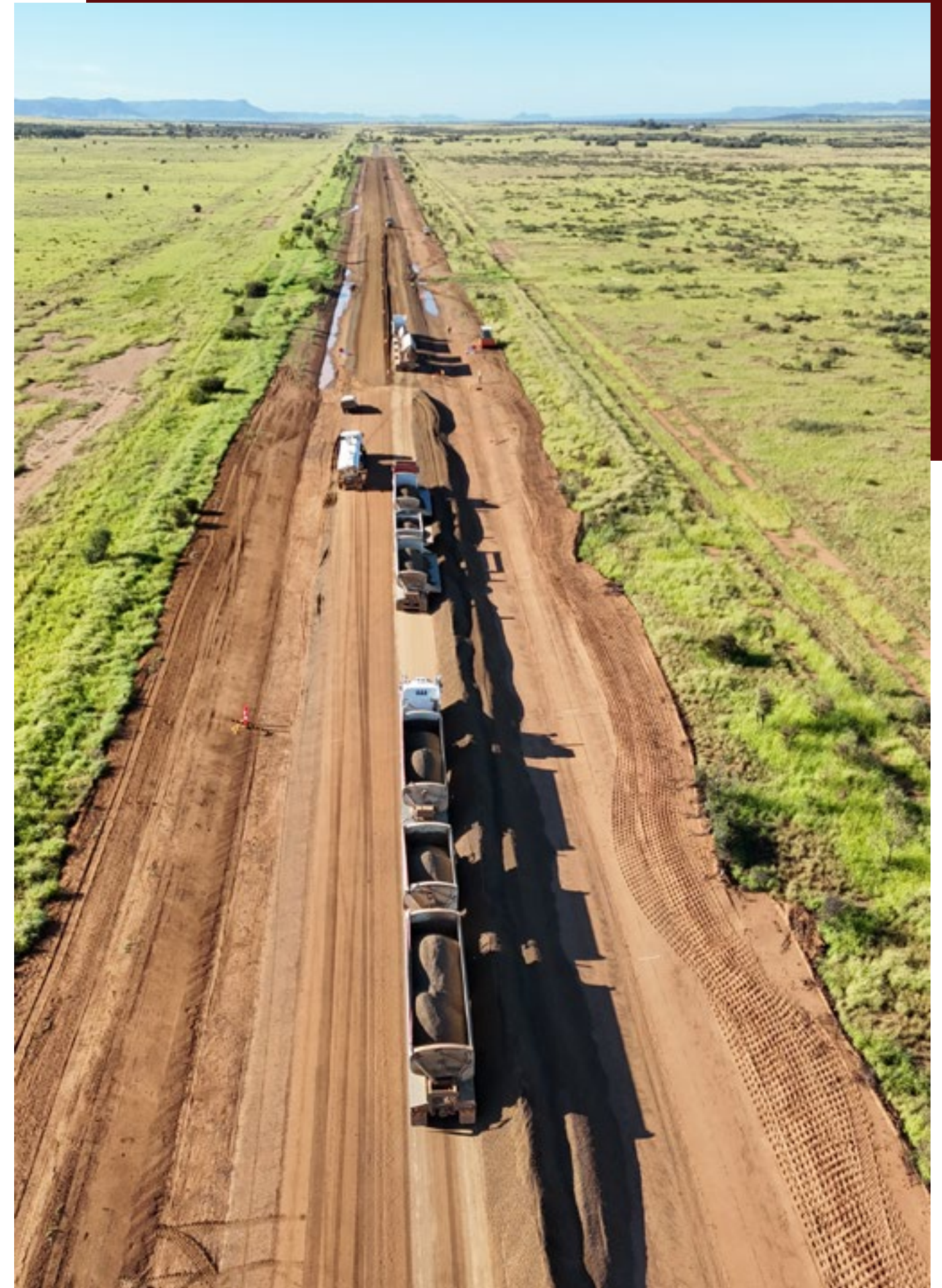
Project name	Expenditure
Arcadia Valley Road (Stage 1), pave and seal	\$620,000
Mulcahys Road, pave and seal	\$300,207
Wyntoon Road, pave and seal	\$463,000
Bowen Basin RRTG, capability, development and technical coordination	\$56,978

Isaac Regional Council

Project name	Expenditure
Golden Mile Road (Dysart), rehabilitate pavement	\$825,500
Peak Downs Mine Road, rehabilitate pavement	\$67,178
Various roads, construct floodways	\$587,707

Woorabinda Aboriginal Shire Council

Project name	Expenditure
Baralaba - Woorabinda Road, Sewer Treatment Plant access, construct concrete pavement	\$8,600
Munns Drive, Blair Street to Rankin Street (Woorabinda), construct wombat crossings	\$50,575
Rankin Street, Sewer Pump Station access, construct concrete pavement	\$5,083
Water treatment plant access road (Woorabinda), construct to sealed standard	\$84,000
Water treatment plant access road (Woorabinda), construct to sealed standard	\$74,500



Delivery of base material to Arcadia Valley Road, Central Highlands Regional Council

Project Story

Banana Shire Council, Harsants Road – Gravel resheet and drainage

Submitted by Nathan Garvey, Manager of Technical Services and Technical Committee representative, Banana Shire Council.

Harsants Road is a cross-boundary council-controlled Local Road of Regional Significance (LRRS). It is located between Biloela and Monto in the locality of Dawes, in the southeastern pocket of the Bowen Basin RRTG region. Harsants Road commences at its intersection with the Burnett Highway, 42km south of Biloela and continues predominantly in a southerly direction to its intersection with the state-controlled LRRS Eidsvold-Theodore Road, 27km east of Cracow. The link is approximately 97km long, with only the northern 7.1km within the Banana Local Government Authority (LGA). The remainder of the link is located within the North Burnett LGA (the road name changes to Glencoe Road within the North Burnett LGA).



Aerial view of Harsants Road, Banana Shire Council during construction



The LRRS link continues south of the Eidsvold-Theodore Road within the North Burnett LGA as Rockybar Road which crosses back into the Banana LGA and becomes Dearne Road in the very southern part of the Bowen Basin RRTG region.

Harsants Road is classified as a major rural lane and the entire link services the agriculture (cotton, wheat, lucerne, etc.) and cattle grazing industries. Whilst daily traffic counts are not high (approximately 40 vehicles per day on average), heavy vehicles comprise 25-30 per cent of the count which reinforces its importance to industry. It is unsealed for its full length within the Banana LGA.



The 2023–24 project included:

- replacement of a major floodway (with a Queensland waterway purple classification/major risk category) approximately 2.2km from the Burnett Highway
- replacement of a minor floodway approximately 5.9km from the Burnett Highway
- replacement of several pipes and headwalls

- gravel re-sheeting (150mm) and re-establishment of table drains for the full 7.1km of the road.

Construction commenced in February 2024 and was completed May 2024. The total cost of the project amounted to \$1.4 million, and this project has assisted Council in improving the flood resilience of Harsants Road and its ability to meet community needs.



Banana SC Harsants Road



Banana SC Harsants Road

Project Story

Central Highlands Regional Council, Arcadia Valley Road – Sealing and drainage

Submitted by Dean Suhr, Project Manager,
Construction, Central Highlands Regional
Council.

Central Highlands Regional Council undertook a sealing project on an existing 2.7km unsealed section of Arcadia Valley Road approximately 66km south of the Dawson Highway. Arcadia Valley Road is a high-order council-controlled rural arterial road which services the Arcadia Valley rural area.

It also provides access to Lake Nuga Nuga and Lonesome National Park for tourists.

It commences at its intersection with the Dawson Highway, 30km east of Rolleston, and continues predominantly in a southerly direction to its intersection with the Carnarvon Highway, 38km north of Injune. The link is approximately 136km long, with the northern 112km within the Central Highlands LGA and the southern 24km within the Maranoa LGA. Approximately 70 per cent of the road within the Central Highlands LGA is sealed.

The project addressed the following deficiencies:

- lack of existing road formation
- lack of existing drainage
- running surface extremely slippery after rain events
- lack of suitable gravel for an unsealed pavement.

The following scope of works was undertaken:

- earthworks to create positive drainage
- additional drainage to remove stormwater
- import of material to incorporate with in-situ material to create a suitable subgrade formation
- import of road base to construct a 200mm pavement base layer



▲
*Arcadia Valley Road. Central Highlands
Regional Council pre-construction*

- two-coat bitumen seal to eight metres width
- road furniture.

Construction was undertaken in the first half of 2024, predominantly by council's day labour workforce with the inclusion of sub-contractors as required. The Roads and Transport Alliance TIDS funding of \$620,000 contributed to the project.



▲
Arcadia Valley Road, Central Highlands Regional Council after sealing

Brisbane Metro Regional Roads and Transport Group

◀ Residential houses street against Brisbane City skyline in Queensland Australia

Brisbane Metro RRTG map ▼



6 projects

Total 2023–24 transport infrastructure projects



\$2,175,237

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Council

- Brisbane City Council
- TMR Metropolitan District

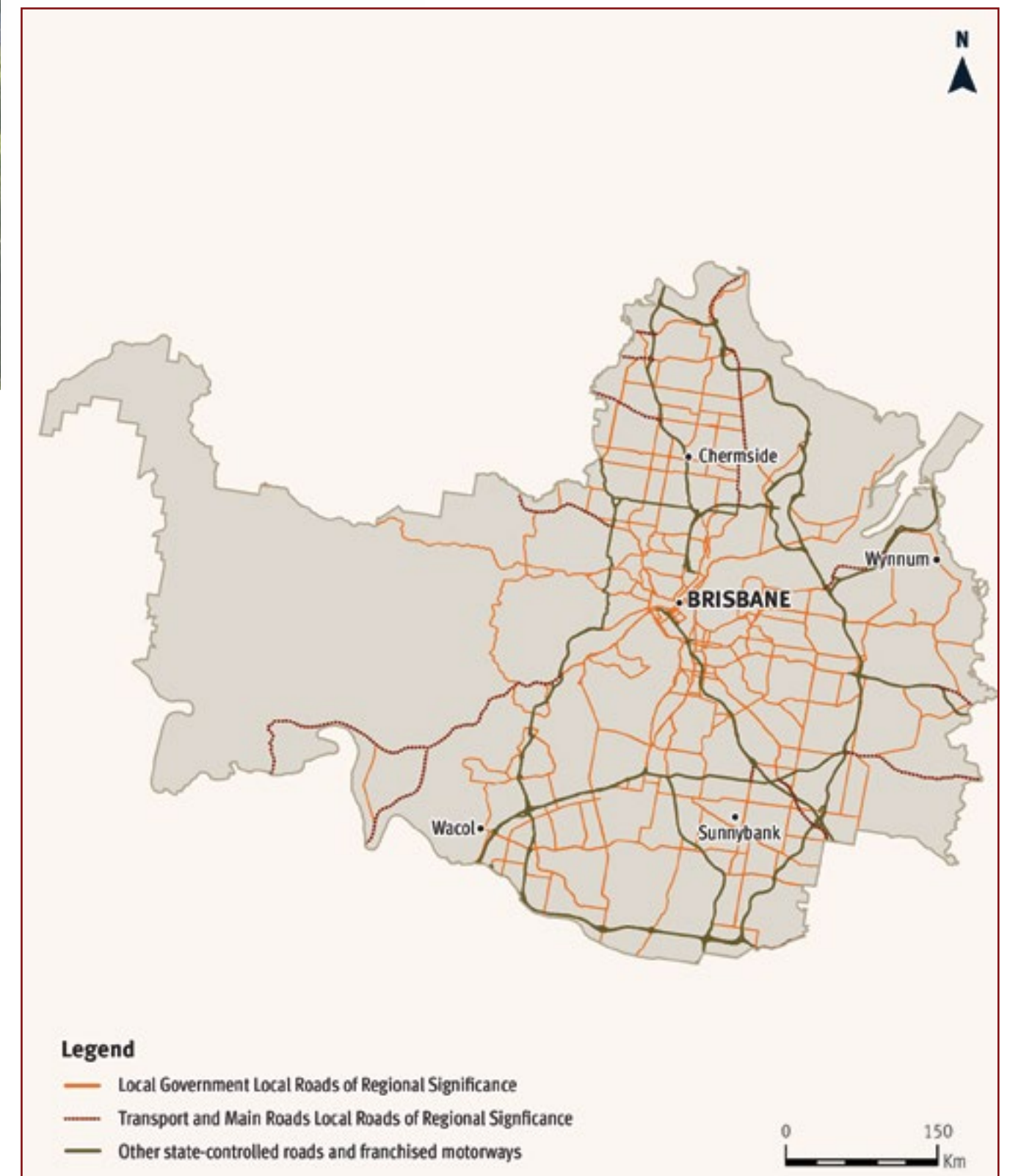
Regional Roads and Transport Group Members

Chair

Councillor Andrew Wines,
Brisbane City Council

Technical Committee Chair

Adelaide Anderson,
Brisbane City Council

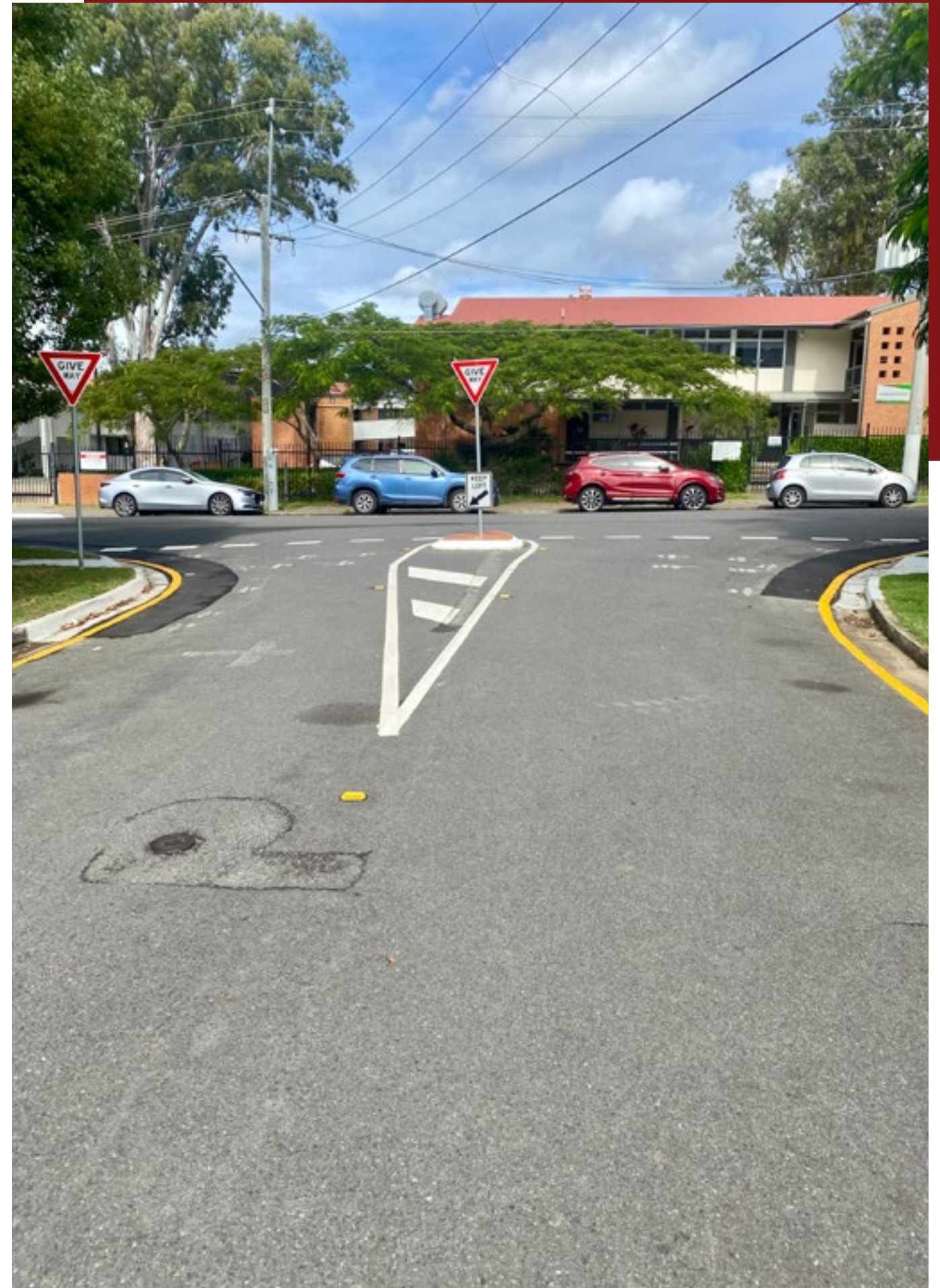


Brisbane Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Brisbane City Council

Project name	Expenditure
Beckett Road, Hamilton Road to Rode Road (McDowall), rehabilitate pavement	\$680,000
Boundary Road (Wacol - Richlands), Archerfield Road to Acanthus Street, rehabilitate and overlay	\$500,000
Gray Avenue (Corinda), Corinda State High School, intersection safety enhancements	\$80,468
Ipswich Road, Stanley Street to Balaclava Street (Woolloongabba), rehabilitate pavement	\$364,532
Rode Road, Webster Road to Gympie Road (Chermside), rehabilitate pavement	\$500,000
School Street (Kelvin Grove), Kelvin Grove State College, pedestrian safety enhancements	\$50,000



Corinda State High School, Brisbane City Council Gray Avenue splitter island post construction

Project Story

Brisbane City Council, Corinda State High School Safe School Travel Infrastructure

Submitted by Brisbane City Council.

Brisbane City Council delivered safe school travel infrastructure improvements near Corinda State High School at the intersection of Lynne Grove Avenue and Gray Avenue in Corinda. The intersection is within proximity to a main entry/exit point of the school which has an enrolment of over 2000 students.

The intersection was raised as a concern in the school's Traffic Management Plan, with concerns relating to vehicle and pedestrian movements. Following a review of the intersection utilising traffic survey data, engaging with stakeholders, and undertaking design investigations, council identified treatments to improve safety and accessibility for all road users by:

- providing a dedicated crossing point for school students, their families, and the wider community
- improving sightlines at the intersection
- encouraging slower and safer vehicle movements.

Improvements for the intersection involved:

- installing a zebra crossing with a kerb extension on the northern side and kerb buildouts on the southern side of Lynne Grove Avenue next to Gray Avenue
- installing a splitter island with associated pavement marking on Gray Avenue at Lynne Grove Avenue
- installing 'No Stopping' pavement markings at the intersection
- upgrading lighting, kerb ramps and sections of footpath to meet current standards
- minor turfing improvements.

Lynne Grove Avenue, Brisbane City Council
zebra crossing - post-construction



Gray Avenue, Brisbane City Council
pre-construction

The project provides benefits for all road users at the intersection, in particular pedestrian access and safety, making the crossing task easier while encouraging students and pedestrians to cross at a designated location and promoting slower vehicle movements.

Construction started in early April 2024 and was completed in late April 2024, jointly funded by the Queensland Government through the TIDS program and Council.



Eastern Downs Regional Roads and Transport Group

Toowoomba, Queensland, Australia - City Hall building illuminated at night

Eastern Downs RRTG map



5 projects

Total 2023–24 transport infrastructure projects



\$2,470,935

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Council

- Toowoomba Regional Council
- TMR Darling Downs District

Regional Roads and Transport Group Members

Chair

Councillor Carol Taylor,
Toowoomba Regional Council

Deputy Chair

Adam Garvin, A/District Director
(Darling Downs) TMR

Former Deputy Chair

Councillor Melissa Taylor,
Toowoomba Regional Council

Technical Committee Chair

Eric Kraak,
Toowoomba Regional Council

Technical Coordinator

Gary Wilson,
Toowoomba Regional Council



Eastern Downs Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Toowoomba Regional Council

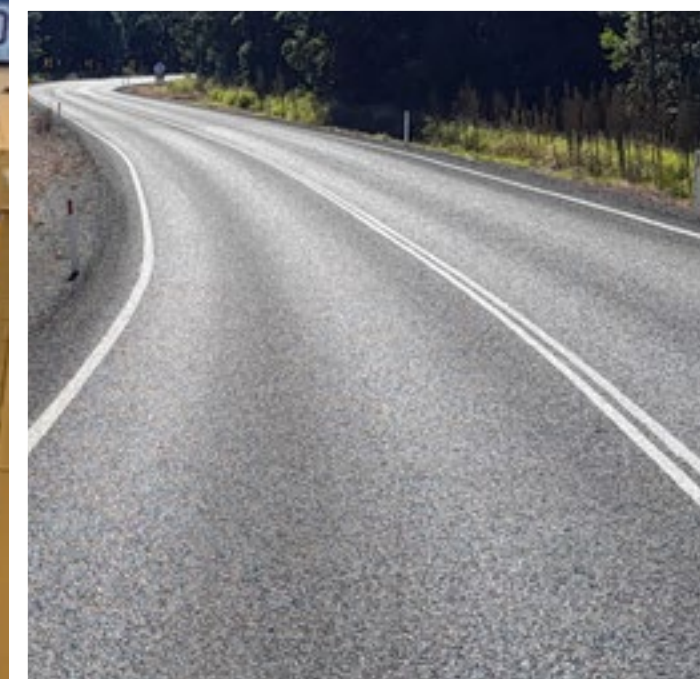
Project name	Expenditure
Blackbutt Crows Nest Road and Nukku Road intersection, improve safety	\$1,326,583
Drayton - Wellcamp Road, widen and strengthen pavement	\$25,000
Newman Road, rehabilitate pavement	\$770,250
Toowoomba Road (Pittsworth), rehabilitate pavement	\$306,167
Eastern Downs RRTG, technical capability development	\$42,935



Nukku Road Upgrade, Toowoomba Regional Council



◀ Nukku Road, Toowoomba Regional Council during construction



▲ Nukku Road, Toowoomba Regional Council - post construction

Project Story

Toowoomba Regional Council, Nukku Road Upgrade Project

Submitted by Gary Wilson, Acting Manager Construction Maintenance Central, Toowoomba Regional Council.

The Nukku Road project to upgrade a key regional road, often referred to as a missing link between Crows Nest and Blackbutt, was completed in November 2023.

It was a \$6 million effort led by Toowoomba Regional Council to upgrade the final unsealed 5.7km section of the road between Crows Nest and Blackbutt to a two-lane seal.

The road was closed to facilitate safe and efficient construction. Following this, clearing of both plantation trees and native vegetation and significant earthworks (16,000m³) were undertaken to accommodate changes to horizontal and vertical alignments according to modern standards. This included the provision of traversable batters and table drains, and

upgrades to existing forestry access roads. A new pavement (30,000 tonnes of gravel) was constructed to support local traffic needs (with a wheel load of 6.67x10³ Equivalent Standard Axles), followed by a two-coat bitumen seal (100,000l), signs and pavement marking.

The lynchpin to the success of the project was consultation and collaboration with state authorities including the Department of Agriculture and Fisheries, the neighbouring forestry, school camp and adjoining local government (South Burnett Regional Council) teams.

This project is a testament to the skill and dedication of local government day-labour crews; their desire and commitment to deliver high quality outcomes for their community.

It is also a testament to the community and their willingness to cooperate and collaborate with local government to facilitate these outcomes.

Far North Queensland Regional Roads and Transport Group

◀ Regional road in Cairns

Far North Queensland RRTG map

- 
33 projects
 Total 2023–24 transport infrastructure projects
- 
\$6,082,599
 Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation
- 
\$117,626
 Aboriginal and Torres Strait Islander TIDS 2023–24 allocation

Regional Roads and Transport Group Member Councils

- 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 Far North District

Regional Roads and Transport Group Members

- Chair**
Councillor Barry Hughes, Mayor, Etheridge Shire Council
- Former Chair**
Councillor Peter Scott, Mayor, Cook Shire Council
- Deputy Chair**
Councillor Kevin Davies, Mareeba Shire Council

Former Deputy Chair
Councillor Ross Andrews, former Mayor, Yarrabah Aboriginal Shire Council

Technical Committee Chair
David Fletcher, Tablelands Regional Council

Technical Committee Deputy Chair
Gary Pickering, Croydon Shire Council

Technical Coordinator
Amanda Hancock, Far North Queensland Regional Organisation of Councils (FNQROC)



Far North Queensland Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Cairns Regional Council

Project name	Expenditure
Hussey Road, minor rehabilitation works to quarry entrance	\$34,000
Kamerunga Road, replace watermain, kerb and channel	\$88,500
Lake Street, Florence Street to Upward Street, upgrade lighting	\$5,000
Redlynch Intake Road, upgrade intersection lighting	\$10,000

Cassowary Coast Regional Council

Project name	Expenditure
Flying Fish Point Road, upgrade bridge	\$650,000
North Davidson Road (Culvert 23), improve drainage	\$178,463
Walter Lever Estate Road (Culvert 9), improve drainage	\$36,300
Warrubullen Road, Bridge 2, replace bridge	\$82,500
Warrubullen Road, Bridge 3, replace bridge	\$82,500

Cook Shire Council

Project name	Expenditure
Battlecamp Road, upgrade drainage	\$112,402
Charlotte Street (Cooktown), rehabilitate pavement	\$798,116
Charlotte Street (Cooktown), widen pavement and construct footpath	\$936,359

Croydon Shire Council

Project name	Expenditure
Alehvale Road, upgrade and seal grid approach	\$30,000
Belmore Road, upgrade and seal grid approaches	\$20,000
Croydon - Richmond Road, rehabilitate pavement and seal	\$400,000
Croydon - Richmond Road, upgrade floodway	\$47,500
Croydon - Richmond Road, upgrade to seal standard	\$395,000

District - Far North

Project name	Expenditure
Far North Queensland RRTG, capability and development	\$152,064

Douglas Shire Council

Project name	Expenditure
Bougainvillea Street, widen road and asphalt overlay	\$160,000
Cape Tribulation Road (Alexandra Range), stabilisation of road edges	\$82,500
Cape Tribulation Road, Hutchinson Pedestrian Bridge to Alexandra Bay State School, construct pathway	\$10,076
Cape Tribulation Road, rehabilitate pavement	\$1,630
Cape Tribulation Road, slope stabilisation	\$5,157
Cape Tribulation Road, upgrade drainage	\$97
Front Street, construct footpath	\$30,000

Etheridge Shire Council

Project name	Expenditure
Forsyth - Einasleigh Road (Section 1), upgrade unsealed road to sealed standard	\$377,630
Forsyth - Einasleigh Road (Section 2), upgrade unsealed to sealed road	\$497,089

Mareeba Shire Council

Project name	Expenditure
Herberton Street and Constance Street, construct roundabout	\$50,000
Springmount Road, widen and seal	\$407,500
Springmount Road, widen and seal and upgrade culverts	\$101,800
Springmount Road, widen pavement	\$243,175

Tablelands Regional Council

Project name	Expenditure
Sluice Creek Road, install guardrail and barrier	\$55,000

Yarrabah Aboriginal Shire Council

Project name	Expenditure
Yarrabah Aboriginal Shire Council (Yarrabah), transport related community works	\$119,827

Project Story

Cook Shire Council, Charlotte Street, Cooktown – Stage 5 Revitalisation Project

Submitted by Cook Shire Council.

Charlotte Street is one of the primary streets in Cooktown that runs directly through the main CBD and commercial precinct to the waterfront parks area. It is a two-lane bi-directional sealed road that provides critical access to several local businesses, recreational spaces, public wharf and pontoons, the Cooktown boat ramp, and connectivity to the Endeavour Valley Road.

Charlotte Street Stage 5 project is part of a larger six Stage revitalisation plan for Charlotte Street, developed after extensive community consultation, and aims to address the issues relating to vehicular and pedestrians/cyclists traffic safety, drainage, pavement deterioration, parking facilities and commercial operations.

The scope of project works included detailed survey and design, significant earthworks, pavement reconstruction, subsoil and stormwater drainage including kerb and channel, designated car and trailer parking areas, asphalt surfacing, concrete loading zone, street scaping/turfing, signage, and pavement marking, three-metre-wide shared path and street lighting.

Besides managing the high expectations of local businesses and residents, the brownfield site presented unique set of design and construction challenges through complex geometry and

Charlotte Street Stage 5 During Construction



significant elevation difference requiring a gabion retaining wall and tweaks to the road alignment. Council also had to obtain and implement heritage and environmental permits from the State Assessment and Referral Agency for works in tidal zone and vicinity of state heritage listed areas.

Moreover, working at a constrained site, conflict with existing services, and the need for their replacement/relocation, along with latent ground conditions and replacement of unsuitable soil, added further complexity during the construction phase. To minimize the interruptions and inconvenience to local residents and businesses, continuous access and traffic flow were required and maintained under traffic control and management throughout the construction period.

Council's projects team leveraged the best industry practices and worked closely with internal and external stakeholders to ensure timely and successful delivery of this project.



The completed project has significantly improved the safety, functionality, durability, resilience, and aesthetic appeal of this significant public asset for both locals and tourists.

The successful completion of the Stage 5 project demonstrates Cook Shire Council's commitment to best-practice safety initiatives and reinforces the reputation held within the community.

Charlotte Street, Cook Shire Council - pre-construction

Northern end of Charlotte Street, Cook Shire Council - post-construction

Gladstone Regional Roads and Transport Group

View of Gladstone CBD, Queensland

Gladstone RRTG map



3 projects

Total 2023–24 transport infrastructure projects



\$1,094,186

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Council

- Gladstone Regional Council
- TMR Fitzroy District

Regional Roads and Transport Group Members

Chair

Councillor Kahn Goodluck,
Gladstone Regional Council

Deputy Chair

To be advised

Former Deputy Chair

Councillor Darryl Branthwaite,
Gladstone Regional Council

Technical Committee Chair

Mark Francis,

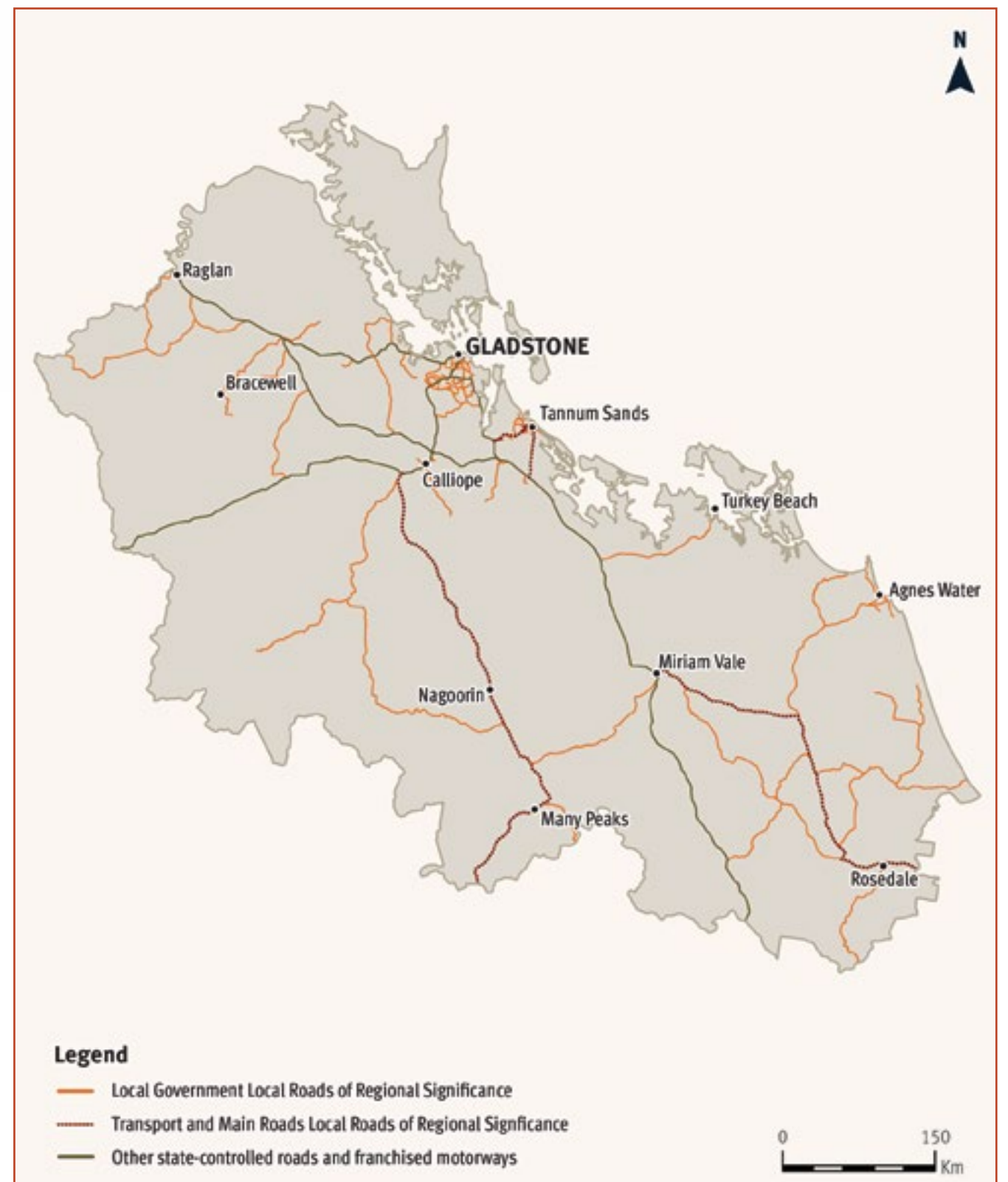
Gladstone Regional Council

Technical Committee Deputy Chair:

Frans Krause,
Gladstone Regional Council

Technical Coordinator:

Gerard Read,
GWR Civil Engineering Management



Gladstone Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Gladstone Regional Council

Project name	Expenditure
Glenlyon Street, Bramston Street to Herbert Street, widen pavement	\$256,651
Lowmead Road, pave and seal	\$367,535
Turkey Beach Road, improve safety	\$470,000



▲
Glenlyon Street, Gladstone Regional Council construction phase

Project Story

Gladstone Regional Council, Glenlyon Street – Pavement renewal

Submitted by Tomas Young, Project Manager, Gladstone Regional Council.

The Gladstone RRTG delivered three projects in 2023–24 through its Roads and Transport Alliance TIDS program: Glenlyon Street upgrade – between Bramston and Herbert Streets, which commenced in 2022–23; Lowmead Road pavement renewal, and Turkey Beach Road safety improvements.

Glenlyon Street – Glenlyon Road forms an important arterial road link through the city of Gladstone. The road extends from the intersection with the Dawson Highway (and Bramston Street) south to Kirkwood Road with long-term extensions further to the south.

In 2016, the section of Glenlyon Street between Bramston Street and Herbert Street was identified as nearing the end of its pavement life. Council included this area within its future design program for a full road upgrade prior to any pavement failure. The design process included detailed site investigations completed by council’s consultants engaged to develop the detailed design for the road upgrade works.

The review identified the following essential items to be addressed as part of the upgrade.

- The existing road corridor did not meet the current road hierarchy policy or road classification.
- The existing stormwater assets within the project area were identified as damaged in areas and failing to meet current cycle safe requirements.
- The existing sewer assets within the project area were identified as needing relining to extend the life of the asset.
- The pavement was noted to be in poor condition and requiring rehabilitation.



▲
Glenlyon Street, Gladstone Regional Council during construction

- The subsoil drainage was failing and not providing adequate drainage.

The existing pavement, constructed at varying times in the preceding decades, was failing due to multiple factors. It was agreed to rehabilitate it with a new pavement design.

The project would also improve the overall road corridor by widening the road to meet current standards.

Construction commenced on the stormwater and sewer relining at the end of 2022–23 as part of the early works package. The road corridor upgrade began in February 2024 and is expected to be fully completed in early July 2024.

Major components of the project included:

- full pavement reconstruction
- pavement widening
- footpath reconstruction and safety improvements for residential and commercial access
- replacement of all kerb and channel within the project area
- relining of the sewer pipe and stormwater pipe.

Council engaged a Project Manager to oversee the project, with a local civil contractor awarded a contract through a competitive tender process to deliver the works.

The main challenges during delivery included:

- traffic management through the worksite and maintaining local access to residents and adjacent businesses on Glenlyon Street southbound during construction
- localised unsuitable material in the sub-base layer
- construction staging to enable a safe work environment and continuity of work sequencing whilst minimising traffic impacts
- working within the centre median island with significant trees planted throughout.

Pre-construction consultation was undertaken with nearby businesses, residents, and local sporting groups, which assisted in determining an appropriate works program to support their needs while complying with project timeframes.

This consultation extended throughout the construction phase with the impacted businesses and residents to minimise disruption.

The final project delivery cost is estimated to be \$2.1 million. The Roads and Transport Alliance TIDS funding was expended on the project, with Council contributing the remainder of the funding.

Glenlyon Street, Gladstone Regional Council
- northbound lane



North Queensland Regional Roads and Transport Group

◀ View of Townsville CBD, North Queensland

North Queensland RRTG map



30 projects

Total 2023–24 transport infrastructure projects



\$3,374,637

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation



\$291,406

Aboriginal and Torres Strait Islander TIDS 2023–24 allocation

Regional Roads and Transport Group Member Councils

- Burdekin Shire Council
- Charters Towers Regional Council
- Hinchinbrook Shire Council
- Palm Island Aboriginal Shire Council
- Townsville City Council
- TMR Northern District

Regional Roads and Transport Group Members

Chair

Kylee Petersen, District Director
TMR Northern District

Former Chair

Councillor Kurt Rehbein, Townsville City Council

Deputy Chair

Councillor Steven Plant, Charters Towers Regional Council

Former Deputy Chair

Councillor Frank Beveridge, Mayor, Charters Towers Regional Council

Technical Committee Chair

James Stewart, Hinchinbrook Shire Council

Technical Committee Deputy Chair

Kevin Byers, Burdekin Shire Council

Technical Coordinator

Gerard Read, GWR Civil Engineering Management



North Queensland Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Burdekin Shire Council

Project name	Expenditure
Barratta Road (Upper Haughton), various locations, rehabilitate pavement	\$280,275
Burdekin Be-Active Trail Home Hill (Stage 4), construct shared path	\$80,000
Jones Street and Railway Street Ayr Heavy Vehicle Bypass, reconstruct pavement	\$18,000
Parker Street and Munro Street, rehabilitate pavement and drainage reconstruction	\$109,784
Upper Haughton Road (Giru), pavement reconstruction	\$7,696

Charters Towers Regional Council

Project name	Expenditure
Dotswood Road (Fanning River) (Stage 1), construct to a sealed standard	\$826,259

Hinchinbrook Shire Council

Project name	Expenditure
Cassia Street (Hinchinbrook), widen pavement and improve safety	\$57,178
Cooks Lane (Ingham), various locations, rehabilitate existing sealed road	\$167,380
Elphinstone Pocket Road (Abergowrie), Broadwater Road to Abergowrie Road, safety improvements	\$13,663
Macrossan Street (Ingham), correct profile	\$100,366
Mill Road (Macknade), widen pavement	\$57,147
Various roads, rehabilitate pavement and reseal	\$59,750
Wallaman Falls Road (Ingham), various locations, widen and seal	\$40,273

Townsville City Council

Project name	Expenditure
Bayswater Road (Package 2), Hugh Street intersection, rehabilitate pavement	\$103,885
Bayswater Road (Package 3), Mather Street intersection, rehabilitate pavement	\$125,000
Bayswater Road (Package 4), Cardiff Court, rehabilitate pavement	\$54,263
Bayswater Road, Kings Road to Latchford Street, rehabilitate pavement	\$124,500
Bayswater Road, Kings Road to Union Street, rehabilitate pavement	\$69,500
Fulham Road, Angus Avenue to Mill Drive, rehabilitate pavement	\$158,250
John Melton Black Drive and Meenan Street intersection, rehabilitate pavement	\$70,000
King Road, Barryman Street to Woolcock Street, rehabilitate pavement	\$43,600
Meenan Street, Halifax Street to Sutherland Street, construct to a sealed standard	\$172,571



During construction on Dotswood Road, Charters Towers Regional Council

Project name	Expenditure
Melton Terrace, Hamilton Street to Thorpe Street, rehabilitate pavement	\$182,779
Mitchell Street, Gregory Street to Jezzine Barracks, construct to a sealed standard	\$175,000
North Beck Drive, Beck Drive to Hervey Range Road, rehabilitate pavement	\$157,500
Oonoonba Road, Fairfield Waters Drive to Waterside Place, rehabilitate pavement	\$32,850
Perkins Street, Boundary Street to Perkins Street West, reseal parking bays	\$17,569
North Queensland RRTG, capability and development	\$69,600

Palm Island Aboriginal Shire Council

Project name	Expenditure
Creek Road, Park Road to Banfield Drive, construct concrete pavement	\$249,495
Esplanade service road (Palm Island), construct concrete pavement	\$101,911



◀ Dotswood Road, Charters Towers Regional Council - widening of road



▲ Dotswood Road, Charters Towers Regional Council - loader during construction

Project Story

Charters Towers Regional Council, Dotswood Road, Charters Towers – Widening and sealing

Submitted by Nick Hall, Manager Operations, Infrastructure Services and Technical Committee representative, Charters Towers Regional Council.

The recent completion of essential road infrastructure upgrades in Charters Towers is a significant achievement for council, showcasing its dedication to advancing regional development. This collaborative effort was made possible through funding from the Charters Towers Regional Council, Roads and Transport Alliance TIDS, and the Australian Defence Force (ADF), holding strategic importance for both military training operations and economic growth. Nine

kilometres of Dotswood Road was widened and sealed to a width of eight metres in 2023–24.

The upgraded road network enhances access to the ADF training areas, ensuring that military personnel can navigate effectively and conduct exercises without interruption. This collaboration underscores the government’s support for the ADF’s activities, contributing to national defence training while fostering a strong partnership between the military and the local community.

In addition to its military significance, the revitalised infrastructure promises to fuel economic prosperity in North Queensland. By improving transportation links, particularly for agricultural enterprises, the region stands to benefit from increased productivity and efficiency. Grazing businesses will enjoy better access to markets and resources, driving growth and sustainability in the agricultural sector.

Furthermore, the upgraded infrastructure enhances emergency response capabilities, a crucial aspect of community resilience.

With improved road access, emergency services can swiftly respond to incidents, safeguarding lives, and property. This collaborative effort between government agencies ensures that the region is well-prepared to handle emergencies and support the safety and well-being of its residents.

The comprehensive nature of the infrastructure works on Dotswood Road, including drainage enhancements, reflects the meticulous planning and execution involved in the project. Through the combined contribution from the council, Roads and Transport Alliance TIDS, and the ADF, the infrastructure has been transformed to meet the evolving needs of the community and military alike with further extension works forthcoming.

In conclusion, the completion of critical road infrastructure works in North Queensland demonstrates the local government’s proactive approach to regional development and military support. This joint-funded initiative not only strengthens the ADF’s training capabilities but also drives economic growth and enhances emergency response readiness. As the upgraded infrastructure becomes integral to the region’s infrastructure, it stands as a testament to the power of collaboration in driving progress and prosperity.

Approximately \$830,000 of TIDS funding has been spent on the project in 2023–24, with additional TIDS funding spent prior.

Project Story

Hinchinbrook Shire Council, Wallaman Falls Road Reseal

Submitted by Georgia Biviano, Cadet Engineer, Hinchinbrook Shire Council.

Hidden away in the wet tropics of Girringun National Park, west of Ingham lies the highest single drop (268m) waterfall in Australia, Wallaman Falls. Surrounded by World Heritage rainforest, Wallaman Falls is a home to all plants and animals, even cassowaries.

Due to its uniqueness and scenic view, Wallaman Falls has become a local and tourist hotspot as it provides camping grounds and popular walks to the bottom of the Falls.

Wallaman Falls Road is approximately 36km long and carries around 100 vehicles daily. Due to its popularity, TIDS funded projects are invariably scheduled almost every year.

In 2023–24, the Hinchinbrook Shire Council identified significant resurfacing works required to a three kilometre section to ensure that the road remained functional and aligned with community expectations.

The width of the road is only 4.5m and has a steep drop next to it which created some difficulties for sealing the road. Workers had to be cautious of this, especially with larger vehicles.

Approximately \$40,000 of TIDS funding was spent on the project in 2023–24. The project was delivered in two stages and benefits include:

- safety enhancement
- reduced maintenance costs.

This project was undertaken in late August 2023, and the road and surface has remained in an optimal and secure condition.



▲
Wallaman Falls Road, Hinchinbrook Shire Council - seal during construction

Sealing Wallaman Falls Road, Hinchinbrook Shire Council



North West Queensland Regional Roads and Transport Group

◀ Dajarra Road, Mt Isa

North West Queensland RRTG map



17 projects

Total 2023–24 transport infrastructure projects



\$5,168,901

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation



\$666,651

Aboriginal and Torres Strait Islander TIDS 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

Councillor John Wharton, Mayor, Richmond Shire Council

Deputy Chair

Councillor Greg Campbell, Mayor, Cloncurry Shire Council

Technical Committee Chair

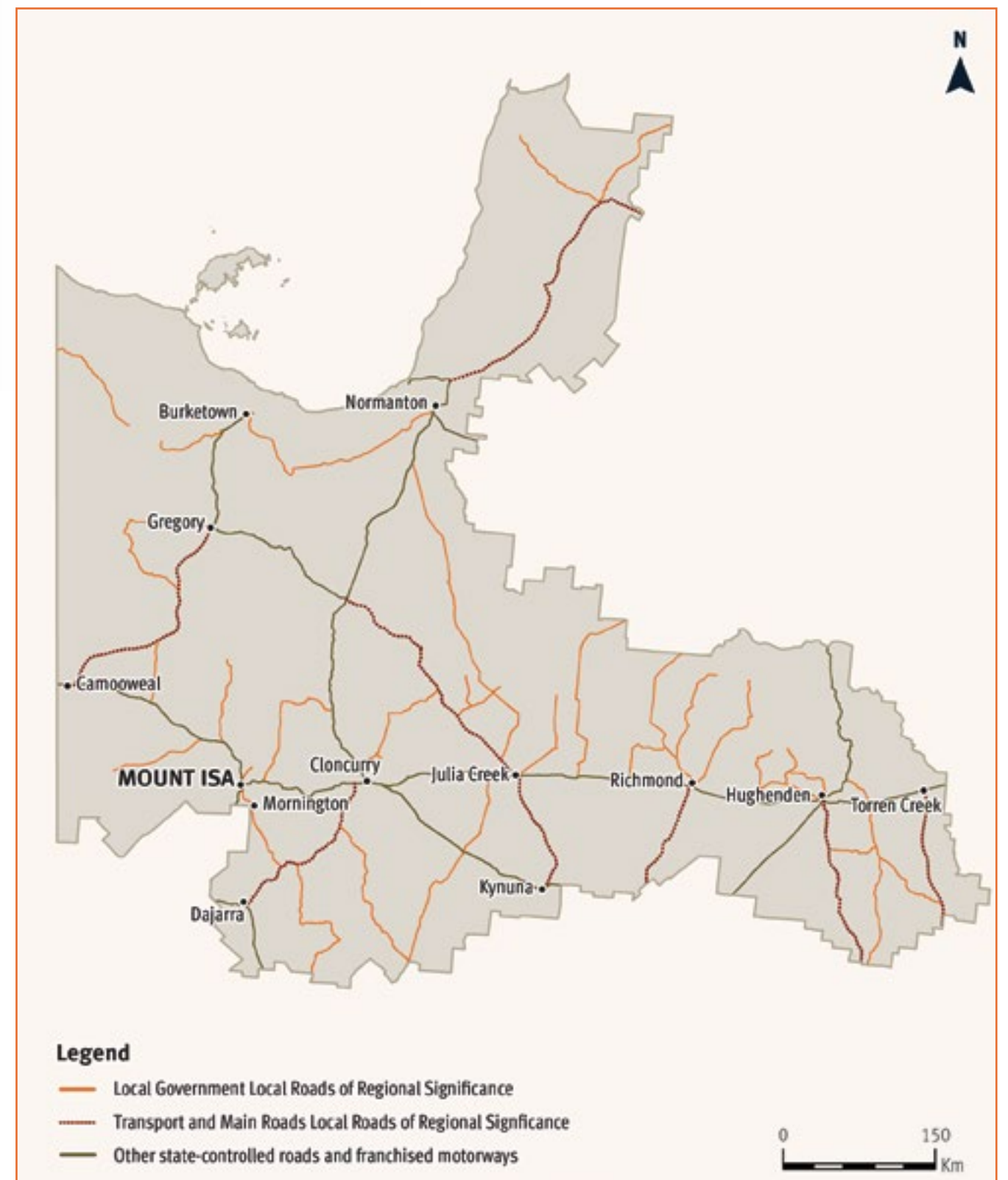
Michael Wanrooy, Carpentaria Shire Council

Technical Committee Deputy Chair

Amir Akrami, Burke Shire Council

Technical Coordinator

Gerard Read, GWR Civil Engineering Management



North West Queensland Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Burke Shire Council

Project name	Expenditure
Gregory Lawn Hill Road, Archie and Dinner Creeks, construct culvert	\$747,500

Carpentaria Shire Council

Project name	Expenditure
Burketown Road (Section 5), construct to new sealed two lane standard	\$685,000
Burketown Road, Armstrong Creek, rock protection and improve drainage	\$150,000

Cloncurry Shire Council

Project name	Expenditure
Kajabbi Road, construct to new sealed two lane standard	\$858,125

Doomadgee Aboriginal Shire Council

Project name	Expenditure
Various outstation access roads, resheet gravel	\$666,166

Flinders Shire Council

Project name	Expenditure
Old Richmond Road, form and seal	\$440,000
Various roads, install or replace floodways	\$136,000
Hughenden - Muttaborra Road, construct to a sealed standard	\$366,239

Kowanyama Aboriginal Shire Council

Project name	Expenditure
Various roads, upgrade pavement and drainage	\$267,500

McKinlay Shire Council

Project name	Expenditure
Byrimine Road, construct to a sealed standard	\$200,000
Punchbowl Road, construct to a new sealed standard	\$200,000
Taldora Road, construct to new standard	\$183,124



▲ Flooding of Kowanyama Road, Carpentaria Shire Council due to Cyclone Jasper

Mount Isa City Council

Project name	Expenditure
Yelvertoft Road, rehabilitate pavement	\$350,000

Richmond Shire Council

Project name	Expenditure
Crawford Street, various locations, rehabilitate and widen	\$500,000
Croydon - Richmond Road, reseal bitumen	\$200,000
Richmond - Winton Road, pave and seal truck pull over bay	\$18,125
North West RRTG, secretariat administration	\$137,071

Project Story

Carpentaria Shire Council – Safer access for Kowanyama

Submitted by Michael Wanrooy, Director of Engineering and Technical Committee Chair, Carpentaria Shire Council.

Plains Creek, Carpentaria Shire Council
- post construction ▶

Plains Creek, Carpentaria Shire Council
- pre-construction ▼



Kowanyama is a remote community in the Gulf located 365km north of Normanton and 605km west of Cairns by road. The only reliable road access is via the Dunbar-Kowanyama Road which has numerous water crossings that become impassable during the wet season. Creek crossings rise rapidly, often without warning, from upstream rain events creating dangerous situations that catch unwary road users by surprise whilst crossing narrow low-level floodways.

Kowanyama has a population of approximately 1,000 and this road is the only affordable freight and vehicle access to service the community. Kowanyama and Normanton have cultural ties as there is regular travel for sporting, family gatherings, and sorry business between the two communities. Vehicles have been lost because of drivers getting caught in sudden storms by crossing flooded waterways to get home, risking theirs and their rescuers' lives. In November 2022 a flooded Landcruiser Ute had to be abandoned in crocodile infested waters due to unexpected local rains causing flash flooding on the Dunbar-Kowanyama Road.

The road is impassable for three to six months of the year mainly due to narrow low-level floodways caused by annual flooding of the Mitchell River which runs parallel for its entire length. The Mitchell River is the second largest catchment in Australia, only marginally behind the Murray-Darling Basin.

To create a safer road, Carpentaria Shire Council, in partnership with TMR via the Aboriginal and Torres Strait Islander TIDS program, has raised by an average of 1.5m and widened five floodways along the road. Multiple multi-cell culverts

with concrete protection were used. The latest floodways were completed at Plains Creek and Cabbage Tree Creek in December 2023.

Cabbage Tree Creek was constructed using six 2100mm by 1200mm reinforced concrete box culverts with 63m of concrete batter protection and a concrete running surface. Plain Creek used five 2100mm by 1500mm reinforced concrete box culverts and had 57m of concrete protection works. The total project cost was \$1.59 million for both floodways.

It is a logistical nightmare to organise work in such remote locations. A construction camp was established on site in extremely humid and tropical conditions. A batching plant was established on site to produce concrete and clean water was transported from Kowanyama. There was a lot of care and consideration taken in unloading the large culvert units from road transport after traveling long distances on unsealed roads.

On several occasions an old bull emerged from the adjacent scrub to walk through a freshly poured concrete slab – much to the delight of the concreters! The crew then spent the night (on occasions up until midnight) repairing the damage. They also had to contend with waking up to fresh slides from crocodiles going from one side of the road to the other and using the newly installed culverts as a tunnel.

The concrete crew had to work quickly due to the oncoming wet season. A sudden unexpected downpour in November caused major flooding that worried the crew greatly, as they pondered being stuck in the middle of nowhere among the crocodiles. They

persevered with their work in total dedication and managed to complete the two causeways and demobilised before Cyclone Jasper struck in December 2023.

This project will significantly improve flood immunity (time of closure) and safety where residents are travelling and become trapped as flood levels rise. It is particularly important for early access to be restored to allow re-stocking of local stores and to allow residents to access medical and social appointments outside Kowanyama.

Project Story

McKinlay Shire Council, Taldora Road Sealing

Submitted by Cameron Scott, Director of Engineering & Regulatory Services, Technical Committee representative, McKinlay Shire Council and Gerard Read, Technical Coordinator.

McKinlay Shire Council undertook a much-needed sealing project on an existing three-kilometre unsealed section of Taldora Road approximately 110km north of Julia Creek in 2023–24. Taldora Road is a high-order council-controlled rural arterial road which provides a key link between Julia Creek and Normanton to the state-controlled Wills and Burke Developmental Roads. It commences at its intersection with the Wills Developmental Road, 23km northwest of Julia Creek and continues predominantly in a northerly direction to its intersection with the Burke Developmental Road, 57km south of Normanton. The link is approximately 337km long, with the southern 206km within the McKinlay Local Government Authority (LGA) and the northern 131km within the Carpentaria LGA (the road name changes to Iffley Road within the Carpentaria



Taldora Road, McKinlay Shire Council - completed



LGA). Prior to this project, approximately 70km was sealed (all within McKinlay LGA) and the remainder was unsealed.

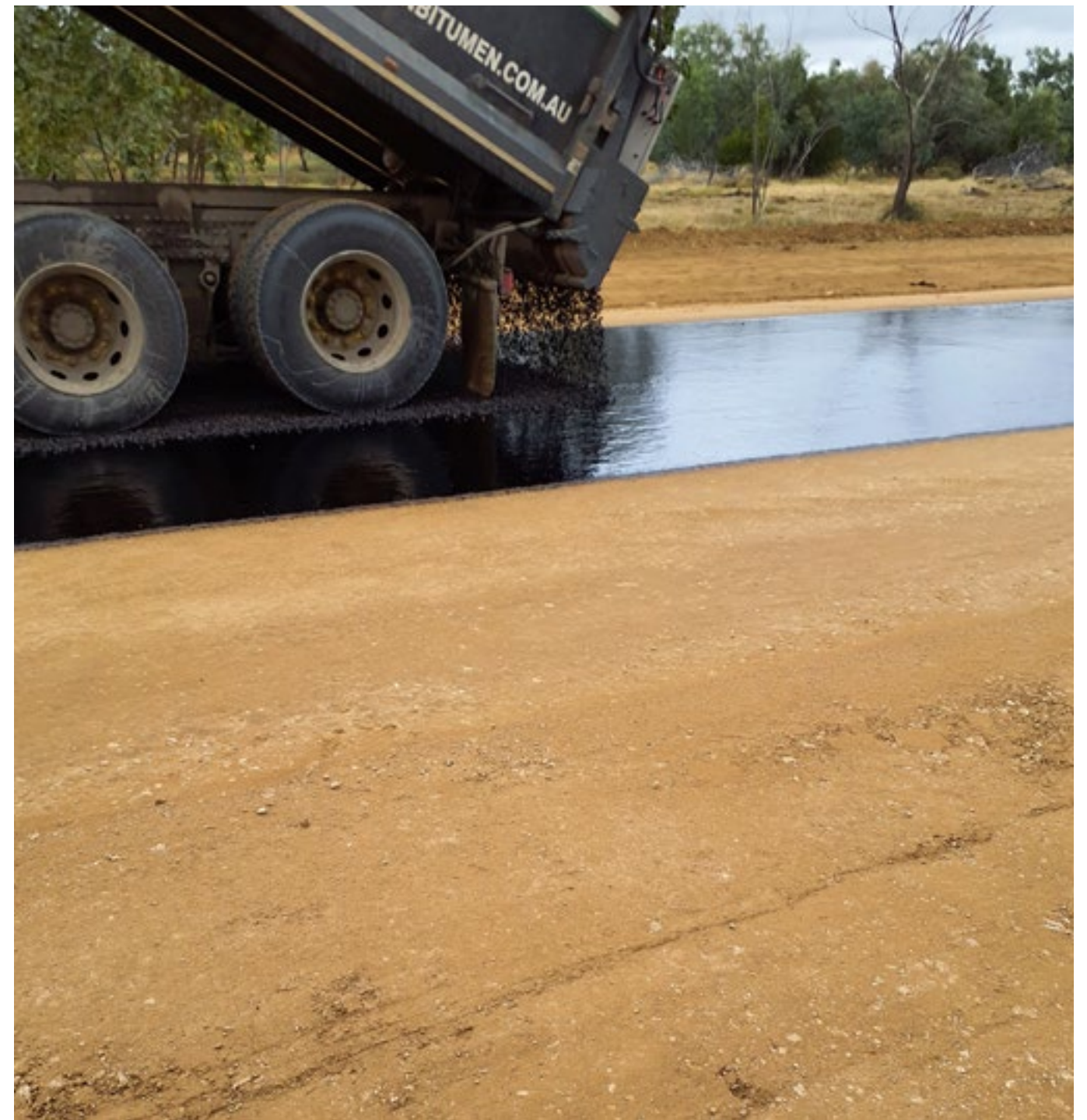
The road serves numerous large cattle properties, and consequently stock are directly transported along it. While daily traffic counts are not high (approximately 40 vehicles per day on average), heavy vehicles comprise approximately 60 per cent of the count which reinforces its importance to the rural sector.

It is also a reasonably popular alternative route for 'off-the-beaten track' tourist traffic from the Flinders Highway north to the southern gulf, in particular Normanton and Karumba.

Construction commenced in late March 2024 and was completed early June 2024, although paving material for the project was stockpiled prior to Christmas 2023, in advance of the wet season. The protracted wet weather in late 2023/early



Taldora Road, McKinlay Shire Council - pre-construction



2024 presented a challenge and did delay commencement, however the project was completed within a satisfactory timeframe. It was undertaken by an external contractor under the project management of Cameron Scott.

The Roads and Transport Alliance TIDS funding of approximately \$183,000 contributed to the project.

Sealing of Taldora Road, McKinlay Shire Council

Northern SEQ Regional Roads and Transport Group



◀ Kings beach, Caloundra, Queensland

Northern SEQ RRTG map ▼



13 projects

Total 2023–24 transport infrastructure projects



\$4,107,435

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

Councillor Adam Hain,
Moreton Bay Regional Council

Former Chair

Councillor Sean Choat,
Somerset Regional Council

Technical Committee Chair

Craig Young,
Somerset Regional Council

Technical Coordinator

Tom Sanders,
Shepherd Services



Northern Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Moreton Bay City Council

Project name	Expenditure
Klingner Road and Boardman Road (Kippa Ring), improve intersection	\$1,462,441

Noosa Shire Council

Project name	Expenditure
Butler Street, Poinciana Avenue to Ross Court (Tewantin), apply asphalt resurfacing	\$157,042
Gibson Road, Saltwater Avenue to Thomas Street roundabout's (Noosaville), apply asphalt resurfacing	\$100,000
McKinnon Drive, Butler Street to Yellowwood Close, apply asphalt resurfacing	\$243,523
Walter Hay Drive, Eumundi - Noosa Road to Eenie Creek Road roundabout, apply asphalt resurfacing	\$68,161

Somerset Regional Council

Project name	Expenditure
Clarendon Road, Wyatts Road to Oreillys Weir Road (Clarendon), rehabilitate pavement and widen shoulders	\$594,734
Wells Street, Linville State School (Linville), upgrade footpath, parking and loading area	\$51,500

Sunshine Coast Regional Council

Project name	Expenditure
Camp Flat Road and Whitecross Road (Bli Bli) (Stage 4), upgrade intersection	\$124,832
North Arm - Yandina Creek Road, Toolborough Road (Stage 3), construct to sealed standard	\$854,456
North Arm - Yandina Creek Road, Huon Road to Country Coolum Drive (Stage 2), upgrade to sealed standard	\$201,906
Ridgeview Drive and Havana Road West intersection, install pedestrian crossing	\$10,000
Sippy Downs Drive, Sippy Downs School Precinct, signalise crossing	\$190,000

District – North Coast

Project name	Expenditure
Northern SEQ RRTG, technical capability and development	\$45,100



Noosa Shire Council Site Supervisor Patrick Smith



◀ Butler Street, Noosa Shire Council
- seal during construction

Butler Street, Noosa Shire Council
- seal during construction ▶

Project Story

Noosa Shire Council, Butler Street, Tewantin – Surfacing renewal and upgrade

Submitted by Tyler Wade, Roads Coordinator, Noosa Shire Council.

The Butler Street surfacing renewal and upgrade was nominated by Noosa Shire Council for prioritisation by the Regional Roads and Transport Group (RRTG) due to the significant increased traffic volumes over the past five years, increase

in cyclists using the route and asset condition.

Butler Street conveys between 12,000 to 18,000 vehicles per day, is a significant bus route and facilitates heavy vehicle movements for local shopping centres and businesses.

Through the RRTG's 2023–24 works program, funding was received to complete this corridor upgrade, strategically integrated into the council's annual capital-funded resurfacing initiatives.

Scope and overall result:

- profiling of the existing pavement
- asphalt resurfacing

- pavement marking and safety advisory signage throughout the section
- in-road cycle lane
- all profiling's were sent and recycled back into Noosa Shire Council's unsealed road network
- 721 tonnes of asphalt were placed over a 460m stretch of road, equating to 6,000m² of road resurfacing.

Completion of the works marks a significant upgrade to the connectivity of major transportation routes and provides safe conditions for all road users through the area.

This project has delivered improvements in safety for motorists and cyclists, improved driver comfort and reduced maintenance expenditure, contributing to sustainable asset management practices.

Council appreciates funding provided through the TIDS program as it ensures important projects that improve the safety of roads can be achieved.

Outback Regional Roads and Transport Group

◀
Red sand dunes and ghost gums west of Windorah

Outback RRTG map



22 projects

Total 2023–24 transport infrastructure projects



\$6,272,686

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

Councillor Francis Murray,
Mayor, Diamantina Shire Council

Former Chair

Councillor Gavin Baskettt,
former Mayor, Winton Shire Council

Deputy Chair

Councillor Rick Britton,
Mayor, Boulia Shire Council

Technical Committee Chair

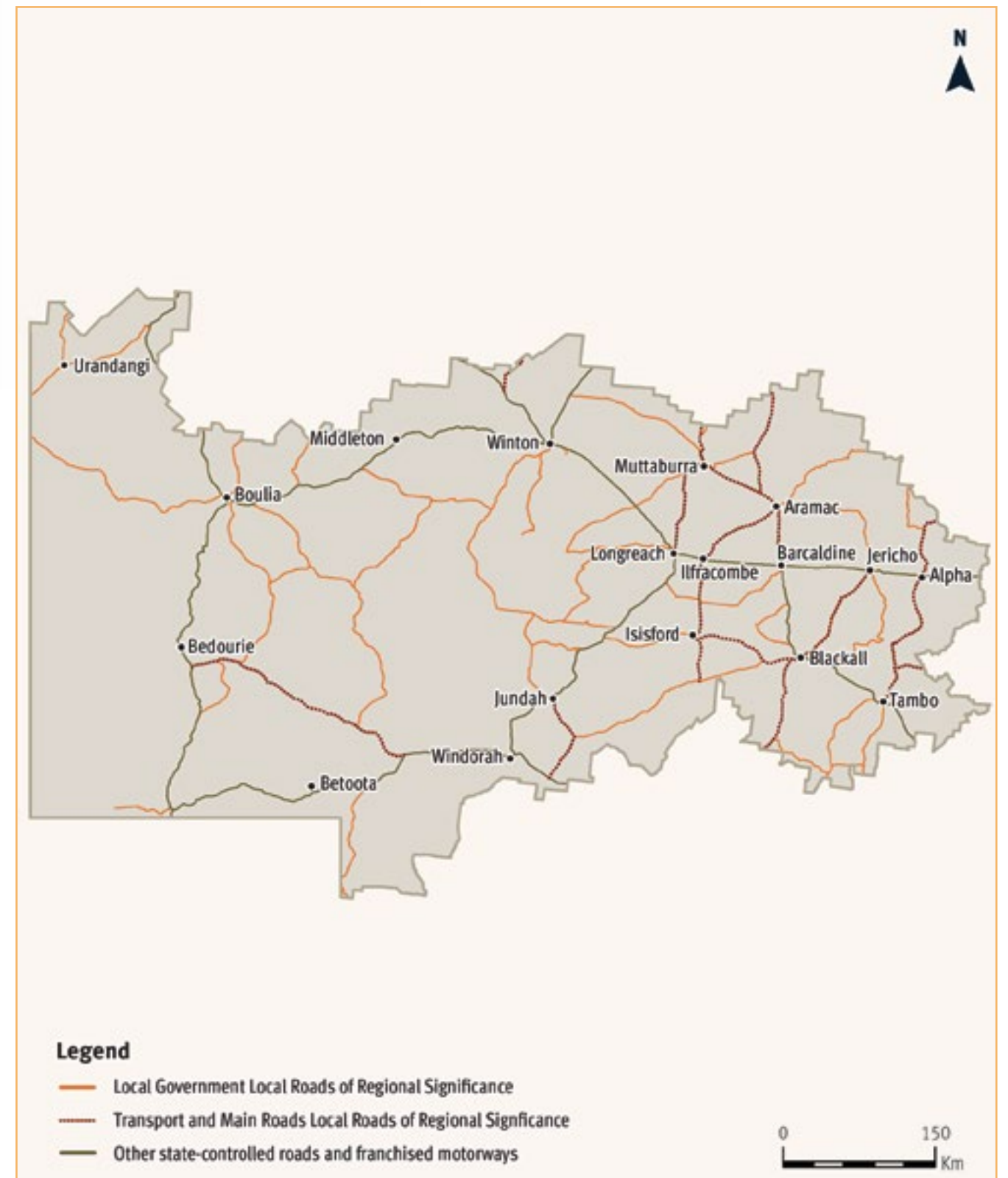
Stuart Bourne,
GBA Consulting Engineers

Technical Committee Deputy Chair

Ajay Agwan,
Blackall-Tambo Regional Council

Technical Coordinator

Matthew Brennan and Joeline Barwick,
GBA Consulting Engineers



Outback Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Barcaldine Regional Council

Project name	Expenditure
Box Street, Ash Street to Elm Street (Barcaldine), install kerb and channel	\$100,000
Craven Road (Alpha), pave and seal	\$100,000
Barcaldine - Aramac Road (Section 1), rehabilitate and widen	\$1,109,649

Barcoo Shire Council

Project name	Expenditure
Windorah Airport, repair runway	\$119,196
Windorah Airport, runway repairs	\$150,000
Barcoo Shire, planning and design on the state network	\$13,920
Diamantina Developmental Road (Quilpie - Windorah), Long Crossing to Windorah (Section 1), widen pavement	\$146,824

Blackall Tambo Regional Council

Project name	Expenditure
Ward Road (Tambo), pave and seal	\$200,000

Boulia Shire Council

Project name	Expenditure
Various roads, reseal bitumen	\$150,000
Diamantina Developmental Road (Dajarra - Mount Isa), Waverly Creek northern approach, undertake safety improvements	\$45,762

Diamantina Shire Council

Project name	Expenditure
Birdsville Simpson Desert National Park Road (Big Red Road), pave and seal	\$150,000
Birdsville township, various roads, install footpaths	\$75,248
Eyre Developmental Road (Bedourie - Birdsville), pave and seal	\$10,149



Windorah Airstrip Upgrade, Barcoo Shire Council

Longreach Regional Council

Project name	Expenditure
Bustard Street (Longreach), kerb and channel	\$25,000
Isisford township, various roads, rehabilitate pavement including kerb and channelling	\$100,000
Longreach - Silsoe Road, bitumen reseal	\$50,000
Longreach township, install roundabouts	\$50,000
Stonehenge River Road (Longreach), bitumen reseal	\$50,000
Cransie - Muttaborra Road, rehabilitate and widen pavement	\$1,796,581
Ilfracombe - Aramac Road, gravel resheeting	\$313,000

Winton Shire Council

Project name	Expenditure
Winton Airport, improve runway lighting	\$150,000
Richmond - Winton Road, pave and seal	\$1,006,603

Project Story

Barcoo Shire Council, Windorah Airstrip Upgrade – Runway repairs and resurfacing

Submitted by Barcoo Shire Council.

Barcoo Shire Council celebrates the completion of the major refurbishment of the Windorah airstrip. This important project costs more than \$2.8 million and shows the importance of collaboration in regional development and infrastructure.

The refurbishment was part-funded by Barcoo Shire Council and part-funded by both levels of government, the state government, and the federal government, under the Remote Airstrip Upgrade Program.

This partnership aims to bring regional infrastructure and safety up to scratch and keep remote communities thriving.

Major upgrades include improvements to the taxiway, runway, and pavement infrastructure, as well as meeting the strict safety criteria. Importantly, the newly upgraded facility will help support aviation operations as well as the provision of essential services, such as healthcare, emergency food aid and other essential supplies and services. The facility will also allow the Royal Flying Doctor Service to provide outreach medical services and aid better.

For the duration of the project, the local council ensured that there was as little disruption to the community as possible, with a regular bus service, run in conjunction with REX Airlines and Translink, between Windorah and Quilpie on the usual flight routes to keep the community connected.

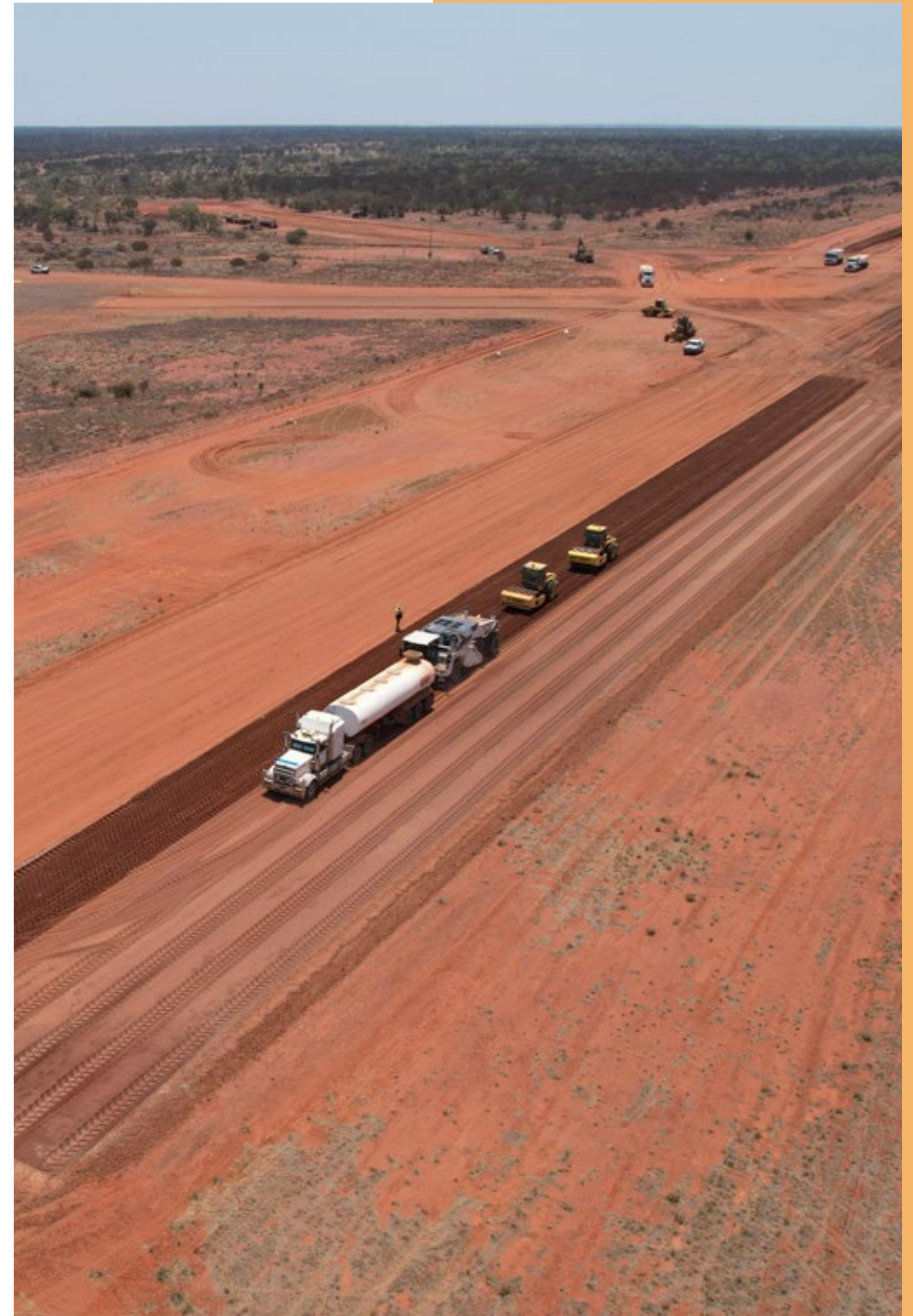
The project was not without its problems, however. Unexpected rain and unexpected geological conditions tested the perseverance and ingenuity of the council's work crews and consequently led to inventive solutions that reduced breaks in construction and allowed the completion of the project on time.

*Windorah airstrip, Barcoo Shire Council
- during the refurbishment ▶*

The Windorah airstrip hasn't just been refurbished. It's been set on a path for the future as a crucial enabler that will foster outback development and maintain the airstrip's role as an agent of regional development and interconnectedness.

The project demonstrates the power of local government cooperation and partnership.

This is evident in the work of the Outback RRTG. The Barcoo Shire and its partners remain an excellent example of shared purpose and a collective desire to improve life and safety in the community.



Project Story

Diamantina Shire Council, Birdsville Footpaths – Installation of footpaths

Submitted by Diamantina Shire Council.

In the heart of the Simpson Desert lies the small yet iconic town of Birdsville, where the population of 80 swells to thousands during events like the Big Red Bash and Birdsville Races. Recognising the need for better pedestrian access, Diamantina Shire Council undertook a discretionary TIDS project to construct a footpath connecting the pub, bakery, and police station.

Every July, the Big Red Bash brings music lovers from around the globe to Birdsville, transforming the town into a bustling hub under the vast desert skies.

This influx of visitors and the annual Birdsville Races highlighted the necessity for a safe, convenient walkway.

The project wasn't without its challenges. Extensive rainfall and flooding in late 2023 to early 2024 caused significant road closures, making it difficult for the construction team to progress. Despite these obstacles, the council's commitment to enhancing community infrastructure prevailed, and the footpath was successfully completed.

The new footpath is more than just a pathway; it significantly improves the town's infrastructure, ensuring that residents and visitors can navigate Birdsville safely, even during peak event times. This project is a testament to the resilience and dedication of the Diamantina Shire Council and its ability to overcome natural challenges to serve its community better.



▲
Birdsville footpath, Diamantina Shire Council - installation



▲
Birdsville footpath, Diamantina Shire Council



Richmond-Winton Road, Winton Shire Council - during construction

Project Story

Winton Shire Council, Richmond-Winton Road – Pavement and seal

Submitted by Winton Shire Council.

Winton Shire Council are proud to announce the successful completion of significant upgrades to the Richmond-Winton Road, a crucial transport artery in Queensland’s vast outback.

Stretching 145km and consisting of sealed and unsealed sections, the Richmond-Winton Road is vital for linking local cattle properties to major freight routes, including the Landsborough and Flinders Highways. Moreover, it serves as an

essential gateway for tourism, opening the heart of the outback Queensland to visitors eager to explore its unique landscapes and heritage.

This imperative section was supported by Tranche 1 and 2 of the Road Safety Program, totalling \$10.27 million. With this link being of such significance to Winton Shire Council, they internally opted to contribute approximately \$2.4 million of TIDS funding as well.

From March 2021 to October 2023, the Richmond-Winton Road upgrade covered three key phases, enhancing 15.5km of the road:

- Safety Improvements: Targeted upgrades aimed at reducing accident risks.
- Flood Resilience: Sections of the road were

elevated and sealed to improve wet season accessibility.

- Maintenance Efficiency: Upgraded road surfaces are designed for reduced maintenance needs, contributing to cost savings.
- Ride Quality: The project delivered a smoother road surface, enhancing the travel experience.

Specifically, the upgrades included:

- Phase 1 (March 2021 - September 2021): Addressed specific chainages, resulting in a seal expansion over 6.876km.
- Phase 2 (September 2021 - June 2022): Continued road improvements over an additional 5.960km.

- Phase 3 (May 2023 - October 2023): Completed the final sealing works covering 2.700km.

This initiative reflects a strategic approach to enhancing road infrastructure, focusing on precise improvements based on the segments’ requirements.

The completion of the Richmond-Winton Road upgrades is a proud moment for the Winton Shire Council.

We’re grateful to everyone who played a part, from planners to workers, and our collaboration with the Queensland Government. This project is a leap forward in our ongoing efforts to improve local infrastructure, directly benefiting our community’s safety and connectivity. We look forward to the positive changes this will bring to our region and remain dedicated to enhancing our transport network for all.

Rockhampton Regional Roads and Transport Group

◀ Road across cattle grazing farmland near Rockhampton, Queensland, Australia

Rockhampton RRTG map ▼



5 projects

Total 2023–24 transport infrastructure projects



\$1,619,910

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

Councillor Marika Taylor,
Rockhampton Regional Council

Former Chair

Councillor Andy Ireland,
Mayor, Livingstone Shire Council

Deputy Chair

Councillor Adam Belot,
Mayor, Livingstone Shire Council

Former Deputy Chair

Councillor Tony Williams, Mayor,
Rockhampton Regional Council

Technical Committee Chair

Martin Crow,
Rockhampton Regional Council

Technical Committee Deputy Chair:

Michael Kriedemann,
Livingstone Shire Council

Technical Coordinator

Pat Moore,
Hartecs Group Pty Ltd



Rockhampton Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Livingstone Shire Council

Project name	Expenditure
Normanby Street (Stage 1 and 2), upgrade to urban sub-arterial standard	\$683,679

Rockhampton Regional Council

Project name	Expenditure
Alexandra Street, rehabilitate pavement	\$180,000
Hollingsworth Street and Haynes Street intersection, rehabilitate pavement	\$245,000
Somerset Road, widen pavement	\$470,967
Rockhampton Regional Roads and Transport Group, technical co-ordination	\$40,267



Somerset Road, Rockhampton Regional Council

Project Story

Rockhampton Regional Council, Somerset Road, Gracemere – Reconstruction

Submitted by Rockhampton Regional Council.

Somerset Road, Gracemere is a two way/two lane road that contains a three kilometre section that is gazetted and provides the primary access for heavy vehicles up to and including Type 1 road trains to the Gracemere Industrial Area (GIA).

The 565m section for reconstruction of Somerset Road was an existing narrow 6.4m-7.5m formation and spray sealed surface that will be a continuation of previous projects to improve the access and safety for Type 1 road trains and their interaction with other road users. In addition, it was identified there was an inconsistent quality and depth of the pavement that reduce its resilience to this type of traffic, leading to rough surfaces that detract from safety and amenity. A lack of appropriate road drainage and lighting was also identified during the scoping and design phase of the project.

The reconstruction works consisted of the following:

- road widening to provide a 10.5m wide carriageway to satisfy the geometric requirements for an industrial access road
- 625mm depth pavement
- increased road drainage from two culvert crossing to eight
- reconstructed table and subsoil drain
- new kerb and channel
- asphalt surface
- pavement marking
- additional street lighting.



Somerset Road Reconstruction,
Rockhampton Regional Council



Construction of the project commenced in March 2024 with an anticipated completion date of November 2024. Construction has been delivered primarily in-house by Rockhampton Regional Council's Civil Operations work crews, with the assistance of external contractors in constructing the six culvert crossings. Challenges that have arisen during the construction phase has been maintaining the access for Type

1 road trains into the GIA via single lane closures and detours as well as maintaining commercial access to properties within the worksite.

These works will widen the pavement to a safe width, improve road drainage and street lighting to provide a greater long-term safety, operational and resilience benefits.

Also, by providing a consistent and safe road link for heavy vehicles up to and including Type 1 road trains.

Somerset Road, Rockhampton Regional Council - during construction

Scenic Valleys Regional Roads and Transport Group

◀ Landscape view of Warrego Highway Hattonvale Lockyer Valley. Queensland, Australia

Scenic Valleys RRTG map ▼



5 projects

Total 2023–24 transport infrastructure projects



\$2,343,742

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

To be advised

Former Chair

Councillor Virginia West,
Scenic Rim Regional Council

Deputy Chair

To be advised

Former Deputy Chair

Councillor Janice Holstein,
Lockyer Valley Regional Council

Technical Committee Chair

Chris Gray,
Scenic Rim Regional Council

Technical Coordinator

Gerard Read,
GWR Civil Engineering Management



Scenic Valleys Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Ipswich City Council

Project name	Expenditure
Springfield Parkway, Springfield Greenbank Arterial to Topaz Road (Ipswich), duplicate to four lanes	\$763,159

Lockyer Valley Regional Council

Project name	Expenditure
Postmans Ridge Road (Helidon Spa), widen and upgrade pavement	\$94,000
Woodlands Road (Gatton), rehabilitate pavement	\$669,159

Scenic Rim Regional Council

Project name	Expenditure
Kerry Road, Spring Creek bridge, reconstruct pavement	\$763,160
Scenic Valleys RRTG, capability development	\$54,264

Project Story

Ipswich City Council, Springfield Parkway and Springfield Greenbank Arterial Duplication

Submitted by Capital Program Delivery, Ipswich City Council.

The largest road upgrade in Ipswich City Council’s history has reached a major milestone with the first of three stages now complete in the duplication of Springfield Parkway and Springfield Greenbank Arterial. Stage 1 duplication encompasses Springfield Parkway, north of Hymba Yumba Independent School towards Centenary Highway and Springfield Greenbank Arterial from Springfield Parkway to Eden Station Drive, Springfield Central. Stage 1 is an exciting first step in addressing traffic congestion throughout the Springfield community.

This duplication is vitally important to improving safety and ease of travel for the ever-increasing Springfield population.

Stage 1 hosts the Ipswich regions’ largest signalised intersection, incorporating six vehicle lanes and dedicated pedestrian and cycleway crossings to manage over 25,000 travellers each weekday. With Stage 1 delivered, the focus turns to early works in Stage 2 and completion of Stage 3 which is currently under peak construction.

Stage 3 construction includes the upgrade of the Centenary Motorway Exit 32 off ramp from two to four lanes to tie into the new Main Street signalised intersection and Park’n’Ride entry. Council is upgrading the exit in collaboration with TMR. Innovatively, both organisations worked together to close the motorway exit for five months to accelerate the program and complete several challenging service relocations, including a 10mx8m urban utilities pit located under the Park’n’Ride access.



Urban utilities pit works at Exit 32 Centenary Motorway, Ipswich City Council

The closure required extensive communication and engagement with key stakeholders to create community awareness and manage construction impacts.

This initiative enabled the project to save significant construction time and cost and accelerated the program to deliver Stage 3 by the end of 2024, promoting positive journey time efficiencies for the Springfield community.

Over \$2.2 million in TIDS funding has been spent on the upgrade works over the last three years (2021-22 to 2023-24), with further TIDS funding allocated in the RRTG’s forward works program.

Key Features of the Springfield Parkway and Springfield Greenbank Arterial Upgrade include:

Stage 1 – Delivered

- Road widening duplication from two to four lanes.
- Upgrading of Springfield Parkway/Springfield Greenbank Arterial roundabout to a signalised intersection. Traffic signals accommodate pedestrian movements and U-turn facility.
- On road cycle lanes of 2m along the road corridor in both directions.
- A 3m wide shared pathway for pedestrians and cyclists.
- Retaining wall construction near Escarpment estate on Springfield Parkway.
- Bridge duplication over Opossum Creek.
- Landscaping.
- Extensive service and drainage relocations and upgrades.



Centenary Motorway Exit 32 off ramp,
Ipswich City Council

Stage 2 – Early works

- Road widening duplication from two to four lanes.
- The roundabout at Springfield Parkway/Topaz Road/Woodcrest Way will be upgraded to a signalised intersection.
- Road widening, pavement works and new pavement marking on the Springfield College Drive and Bridgewater Road approaches to the roundabout on Springfield Parkway.
- On road cycle lanes of two metres along the road corridor in both directions.
- A three-metre-wide shared pathway for pedestrians and cyclists.
- Landscaping.
- Extensive service, drainage relocations and upgrades.



Springfield Parkway and Springfield Greenbank Arterial, Ipswich City Council - completed

- The roundabout at Springfield Greenbank Arterial/Main Street/Centenary Highway Exit 32 off-ramp will be upgraded to a signalised intersection.
- New access points will be constructed at the existing Springfield Central railway station carpark.
- On-road cycle lanes of two metres along the road corridor in both directions.
- Shared pathways for pedestrians and cyclists ranging from 1.5 to 3m.
- Landscaping.
- Extensive service, drainage relocations and upgrades.

Stage 3 – Peak Construction

- Road widening duplication from two to four lanes.





◀ Woodlands Road, Lockyer Valley Regional Council - during construction



▲ Woodlands Road, Lockyer Valley Regional Council - pre-construction

Project Story

Lockyer Valley Regional Council, Woodlands Road – Rehabilitation and safety improvements

Submitted by Infrastructure and Engineering Services, Lockyer Valley Regional Council.

Woodlands Road is one of the Lockyer Valley’s highest trafficked roads and is considered an arterial road and a key link between the Gatton and Laidley townships. The road’s previous formation was a narrow two-lane sealed road with limited sight distance and a few direct property accesses within a 90km/h posted speed environment. The identified road segment had

a low-speed reverse curve with substandard horizontal alignment which could be considered contributory to the number of crashes at this site in the past five years. In addition, there is an intersection and multiple driveways, all with substandard sight distance within the project extents. The upgrade of Woodlands Road aims to address several key objectives to improve the safety and efficiency for all road users.

One of the main objectives of the project is to widen the road from seven metres to nine metres to accommodate heavy vehicles and introduce additional safety measures to improve vehicle navigation through the reverse curves: improved superelevation, guardrail, delineation, signage, and a wide centreline/median treatment with audio tactile pavement marking. This is important

to ensure that larger vehicles can safely and efficiently travel along Woodlands Road without causing congestion or safety hazards for other road users, particularly encroachment into the opposing traffic lane. This will help to improve the flow of traffic and reduce the risk of accidents.

By installing rock protection in the road surface drains, it has optimised a previously problematic area, leading to a decrease in erosion following heavy rainfall events.

Another key objective is to reconstruct the pavement of the road. The previous misshapen road pavement not only provided poor rideability but also required frequent maintenance expenditure. Reconstruction of the pavement has greatly improved rideability, making it safer and more comfortable for drivers and passengers.

This will also help to reduce ongoing maintenance costs and prolong the lifespan of this asset.

Improving sight distances along Woodlands Road is also a crucial objective of the project. Limited sight distances can pose a serious safety risk for road users, particularly at intersections and curves. By removing obstacles and vegetation that impede sightlines, the project aims to enhance visibility and reduce the likelihood of accidents.

Overall, the upgrade of Woodlands Road will significantly enhance the functionality and safety of this important arterial road in the Lockyer Valley, benefiting both local communities and businesses. Approximately \$670,000 of TIDS funding has been spent on the project in 2023–24.

Project Story

Scenic Rim Regional Council, Kerry Road – Pavement reconstruction

Submitted by Scenic Rim Regional Council.

Scenic Rim Regional Council completed the latest major upgrade to Kerry Road to enhance safety, productivity, flood immunity, and resilience as part of the 2023–24 Scenic Valleys RRTG works program. Kerry Road is a key north-south council-connection road link from Beaudesert to many residential properties, farms, schools, and tourist areas.

It is approximately 36km long and is a council controlled Local Roads of Regional Significance, commencing in the township of Beaudesert and extending to the localities of Darlington and Lamington near the southern boundary of the Scenic Rim region. Various sections of this link currently have had an average seal width of 3.5 metres, poor vertical and horizontal geometry, limited sight distance, and poor cross drainage capacity, resulting in access being cut to vehicles frequently during annual rain events. Council has been progressively upgrading the standard of this link to a two-lane seal standard including the upgrading of Spring Creek and Duck Creek bridges over the last few years.

Council prioritised and allocated TIDS funding in 2023-24 to the Kerry Road section just north of Spring Creek Bridge (approximately 12km south of Beaudesert). This is a continuation of the upgrade of this key road link following completion of works on Kerry Road south of Spring Creek Bridge in 2023.

The scope of the project included:

- realignment of the road to improve sight distance and approach geometry to the new bridge, including minor land acquisitions
- pavement reconstruction and improvement, including major subgrade replacement works
- increased pavement width to seven metres



Kerry Road, Scenic Rim Regional Council - during construction

- two coat spray seal
- major cross drainage replacements and upgrades
- pavement marking and safety advisory signs throughout the section.

The work was undertaken by council's own day labour workforce with work commencing in October 2023 and completed in June 2024, with the project incurring considerable wet weather delays over the construction period.

The final project delivery cost will be approximately \$1.8 million, with approximately \$763,000 of TIDS funding contributing. Completion of this project has significantly improved road safety, productivity, flood immunity, and resilience to the communities and visitors of the Scenic Rim region.



Kerry Road, Scenic Rim Regional Council - during construction

South West Regional Roads and Transport Group

◀ Quilpie Adavale Red Road, Quilpie Shire Council

South West RRTG map



10 projects

Total 2023–24 transport infrastructure projects



\$7,260,384

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

Councillor Suzette Beresford,
Mayor, Paroo Shire Council

Deputy Chair

Councillor Shaun Radnedge,
Mayor, Murweh Shire Council

Technical Committee Chair

Cameron Hoffman,
Maranoa Regional Council

Technical Committee Deputy Chair

Jacob Barton,
Murweh Shire Council

Technical Coordinator

Stephen Hegedus,
Shepherd Services



South West Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Balonne Shire Council

Project name	Expenditure
Jakelwar - Goodooga Road, construct to sealed standard	\$277,202
Whyenbah Road, construct to sealed standard	\$800,000

Bulloo Shire Council

Project name	Expenditure
Quilpie - Thargomindah Road (Thargomindah), various locations, construct to sealed standard	\$1,077,201

Maranoa Regional Council

Project name	Expenditure
Bollon Road, construct to sealed standard	\$1,735,702
South West RRTG, capability and technical support	\$138,673

Murweh Shire Council

Project name	Expenditure
Mount Tabor Road, construct to sealed standard	\$907,658

Paroo Shire Council

Project name	Expenditure
Eulo - Toompine Road, reseal bitumen	\$150,000
Jobs Gate Road, rehabilitate pavement	\$903,616
Jobs Gate Road, reseal bitumen	\$23,586

Quilpie Shire Council

Project name	Expenditure
Quilpie - Adavale Road, various locations, upgrade seal and floodways	\$1,246,746

Project Story

Bulloo Shire Council, Quilpie Thargomindah Road – Bitumen seal

Submitted by Bulloo Shire Council.

This financial year Bullo Shire Council has continued bitumen sealing along the Quilpie Thargomindah Road with an additional five kilometres of the road now sealed. Thanks to the TIDS contribution.

This project reduces the amount of gravel road between the towns of Quilpie and Thargomindah which in turn greatly improves the safety of all travellers, from locals and truck drivers to tourists.

The council appreciates funding provided through the TIDS program as it ensures important projects that improve the safety of regional roads can be achieved.



Quilpie Thargomindah Road, Bulloo Shire Council - prepared for sealing

First seal of Quilpie Thargomindah Road, Bulloo Shire Council



Project Story

Balonne Shire Council, Jakelwar-Goodooga Road North – Upgrade to dual lane sealed road

Submitted by Balonne Shire Council.

An upgrade of four kilometers of unsealed road on Jakelwar-Goodooga Road North to dual lane sealed road was completed in November 2023, with final bitumen seal completed on the 15 May 2024. The project cost \$554,404 with the Queensland Government contributing \$277,202 through the TIDS program and the balance of \$277,202 by Balonne Shire Council.

The work includes pavement stabilisation and bitumen sealing.

Balonne Shire Council would like to thank residents for their patience and cooperation while the works were underway.

The upgrade of the Jakelwar-Goodooga Road North unsealed section to sealed has the following benefits:

- It will improve road safety by eliminating dust kicked up by heavy vehicles, therefore removing the risk of accidents caused by poor visibility.
- It will become a tourism route between St George and Dirranbandi, following the river, increasing tourism to the township of Dirranbandi.
- The road will become an all-weather road, allowing better property access during wet weather. It will also improve access between residents of Dirranbandi and St George by providing direct route between the two townships.
- It will provide a safe and all-weather route for heavy vehicles to transit between Dirranbandi and St George.



▲
Jakelwar-Goodooga Road North, Balonne Shire Council - completed



▲
Jakelwar-Goodooga Road North, Balonne Shire Council - during upgrade

Project Story

Balonne Shire Council, Whyenbah Road – Upgrade to dual lane sealed road

Submitted by Balonne Shire Council.

A major upgrade of 13.7km of unsealed road to dual lane sealed road was completed in late June 2024, with contractors laying bitumen seal on 20 June and 21 June. The project cost approximately \$2.2 million, with funding from the Australian Government's Roads to Recovery program and by the Queensland Government through the TIDS program, and Balonne Shire Council.

The works included pavement stabilisation, bitumen sealing, installing reinforced concrete pipes, reinforced concrete box culverts replacement, and installation of signage.

Balonne Shire Council would like to thank residents for their patience and cooperation while the works were underway.

The upgrade of the Whyenbah Road unsealed section to sealed will have the following benefits:

- It will improve road safety by eliminating dust kicked up by heavy vehicles, therefore removing the risk of accidents caused by reduced visibility.
- It will become a tourism route between St George and Dirranbandi, following the river, increasing tourism to township of Dirranbandi.
- The road will become an all-weather road, allowing better property access during wet weather. It will also improve access between residents of Dirranbandi and St George by providing a direct route between the two townships.

Whyenbah Road, Balonne Shire Council ▶



Whyenbah Road, Balonne Shire Council ▲

- It will provide a safe and all-weather route for heavy vehicles to transit between Dirranbandi and St George. It will provide a more direct route between the two townships which is 17km shorter than taking Castlereagh Highway, which makes heavy vehicle transport more efficient.



Project Story

Maranoa Regional Council, Bollon Road – Bitumen extension

Submitted by Maranoa Regional Council.

Bollon Road is categorised as a Local Road of Regional Significance with a total length of 207km and connecting the townships of Mitchell (Maranoa Region) and Bollon (Balonne Shire).

The beef cattle industry is the highest employer of people in the Mitchell area, for which Bollon Road is a key access to the beef cattle country to the south and southwest of Mitchell.

The Maranoa Region manages 187km of the Bollon Road, with 72km currently bitumen sealed (widths varying from four to seven metres) with the remaining 115km to varying degrees of gravel standard.

The first package of works commenced in 2023–24 with a 5.7km upgrade from the end of the existing bitumen, with a further 14.3km proposed for delivery as two more packages in 2024–25. The Bollon Road bitumen extension incorporates a substantial visibility upgrade to the Gunnawarra Road intersection and in total will provide an additional 20km of pavement traversable by heavy vehicles in all weather conditions. It will also link up with a previously upgraded 5.9km bitumen section of the Gunnawarra Road, further opening country to the southwest.

The scope of works for the first package included:

- substantial upgrade to horizontal and vertical alignments to achieve significant sight distance improvements
- heavy cut-to-fill earthworks reduced three existing jump-ups (flat top hills) by up to four metres vertically, while the Gunnawarra intersection was bought down by 1.5m



Bollon Road, Maranoa Regional Council - during construction

- all pavement materials for the upgrades have been won from the cuttings and crushed onsite
- several floodway and drainage structure upgrades.

The project is funded through the 2023–24 state government TIDS program, with a contribution of approximately \$1.736 million matched by Maranoa Regional Council, and \$12 million from the Australian Government's Remote Roads Upgrade Pilot Program.

Aerial view of Bollon Road, Maranoa Regional Council



Project Story

Murweh Shire Council, Mt Tabor Road – Pavement works and sealing

Submitted by Murweh Shire Council.

Murweh Shire Council completed ten kilometres of pavement works and sealing on the Mt Tabor Road (east of Augathella) in April 2024.

This project increased the resilience of the local transport network by minimising the impact of heavy vehicles, primarily road trains carting cattle, following minor rainfall events.



▲
Sealing of Mt Tabor Road, Murweh Shire Council

▼
Mt Tabor Road, Murweh Shire Council - completed



▲
Quilpie Adavale Red Road, Quilpie Shire Council - during construction



▲
Quilpie Adavale Red Road, Quilpie Shire Council

Project Story

Quilpie Shire Council, Quilpie Adavale Red Road – Construct and bitumen seal

Submitted by Quilpie Shire Council.

Quilpie Shire Council continued its program to completely seal the Quilpie Adavale Red Road with a total of 7.5km completed as of 15 March 2024.

Since 1 July 2019, the program has sealed a total of 32.35km of an existing red loam gravel road to bitumen standard, seven metres wide. There is only 6.8km remaining to be sealed before

the entire road between Quilpie and Adavale is completed.

This project enables the residents of the village of Adavale and the surrounding area to have all-weather access to Quilpie. The sealing of the road also provides better opportunities for tourism and transport.

Council and TMR have collaboratively used TIDS, re-sheeting funds and council capital funds to ensure the completion of this vital link.

Project Story

Paroo Shire Council, Jobs Gate Road – New pavement and seal

Submitted by Paroo Shire Council.

The Jobs Gate Road is an important route for the Paroo Shire as it services a large area to the southeast of Cunnamulla which covers some of the best grazing land in the region. The road is a connector road for vehicles coming from both Brewarrina and Walgett in northern New South Wales (NSW), as well as traffic heading northeast from the Mitchell Highway. The local horse racing facility is also served by the road.

While the main industries in the shire are sheep and cattle farming, there is also local logging company and a growing tourist caravan market developing in the Paroo area. The neighbouring NSW shire is extending the seal pavement north to the Queensland border, and it is envisioned these projects will increase through traffic in the long-term.

As part of our TIDS funding this year, Paroo Shire Council continued the extension of the seal pavement on Jobs Gate Road. The project called for a new eight kilometre, 150mm thick, seven-metre-wide unbound gravel pavement with a two-coat bitumen seal, mixed into the existing pavement. There were also five floodways to be installed to improve drainage along the route.



Jobs Gate Road, Paroo Shire Council - mixing of gravel prior to pavement



Gravel material was locally sourced from several pits 40km from the site. Local contractors contributed to winning the material. Other contractors assisted council crews in delivering the material to site which highlighted a good example of cooperation and management between the different parties.

Unfortunately, a very wet summer delayed the project constantly throughout the construction phase with crews stood down to allow the site to dry out.

This did put pressure on the budget with a slight overrun of costs for that part of the project. Council set up a nearby work camp for the project which improved efficiency with a reduction in travelling time to the site.

Council had two staff operating the machinery as part of its ongoing effort to train the road crews, which will allow



for a more proficient workforce in the future. Some new Indigenous workers were part of that training and have been a good fit within the work team. Other than the sealing contractors from Brisbane, council and contractor staff were from the local community, providing employment opportunities within the Shire and upskilling of the long-term workforce.

Overall, the project was a success and will improve the local economy with an improved road network, particularly in the wet season.

TIDS have also been allocated to further the seal extension in future years with the long-term plan to extend the seal to the NSW border.



Jobs Gate Road, Paroo Shire Council - sealing of finished pavement



Jobs Gate Road, Paroo Shire Council with final sealed pavement

Southern Regional Roads and Transport Group



◀ Panorama of Southern Gold Coast looking towards Broadbeach

Southern RRTG map ▼



11 projects

Total 2023–24 transport infrastructure projects



\$2,998,321

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

Councillor Scott Bannan,
Deputy Mayor, Logan City Council

Former Chair

Councillor Pauline Young,
City of Gold Coast

Deputy Chair

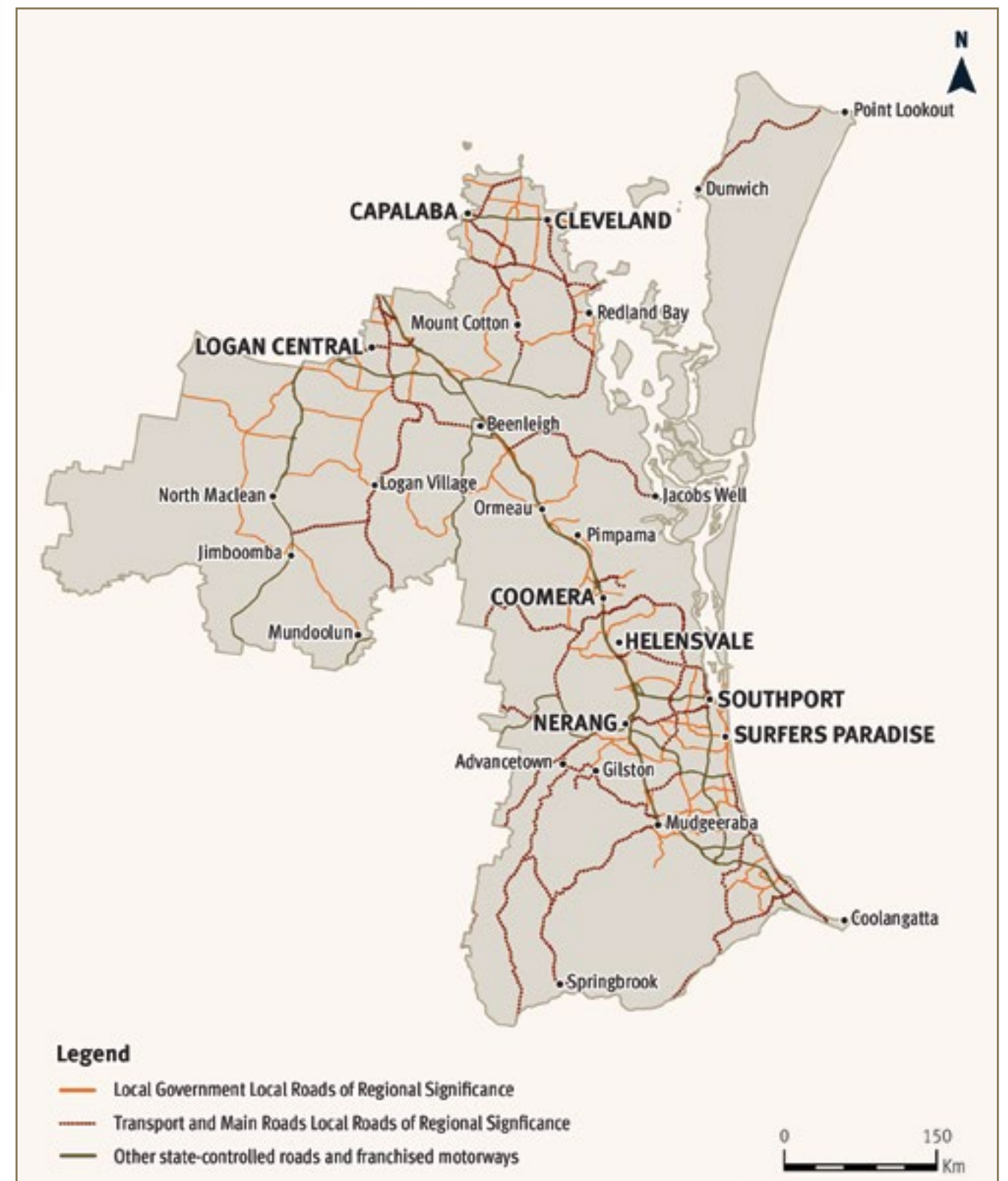
To be advised

Technical Committee Chair

Paul Wilson,
Logan City Council

Technical Committee Deputy Chair

To be advised



Southern Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Gold Coast City Council

Project name	Expenditure
Markeri Street, Rio Vista Blvd to Southport Burleigh Road (Mermaid Waters) southern side, construct footpath	\$884,688
Tillyroen Road, southern approach to Peachey Road (Ormeau), extend left turn lane	\$90,220

Logan City Council

Project name	Expenditure
Grand Plaza Drive and Eastern Drive, Browns Plains Road to Mount Lindesay Highway Service Road, construct off-road cycleway	\$1,048,505

Redland City Council

Project name	Expenditure
Brendan Way and Bunker Road (Victoria Point), east side, construct shared path	\$30,801
Burns Street, School Road and Andrew Street (Capalaba), construct shared path	\$61,812
Falkirk Parade and Sunningdale Drive (Redland Bay), construct shared path	\$111,541
German Church Road, Daintree Drive to Redland Bay Road (Redland Bay), rehabilitate pavement	\$246,293
Kingston Avenue, Cambridge Drive to Vienna Road (Alexandra Hills), north side, construct shared path	\$86,694
Valley Way, Hardwood Drive to Mount Cotton Road (Mt Cotton) westbound, rehabilitate pavement	\$224,402
Valley Way, Hardwood Drive to Seeana Drive (Mount Cotton) eastbound, rehabilitate pavement	\$152,219
Valley Way, Hardwood Drive to Seeana Drive (Mt Cotton) westbound, rehabilitate pavement	\$61,147

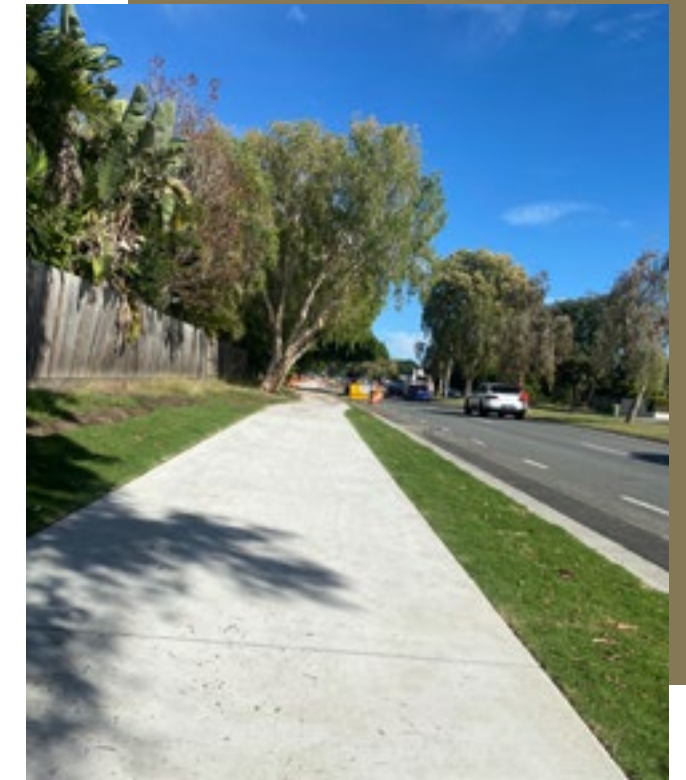
Project Story

Gold Coast City Council, Tillyroen Road – Left turn lane extension

Submitted by Gold Coast City Council.

The intersection of Tillyroen Road / Peachey Road / Orange Mountain Road / Creek Street at Ormeau is configured with a single-lane, four-leg roundabout plus an on-ramp. The intersection is state controlled as it forms the western part of the Pacific Motorway (M1) Exit 45 interchange. Tillyroen Road, Peachey Road and Orange Mountain Road are city roads. Motorists using the intersection at peak times experience queues and delays.

The project’s purpose was to address capacity issues on the southern leg of the intersection (Tillyroen Road) by extending the left turn lane by 300 metres. This extension enables local traffic to pass queued traffic wishing to turn right or enter the motorway.



Tillyroen Road, Gold Coast City Council - post construction



Tillyroen Road, Gold Coast City Council - post construction

The project involved:

- pavement widening
- shoulder treatment (reduce pavement edge drop-off and scour reduction)
- pavement marking
- kerb and channel works.

The total project cost was \$539,000 in which the TIDS program funded \$90,220. The works were undertaken by council’s pavement rehabilitation contractor with minimal design.

The project has reduced traffic congestion for local motorists and improved safety by reducing the risk of rear-end crashes.

Southern Border Regional Roads and Transport Group



◀ Goondiwindi Queensland, the town on the Macintyre river.

Southern Border RRTG map ▼



11 projects

Total 2023–24 transport infrastructure projects



\$2,317,336

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

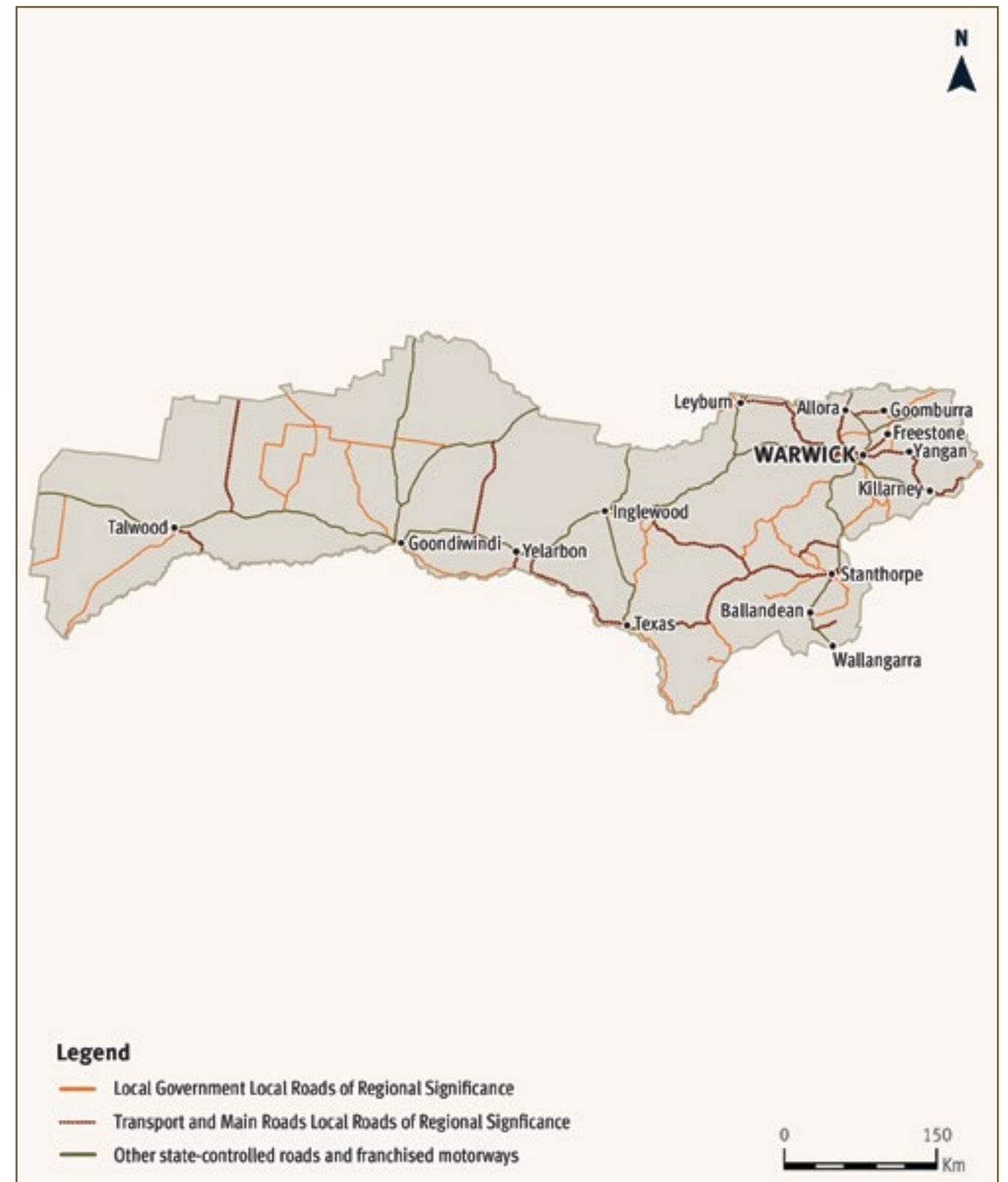
Councillor Jason Watts,
Goondiwindi Regional Council

Former Chair

Councillor Andrew Gale,
Southern Downs Regional Council

Technical Committee Chair

Dion Jones,
Goondiwindi Regional Council



Southern Border Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

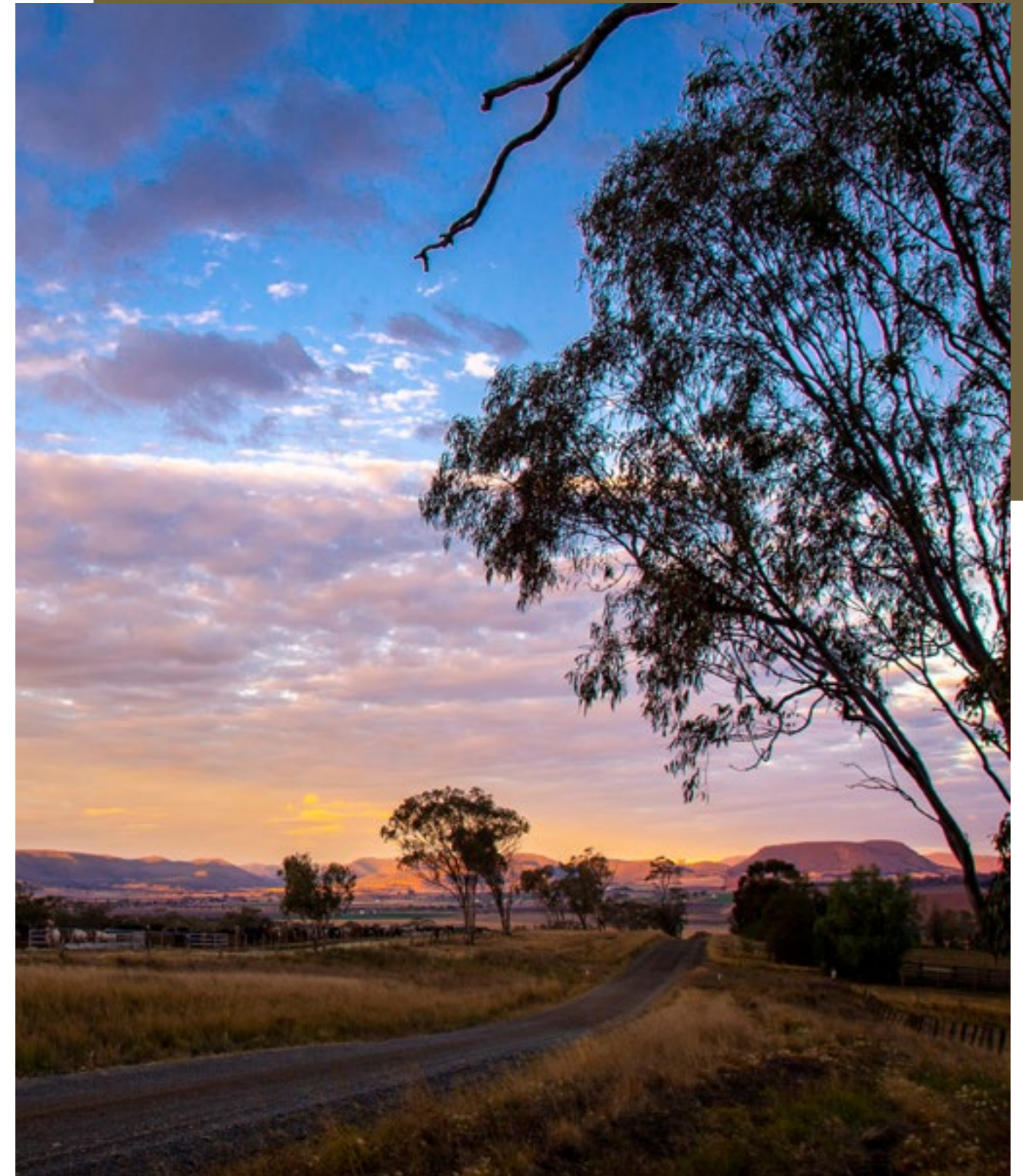
The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Goondiwindi Regional Council

Project name	Expenditure
Goodar Road, north of Goondiwindi, widen pavement	\$249,728
Goondiwindi Connection Road (Marshall Street), upgrade kerb and channel and landscaping design	\$4,000
McLean Street and Sandhurst Street, rehabilitate pavement and asphalt seal	\$64,706
Various roads (Goondiwindi) (Stage 1), reseal bitumen	\$233,790
Yelarbon - Keetah Road (Stage 4), widen pavement	\$601,702

Southern Downs Regional Council

Project name	Expenditure
Freestone Road (Clintonvale), stabilise pavement	\$295,000
Inverramsay Road (Goomburra), upgrade and widen pavement	\$52,000
Jack Smith Gully Road (Freestone), stabilise pavement	\$358,000
Lyndhurst Lane (Rosehill), stabilise pavement	\$226,000
Old Stanthorpe Road (Warwick), widen pavement	\$180,032
Various roads, reseal bitumen	\$50,000



Late afternoon stormy sunset in Stanthorpe, Queensland

Project Story

Southern Downs Regional Council, Jack Smith Gully Road – Stabilisation

Submitted by Southern Downs Regional Council.

As its name suggests, Jack Smith Gully Road runs in close proximity to a gully. The waterway has ponds of water even during times of drought; and carries a significant amount of water during wet periods. The road is often overtopped by floodwaters backing up from the gully as well as contending with significant overland stormwater flowing toward the gully.

Jack Smith Gully Road has an average daily traffic volume of 388 vehicles per day, 23.6 per cent of which are heavy vehicles. It is a local road of regional significance due to its function as a connection between Warwick-Yangan Road and Freestone Road via Freestone Creek Road.



Jack Smith Gully Road, Southern Downs Regional Council



These roads are an integral part of the milk tanker route through this picturesque dairy country.

The road suffered significant damage during the May 2022 flood event and was eligible for Disaster Recovery Funding Arrangements (DRFA) through the Australian and Queensland Governments. The funding approved for the Restoration of the Essential Public Asset (REPA) was \$763,000.

In conjunction with the REPA funding and to improve the road asset's condition and increase its resilience to future flooding, a \$716,000 TIDS project was proposed to strengthen the pavement by constructing a 240mm depth foamed bitumen stabilised base course inclusive of 75mm imported type 2.1 gravel material with double sprayed bitumen seal wearing surface.



Jack Smith Gully Road, Southern Downs Regional Council



To obtain even greater value for money, an additional amount of \$416,664 was later approved under DRFA's Local Recovery and Resilience Grants to increase the total stabilised pavement's distance from 2.1km to 2.85km.

The success of the foamed bitumen stabilisation will be closely monitored in the years to come for potential upgrades to additional roads with similar conditions.



Jack Smith Gully Road, Southern Downs Regional Council

Western Downs Regional Roads and Transport Group

◀ landscape shots around Chinchilla, Queensland, Australia

Western Downs RRTG map ▼



7 projects

Total 2023–24 transport infrastructure projects



\$2,748,258

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Council

- Western Downs Regional Council
- TMR Darling Downs District

Regional Roads and Transport Group Members

Chair

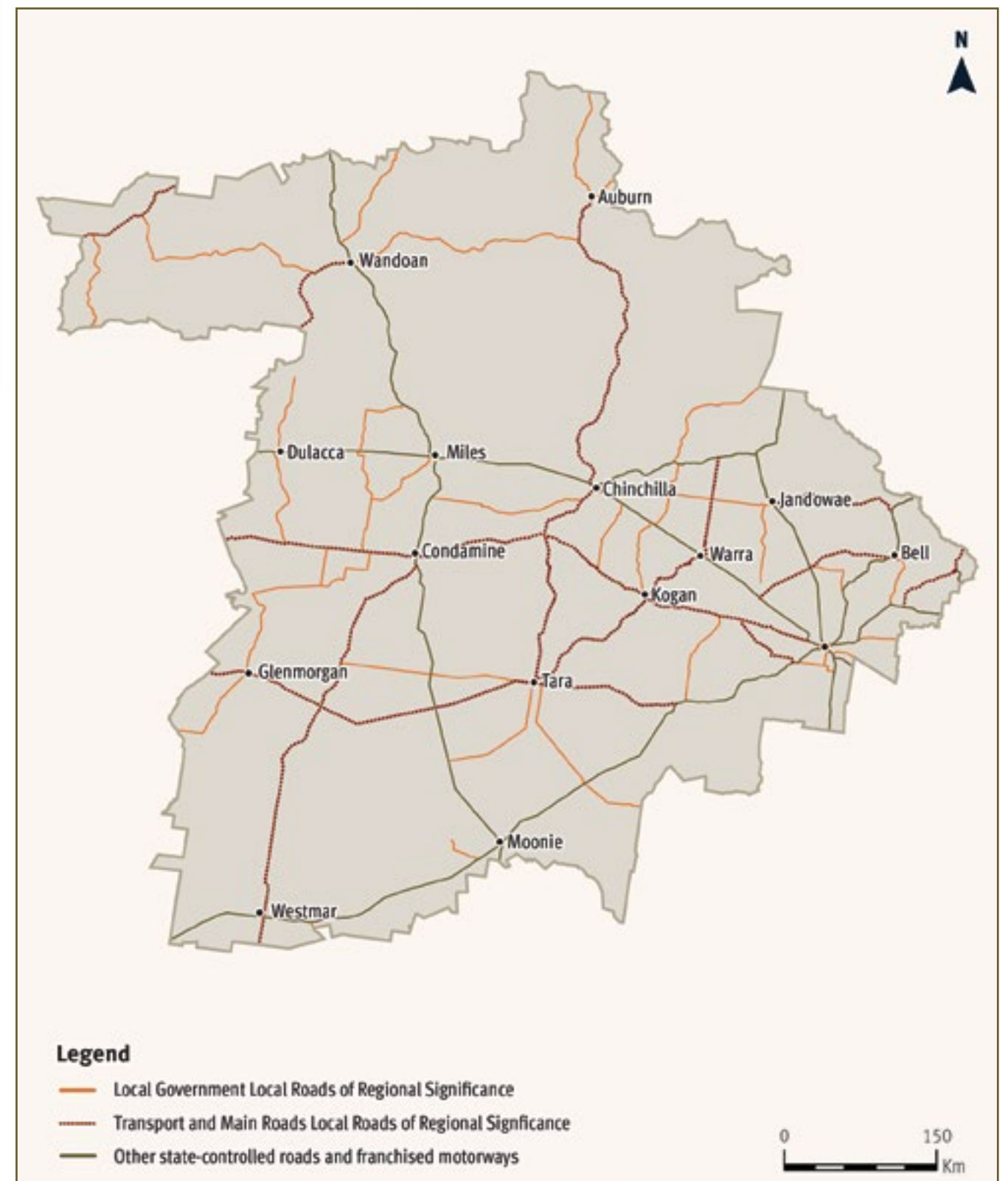
Councillor Greg Olm,
Western Downs Regional Council

Former Chair

Councillor George Moore,
Western Downs Regional Council

Technical Committee Chair

Brianna Barnett,
Western Downs Regional Council



Western Downs Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure

Western Downs Regional Council

Project name	Expenditure
Cambridge Crossing Road (Tara), widen, rehabilitate and seal pavement	\$500,000
Dulacca South Road (Dulacca), widen, rehabilitate and seal pavement	\$327,458
Riverglenn Road (Glenmorgan), widen, rehabilitate and seal pavement	\$474,500
Roche Creek Road (Wandoan), widen, rehabilitate and seal pavement	\$350,000
Southwood Road (Southwood), widen and rehabilitate pavement	\$250,000
Zeller Street (Chinchilla), upgrade parking lane to sealed standard	\$175,000
Macalister - Bell Road (Macalister), rehabilitate pavement, overlay and seal	\$671,300



Zeller Street, Western Downs Regional Council

Project Story

Western Downs Regional Council, Dulacca South Road – Road Widening Project

Submitted by Western Downs Regional Council.

The Dulacca South Road, spanning approximately 30.46km, provides a critical link in regional road infrastructure and is a Local Road of Regional Significance. Dulacca South Road provides connection between the Leichhardt Highway (Roma -Condamine Road) to the south and the Warrego Highway just northwest of Dulacca township and plays a vital role in connecting the region.

Beyond its function as a rural collector, the road provides an important freight link for heavy vehicles associated to primary producers, feedlots, and the intensive agriculture industry. Dulacca South Road also currently serves as a heavy vehicle and wide load detour due to the



ongoing restrictions at the Dogwood Creek Bridge located within the Miles township.

The Dulacca South project prioritised safety enhancements for all road users as well as providing increased flood immunity.

This multi-year project has resulted in significant advancements on this substantial length of road.

Works have included reconstruction and widening of existing narrow bitumen sealed segments, as well as upgrading floodways and under-road drainage to improve the resilience and immunity during flood events.

The 2023–24 phase of the project delivered a 3.1km segment of road reconstructed and widened, expanding the existing sealed pavement to a six-metre wide, two-coat bitumen seal on an eight-metre formation from the previous four metre seal on six metre formation. This upgrade will see reduced long term maintenance issues and expenditure decrease such as shoulder re-sheeting and edge break caused by a high percentage of heavy vehicles on narrow bitumen seal.

The team had to accommodate wide heavy vehicle loads when installing the new under road drainage culverts which necessitated the construction of side tracks. These side tracks were designed to facilitate single lane traffic suitable for heavy vehicles and wide loads and ensured access for these larger



vehicles whilst the road upgrade was in progress.

The 2023–24 Dulacca South Road upgrade project was co-funded by the Western Downs RRTG and Western Downs Regional Council at a construction cost of \$836,375.

Western Downs Regional Council's (WDRC) Infrastructure Services Division proudly designed, and project managed this project with the construction completed by WDRC's local Miles Works Construction crew.



Dulacca South Road, Western Downs Regional Council



Dulacca South Road, Western Downs Regional Council

Project Story

Western Downs Regional Council, Zeller Street, Chinchilla – Parking and Stormwater Upgrade Project in School Zone

Submitted by Western Downs Regional Council.

The Zeller Street upgrade project has recently been completed. This project focussed on upgrading stormwater infrastructure, renewal of the existing bitumen sealed pavement, widening to ensure road width and installation of delineated angle parking in a school zone. Whilst Zeller Street is classified an urban collector, this street also serves as a heavy vehicle bypass for the Chinchilla CBD.

This project was identified for a strategic upgrade as part of a larger urban stormwater and road upgrade project in the Chinchilla township. Zeller Street and multiple other residential streets surrounding the Chinchilla State High School had long term drainage issues and aging pavements. Zeller Street however was unique in that this street is also a heavy vehicle detour route with frontage to the high school and Chinchilla Showgrounds resulting in increased parking and pedestrian traffic.

During the early site inspections, opportunities were identified to install pedestrian refuges to improve pedestrian safety crossing on this busy road.

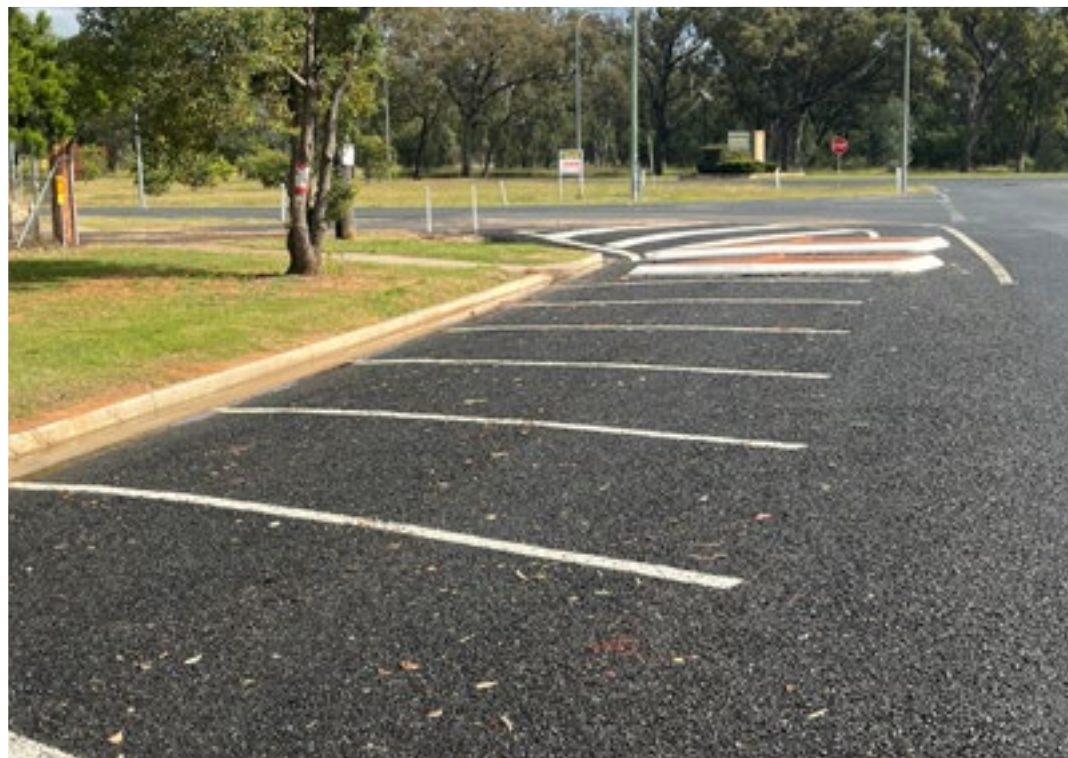
These insights were able to be incorporated into the design and constructed during the upgrade project.

As with most construction projects, minor issues and delays were experienced however these were promptly addressed by the construction crew leading to a successful completion.

Given the project's proximity to various community amenities, effective public communication and consultation was imperative.

Zeller Street, Western Downs Regional Council ▶

Zeller Street, Western Downs Regional Council ▼



Through this process, it was requested for construction to be delayed ensuring the roadworks did not conflict with the school's formal and graduation events, which the council's works department was happy to oblige.

During construction, addressing minor moisture embedment in an isolated small area of the site posed a temporary challenge, which was promptly resolved. Traffic management on site presented as one of the more complex tasks as it included managing parking lane closures for school drop-offs, TAFE personnel, showground access as well as coordinating single lane restrictions within a busy intersection. To ensure that the community's safety was a high priority, a safety review was completed during the project, in addition to standard traffic management signage checks. This review identified some minor improvements during busy traffic times, resulting in a safer work site for staff, motorists, and pedestrians.

The project scope encompassed:

- road widening and reconstruction of the existing pavement from 3.2m to 10m
- incorporating indented bitumen sealed pavement marked angle parking areas
- kerb and channel installation to address drainage issues.

The creation of multiple car parks provided safe parking options at the Chinchilla Showgrounds. Additionally, new pedestrian kerb blisters were installed at the intersection of Tara Road and Zeller Street, enhancing pedestrian safety and accessibility.

These improvements connect residential estates to the showgrounds, high school and CBD.

The project was proudly designed, managed, and constructed internally by WDRC Infrastructure Services Division. This project was made possible through collaboration with Western Downs RRTG TIDS funding and WDRC's capital budget at a construction cost of \$490,486 (TIDS funding of \$175,000).

Whitsunday Regional Roads and Transport Group



◀ Panorama of Airlie Beach in the Whitsundays

Whitsunday RRTG map ▼



7 projects

Total 2023–24 transport infrastructure projects



\$1,877,838

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation

Regional Roads and Transport Group Member Councils

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

Regional Roads and Transport Group Members

Chair

Councillor Ry Collins,
Mayor, Whitsunday Regional Council

Former Chair

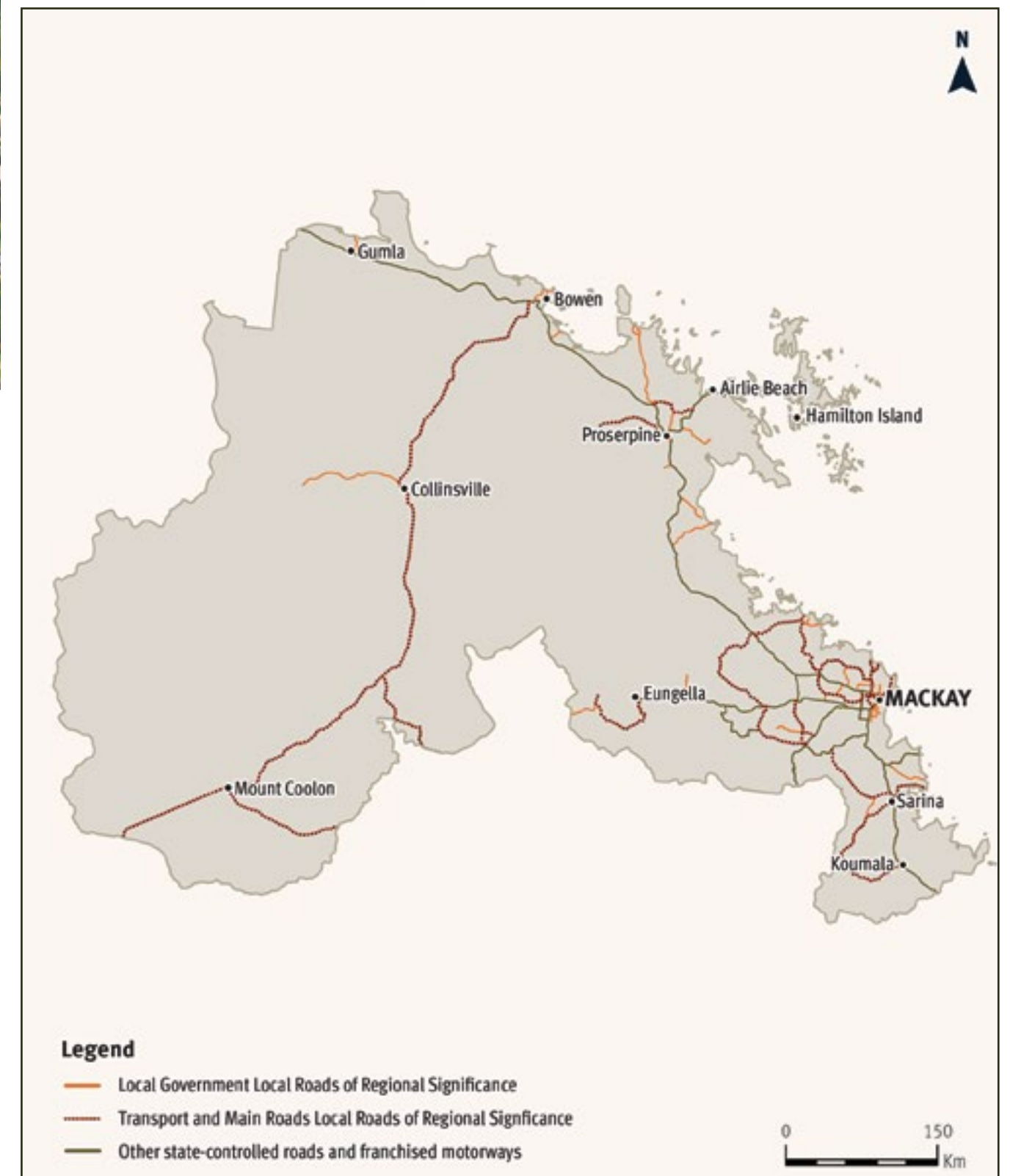
Councillor Julie Hall, former Mayor,
Whitsunday Regional Council

Technical Committee Chair

Jason Devitt,
Mackay Regional Council

Technical Coordinator

Jay Rosenberg,
Mackay Regional Council



Whitsunday Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Mackay Regional Council

Project name	Expenditure
Glenella Road, Hill End Road and Sweeney Court roundabout, construct shared path	\$77,110
Gorge Road, Boulder Road to the last causeway, construct concrete pavement	\$61,800
Heaths Road, Windmill Crossing to Reflection Street, construct shared path	\$48,900
Paradise Street and Webberley Street (Mackay), upgrade intersection	\$831,908
Webberley Street, Nebo Road to Paradise Street, construct shared path	\$361,000
Whitsunday RRTG, program development	\$18,672

Whitsunday Regional Council

Project name	Expenditure
Scottville Road (Collinsville), reconstruct and realign	\$478,448

Project Story

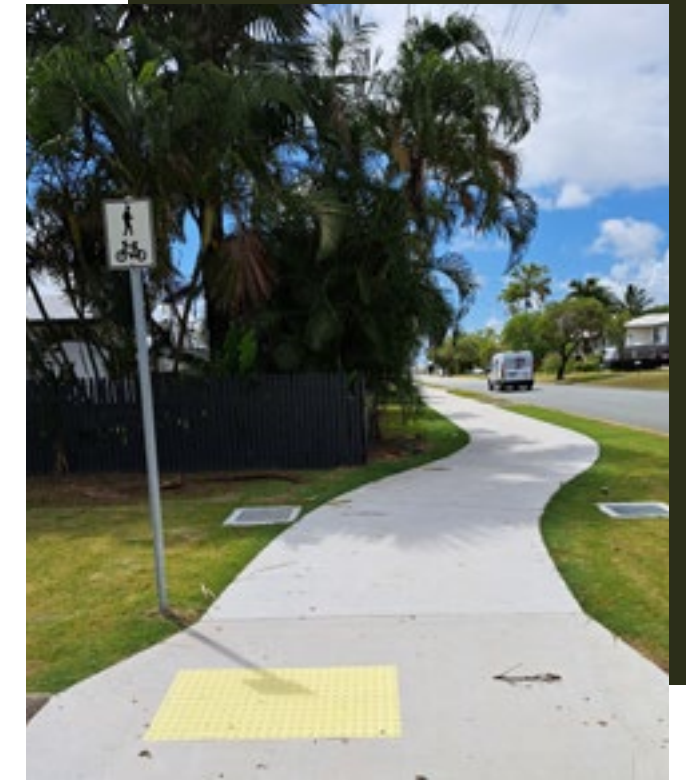
Mackay Regional Council, Webberley Street Shared Path

Submitted by Mackay Regional Council.

A concrete shared pathway was constructed along Webberley Street, from Nebo Road to Paradise Street, to improve connectivity for pedestrians and cyclists in the area. This pathway will link the Blue Water Trail from the Botanic Gardens to the Cross City Link. The total project cost was around \$880,000.

The shared path has improved connectivity within the local area and between key transport links and the Botanic Gardens to support the safe movement of active transport users and pedestrians.

The project was completed in 2023–24.



Webberley Road and Paradise Street ▲

Webberley Road and Paradise Street ▼



Project Story

Mackay Regional Council, Paradise and Webberley Street Intersection Upgrade

Submitted by Mackay Regional Council.

The Paradise and Webberley Street intersection upgrade is currently under construction. The previous intersection was a priority-controlled intersection (using giveway/stop signage) at a key connection point in the local road network, that experienced significant delays. The intersection links Paradise Street, a key north-south arterial route between Mackay, South Mackay, West Mackay, and Paget, with Webberley Street, a key east-west distributor linking to the Bruce Highway, West Mackay, and northern areas of Mackay.

The upgrade project will provide additional lane capacity both northbound and southbound, implement signalised control for both vehicles and pedestrians providing for a crossing point of these busy streets, dedicated bike lanes and improved pathway connections. Other changes to underground drainage and services are also being undertaken as part of the upgrade. The project is expected to be completed by December 2024 with a total project cost of approximately \$6 million (TIDS funding of \$1.97 million)



Webberley Road and Paradise Street.
Mackay Regional Council

Webberley Road and Paradise Street.
Mackay Regional Council



Scottville Road upgrade, Whitsunday Regional Council



Project Story

Whitsunday Regional Council, Scottville Road Upgrade

Submitted by Whitsunday Regional Council.

Scottville Road is the main route between the townships of Scottville and Collinsville and provides the main access to Glencore's Collinsville Coal Mine. A previous heavy vehicle route assessment highlighted various deficiencies in both the horizontal and vertical geometry, as well as the need to widen the road to cater for the vehicles utilising it. The path network between the two townships also had a missing link of 200 metres, with a gravel pathway and a narrow, aging bridge that would benefit from replacement.

The Whitsunday Regional Council designed and constructed the new road alignment using internal staff, managing various sub-contractors to achieve the scope of works. The project commenced in May 2023 and was completed in December 2023.

The main challenges included dealing with old infrastructure, such as the oddly shaped culvert which limited the ability to widen the road. Additionally, the main water feed into Collinsville



New pavement upgrade on Scottville Road,
Whitsunday Regional Council

being significantly off the expected alignment and required relocation outside of the new pavement. Using internal staff allowed these risks and the associated costs to be managed as best as possible.

The completed project has increased safety for the variety of road users and improved accessibility on the path network.

The total project cost was approximately \$2.1 million, with TIDS funding over \$493,000.

Wide Bay Burnett Regional Roads and Transport Group

◀ View of Bundaberg, Queensland

Wide Bay Burnett RRTG map



29 projects

Total 2023–24 transport infrastructure projects



\$6,219,035

Total Transport Infrastructure Development Scheme (TIDS) 2023–24 allocation



\$66,961

Aboriginal and Torres Strait Islander TIDS 2023–24 allocation

Regional Roads and Transport Group Member Councils

- Bundaberg Regional Council
- Cherbourg Aboriginal Shire Council
- Fraser Coast Regional Council
- Gympie Regional Council
- North Burnett Regional Council
- South Burnett Regional Council
- TMR Wide Bay Burnett District

Regional Roads and Transport Group Members

Chair

Councillor Kathy Duff,
Mayor, South Burnett Regional Council

Former Chair

Councillor Gavin Jones,
Deputy Mayor, South Burnett Regional Council

Deputy Chair

Councillor Denis Chapman,
Fraser Coast Regional Council

Technical Coordinator

Allen Christensen,
ATC Consulting Engineers and Project Managers



Wide Bay Burnett Regional Roads and Transport Group (RRTG) Transport Infrastructure Development Scheme (TIDS) Program Details

The following information lists the RRTG TIDS 2023–24 works program by local government, with the project name and the year-to-date TIDS expenditure.

Bundaberg Regional Council

Project name	Expenditure
Bonna Road (Branyan), widen existing pavement	\$261,782
Fitzgerald Street (Norville), Shalom College to Eggmolesse Street, install pedestrian refuge, footpath, widen road and on-road cycle lane	\$75,000
Kay McDuff Drive (Norville), construct footpath, widen road and on-road cycle lanes 12	\$12,000
Kevin Livingston Drive (Isis Central), widen road and replace guardrail	\$660,000
Sims Road, Walkervale, construct pathway	\$170,000

Cherbourg Aboriginal Shire Council

Project name	Expenditure
Cherbourg Road (Cherbourg), install solar powered streetlights	\$66,961

District – Wide Bay Burnett

Project name	Expenditure
Wide Bay Burnett RRTG Secretariat Program	\$151,659

Fraser Coast Regional Council

Project name	Expenditure
Edward Street, Urangan Point State School, construct pathway	\$45,000
Frank Street, Maryborough Special School, construct pathway	\$30,568
Grevillea Street, Kawungan State School, construct pathway	\$27,932
Mungar Terrace, Mungar State School, replace timber retaining wall	\$141,141
Teddington Road, Linda Road East, rehabilitate and widen	\$100,655
Urraween Road and Boundary Road extension, Maree Street to Grevilla Street, construct to a sealed standard	\$466,449
Woodstock Street, Maryborough, construct pathway	\$17,828

Gympie Regional Council

Project name	Expenditure
Ashford Road, Cootharaba Road to Rifle Range Road (Gympie), construct footpath and kerb ramps	\$82,283
Copp Road, Pritchard Road and Smerdon Road, widen pavement and improve intersection	\$90,000
East Deep Creek Road (East Deep Creek), widen road and upgrade intersections	\$484,367



The upgrade of Maidenwell-Bunya Mountain Road, South Burnett Regional Council

Project name	Expenditure
Flood Road (East Deep Creek), widen existing pavement	\$68,768
Gympie Regional Council, reseal various roads	\$635,790
Station Road (Gympie), rehabilitate pavement and construct footpath	\$450,000
Wises Road, Crescent Road to Rifle Range Road (Gympie), construct footpath and kerb ramps	\$50,647

North Burnett Regional Council

Project name	Expenditure
Gayndah - Mount Perry Road, widen and seal	\$761,137
Isis Highway (Biggenden - Coalstoun Lakes), Coalstoun Lakes State School, undertake safety improvements	\$73,260
Meson Street, Gayndah State School, improve safety and access	\$5,250

South Burnett Regional Council

Project name	Expenditure
Corndale Road (Memerambi), clearing, widening and seal	\$74,778
Frederick Street, Wooolin State School, upgrade parking, footpath and set down facilities	\$25,000
Maidenwell - Bunya Mountains Road (Section 2), upgrade unsealed road to sealed standard	\$995,845
South Burnett Regional Council, reseal various roads	\$225,186
Tessmanns Road (Kingaroy), construct footpath	\$31,810

Project Story

Fraser Coast Regional Council, Boundary Road Extension

Submitted by Fraser Coast Regional Council.

A major new east-west road connection through Hervey Bay is almost complete.

The Boundary Road extension project will provide an alternative way to get around the city and reduce traffic congestion by taking the pressure off Boat Harbour Drive.

The project has been decades in the making and sets the rapidly growing region up for the future.

Local company SGQ was awarded the contract to deliver the 1.9km missing link between Boundary Road and Kawungan Way.

Council's Engineering Project Manager, Mr Hayden Madder, oversees the project's construction.

Work began on 15 November 2021, with the project planned for completion in early August 2024.

The scope of works for this project included:

- construction of a dual lane two-way road along the vacant road reserve between the roundabout at the Urraween Road and Kawungan Way intersection connecting to the intersection at Boundary Road and Denmans Camp Road
- signalised intersections at Grevillea Street and Denmans Camp Road
- removal and replanting of vegetation
- excavation and subgrade works for new road formation
- excavation and reshaping of the existing drainage channel
- pavement works
- installation of kerb and channel
- installation of underground stormwater



Aerial view of Boundary Road, Fraser Coast Regional Council - under construction

- relocation of water and sewer mains
- construction of concrete shared pathways
- installation of on-road cycle lanes
- installation of street lighting
- landscaping and restoration works.

The \$36.92 million project is being funded by the Australian Government (\$9.625 million) as part of the Hinkler Regional Deal, the Queensland Government through the TIDS (\$3.683 million) and Fraser Coast Regional Council which is also funding associated upgrades to the existing roads and drainage infrastructure.

More details about the project, including a flyover animated video, is available at <https://frasercoast.engagementhub.com.au/boundary-road-extension-project>



Boundary Road Extension Project, Fraser Coast Regional Council



◀ A pad foot roller undertaking earthworks on Maidenwell-Bunya Mountain Road, South Burnett Regional Council



▲ The upgrade of Maidenwell-Bunya Mountain Road, South Burnett Regional Council

Project Story

South Burnett Regional Council, Maidenwell-Bunya Mountain Road, Wengenville – Realign and upgrade road to bitumen seal

Submitted by James Darcy, Manager Infrastructure Planning, South Burnett Regional Council.

Maidenwell-Bunya Mountains Road is a crucial link from Southeast Queensland to the popular tourist destination of the Bunya Mountains. The road provides access to significant Aboriginal and European history at Queensland's second-oldest national park and the world's largest remaining forest of bunya pines. The completed project will provide safe and efficient transport by realigning,

widening, and sealing the remaining three kilometres of gravel road located approximately twelve kilometres west of Maidenwell.

The project scope includes:

- removal of vegetation to improve safe sight distance at curves and to ensure an adequate clear zone
- realignment and widening of road formation for safer transport
- road embankment and excavation earthworks to reduce grades and curves
- upgrading of culverts and concrete end structures to address flooding
- upgraded pavement structure for longer design life
- bitumen sealing
- linemarking and road signage.

South Burnett Regional Council's in-house design team completed the project's design. Council's internal road construction team is currently completing the construction, with support from specialist subcontractors as required. Project management is being undertaken by council's works team.

The project commenced in late January and is approximately 50% completed as of June 2024.

The total schedule of rates budget for the project is over \$7.975million. The project is being completed under two contracts over two road sections. The Section 2 budget includes a TIDS component of approximately \$1.96million over two years.

Two council road construction teams are delivering the project.

The project's methodology follows TMR's standard specifications, including clearing, earthworks, culverts, pavements, and sealing works.

This project has provided the council with an opportunity to increase its efficiency, productivity, and the ability to train a new generation of crucial infrastructure workforce.

Staff and operators have had an opportunity to use the latest construction technologies and machines. This includes 3D machine guidance, automatic level control, GPS setout, pavement placement under UTS, and conformance reporting.



Supporting Statewide Capability Improvements

Delivering in partnership

The Department of Transport and Main Roads (TMR) provides \$600,000 each year through the Transport Infrastructure Development Scheme (TIDS) Statewide Capability Development Fund (SCDF). Funding is provided mostly on a matched basis to local governments to support targeted, specialised initiatives that build capacity and capability for Regional Roads and Transport Group (RRTG) members.

SCDF funds RRTG projects and supports local governments to access training to build their local capacity and improve road and transport stewardship capabilities.

The program provides an opportunity for Queensland local councils and RRTGs to keep connected, creating value through collaboration and shared solutions.

Improving capability and capacity

The primary focus for investment is to improve capability and development. It centres on the Roads and Transport Alliance (the Alliance) core functions, while also being responsive to local and regional priorities.

Alliance core functions include:

Program development

training and other initiatives including contract administration and management, design, and staff development

Road safety

training and assistance for councils to meet their duty of care as a road authority

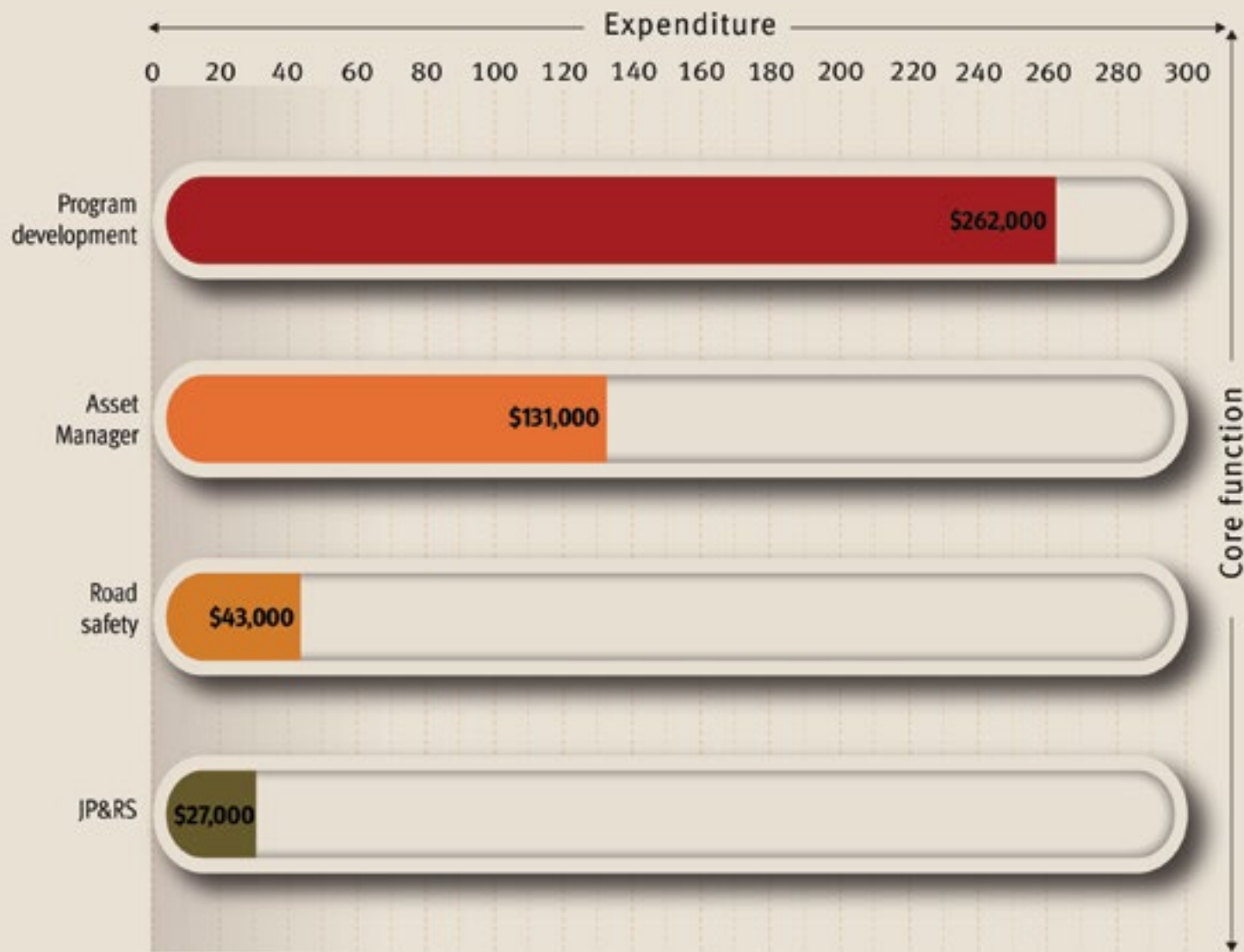
Asset management

training in the creation of consistent practices, processes, and systems



Joint purchasing and resource sharing (JP&RS)

initiatives that encourage joint purchasing, resource sharing and knowledge sharing



Program spend by core function

Core Function	\$'000
Program development	262
Asset management	131
Road safety	43
JP&RS	27

Program spend by core function

Program evaluation and continual improvement

A new 'post training feedback form' was introduced by the Alliance in 2023 to assess the effectiveness of the SCDF program in meeting its objectives. The form was used to gather information following the completion of training courses and workshops and complemented the existing process for collecting information about SCDF projects.

This process improvement approach has generated discussions at technical committee meetings about the quality and benefits of completed training initiatives. Feedback to date has been very positive confirming that the SCDF program continues to be valued by RRTG member councils.

This year the SCDF program supported training of over 500 staff from RRTG member councils. Much of the feedback reflected appreciation in being able to attend training face-to-face, participate in group discussions including with neighbouring councils and share learnings and experiences.

Popular initiatives include:

- A total of 50 works supervisors participated in training to enhance their ability to oversee construction projects.
- Customised on-site training to deliver best practice in unsealed roads training for several RRTG members and approximately 50 staff overall.
- Several "in-house" bridge inspection workshops for over 35 participants in total.

The joint-purchasing nature of the program can help achieve cost efficiencies and bring providers to regional areas to run training courses, hold workshops and undertake region-wide projects. This encourages group discussions with neighbouring councils and shared learnings and experiences. It has improved regional capacity and created opportunities for councils to help each other where staff shortages can restrict staff availability to attend training particularly in remote areas.

The overwhelming response is that without the funding support it is unlikely the training and other capability initiatives would have proceeded and certainly

The course significantly enhanced the skills of Council staff, subsequently improving their capabilities. participation would not have been as high. By making this funding available each year for a broad range of projects, the program supports capacity building at a local government level.

Case Study:

Collaboration of Western Queensland Benefits Outback RRTG

In the vast and rugged expanse of Western Queensland, a groundbreaking collaboration unfolded among the Outback RRTG. The member councils, including Barcaldine, Blackall-Tambo, Barcoo, Boulia, Diamantina, Longreach, and Winton, set out to tackle a complex challenge and create a consistent and fair system to prioritise road funding in the Central West region.

Historically, decisions on which roads to seal and prioritise were made in workshops, relying on the immediate need to provide sealed access to towns. This method, although practical, lacked a scientific basis and often resulted in inconsistencies. Roads of regional significance sometimes didn't align across council borders, leading to a patchwork of priorities that didn't always serve the broader community's needs.

Recognising the need for a more systematic approach, these local governments embarked on an ambitious journey to streamline the process. They developed a set of clear, weighted criteria to assign 'Route Funding Priorities', ensuring every decision was backed by both data and a deep understanding of local needs. This innovative methodology considered road hierarchies, traffic volumes, and the physical condition of roads, among other factors.

A fundamental principle of this collaboration was ensuring consistency across borders. When a road stretched into another council's territory, the governments worked together to align their priorities, ensuring seamless travel and efficient use of resources. This unity was further exemplified by the agreement that if councils couldn't agree on a road's priority, the lower proposed priority would be adopted to maintain fairness.

The rules were straightforward yet effective:

- exclude federal government roads from ranking

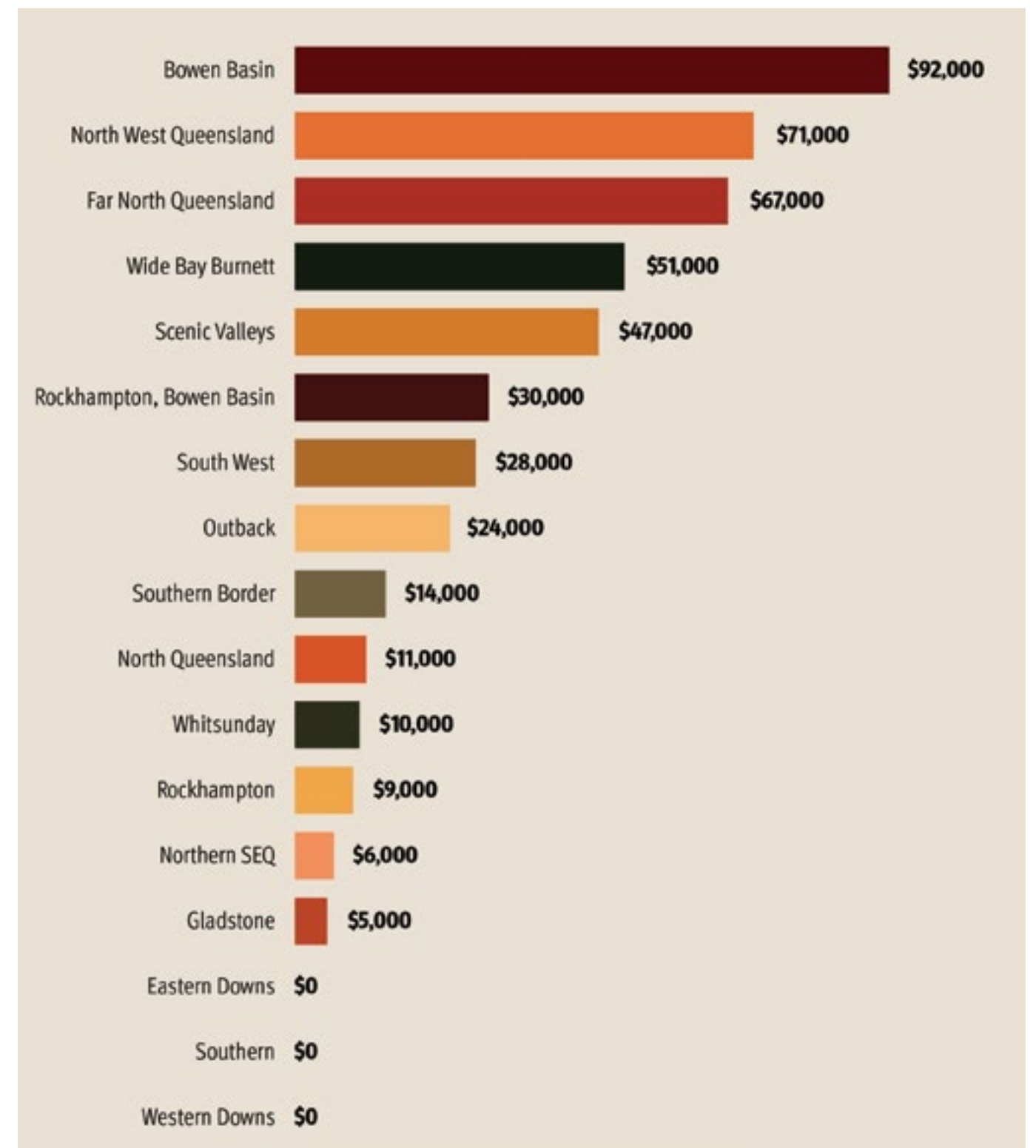
- limit the number of high-priority roads in each area to ensure a balanced approach
- allow adjustments to priority rankings to match neighbouring regions' priorities, fostering regional cohesion.

This story of collaboration is more than just about roads; it's a testament to what can be achieved when communities and local governments come together for a common goal. The Outback RRTG initiative has not only improved the region's infrastructure but has also set a shining example of cooperation and mutual respect.

SCDF funding by RRTG

Group	\$'000
Bowen Basin	92
North West Queensland	71
Far North Queensland	67
Wide Bay Burnett	51
Scenic Valleys	47
Rockhampton, Bowen Basin	30
South West	28
Outback	24
Southern Border	14
North Queensland	11
Whitsunday	10
Rockhampton	9
Northern SEQ	6
Gladstone	5
Eastern Downs	0
Southern	0
Western Downs	0

Note: Amounts shown are in \$1000's and are rounded.



Program funding by RRTG

In 2023-24, SCDF provided over \$460,000 across 13 RRTGs in Queensland to support capability and development initiatives. Many of these workshops, projects and training courses may not have proceeded without the funding support through TIDS SCDF.

In 2023-24, 41 projects were funded through the SCDF. Details below.

Project Name	Description	Participating RRTGs
Contract management courses for engineers and supervisors	RRTG member staff to undertake two courses provided by Engineering Education Australia (contract management for engineers and managing construction contracts for supers and supers reps)	Bowen Basin
Develop a regional roads investment strategy	To engage Bitzios Consulting to develop a Regional Roads Investment Strategy (RRIS) for its road and transport network	Bowen Basin
Levels 1 & 2 bridge inspection workshop	RRTG member staff to undertake levels 1 and 2 bridge inspection workshops provided by Forcecor	Bowen Basin
Maintaining unsealed local roads workshop	RRTG member staff to undertake Institute of Public Works Engineering Australasia (IPWEA-QNT) maintaining unsealed roads workshop	Bowen Basin
Managing risks on lower order roads training course	RRTG member staff to undertake IPWEA-QNT's managing risk on lower order roads training course	Bowen Basin
Regional skills development program	To support the group's "Regional Skills Development Program" initiative and engaging undergraduate civil engineering students	Bowen Basin
Develop a program management tool	Shepherd Services to develop a new program prioritisation tool to manage the FNQ RRTG's TIDS program	Far North Queensland
Procurement and contract documentation and training	To engage Gerard Meade to update the group's procurement and contract documentation and related training	Far North Queensland
Regional aerodrome operational business plan	To support the group's "Regional Aerodrome Operational Business Plan"	Far North Queensland
Contract management for engineers course	RRTG member staff to undertake contract management for engineers course provided by Engineering Education Australia	Gladstone
Levels 1 & 2 bridge inspection workshop	RRTG member staff to undertake IPWEA-QNT's bridge inspection level 1 and 2 workshop	North Queensland

Project Name	Description	Participating RRTGs
Fundamentals of investigation & ICAM lead investigator courses	RRTG member staff to undertake Safety Wise Incident Cause Analysis Method (ICAM) Lead Investigator training course and Fundamentals of Investigation and 5 Whys training	North West Queensland
Levels 1 & 2 bridge inspection workshop	RRTG member staff to undertake Forcecor's bridge inspection level 1 and 2 workshop	North West Queensland
Maintaining unsealed local roads workshop	RRTG member staff to undertake the IPWEA-QNT maintaining unsealed local roads two-day workshop	North West Queensland
Managing risks on lower order roads training	RRTG member staff to undertake the IPWEA-QNT managing risks on lower order roads training course	North West Queensland
MapInfo training	RRTG member staff to undertake MapInfo training provided by Insight GIS	North West Queensland
Road safety audit workshop	RRTG member staff to undertake the road safety audit workshop delivered by Safe System Solutions	North West Queensland
Supervisor workshop	RRTG member staff to undertake the IPWEA-QNT supervisor workshop	North West Queensland
ICAM lead investigator & incident investigation awareness training	RRTG member staff to undertake ICAM lead investigator / incident investigation awareness training	Northern SEQ
Professional certificate in asset management planning	RRTG member staff to undertake IPWEA professional certificate in asset management planning	Northern SEQ
Safety in design course	RRTG member staff to undertake the safety in design online course	Northern SEQ
Aerodrome reporting officer/work safety officer training course	RRTG member staff to undertake Aerodrome Reporting Officer / Work Safety Officer training	Outback
Bridge inspection analysis report and regional works program	To engage GBA Consulting Engineers to develop Level 1, 2 and 3 bridge inspection analysis reports and a regional works program	Outback
Supervisor workshop	RRTG member staff to undertake two iterations of IPWEA-QNT's supervisors' workshop	Outback
Concrete pathway/cycleway design and construction workshop	RRTG member staff to undertake IPWEA-QNT's concrete pathway/cycleway design and construction workshop	Rockhampton

Project Name	Description	Participating RRTGs
Assessing heavy vehicle access to bridges course	RRTG member staff to undertake IPWEA-QNT's assessing heavy vehicle access to bridges training course	Rockhampton Bowen Basin
Pavement rehabilitation workshop	RRTG member staff to undertake IPWEA-QNT's pavement rehabilitation workshop	Rockhampton Bowen Basin
Road safety audit workshop	RRTG member staff to undertake IPWEA-QNT's road safety audit workshop	Rockhampton Bowen Basin
Administration of construction contracts course	RRTG member staff to undertake two iterations of the administration of construction contracts course delivered by Contract Control International	Scenic Valleys
Concrete pathway/cycleway design and construction workshop	RRTG member staff to undertake IPWEA-QNT's concrete pathway/cycleway design and construction workshop	Scenic Valleys
Road safety audit workshop & road safety refresher	RRTG member staff to undertake the road safety audit workshop and refresher program delivered by IPWEA-QNT	Scenic Valleys
Spray seal construction and failure review course	RRTG member staff to undertake the spray seal construction and failure review course delivered by IPWEA-QNT	Scenic Valleys
Time and workload management course	RRTG member staff to undertake the time and workload management course delivered by Priority Management Australia	Scenic Valleys
Best practice unsealed roads training	RRTG member staff to undertake best practice unsealed roads training	South West
Supervisor workshop	RRTG member staff to undertake the IPWEA-QNT supervisor workshop	South West
Native title & cultural heritage training	RRTG member staff to undertake IPWEA-QNT's native title and cultural heritage training course	Southern Border
Best practice unsealed roads training	RRTG member staff to undertake best practice unsealed roads training provided by Darren Shepherd	Whitsunday
Best practice unsealed roads training	RRTG member staff to undertake best practice unsealed roads training	Wide Bay Burnett
Extended design domain and design exceptions training	RRTG member staff to under the extended design domain and design exceptions training provided by TMR	Wide Bay Burnett

Project Name	Description	Participating RRTGs
Flexible pavement unbound & flexible pavement design bound course	RRTG member staff to undertake two courses provided by the Centre for Pavement Engineering and Education	Wide Bay Burnett
Traffic management implementation training course	RRTG member staff to undertake the traffic management implementation training course provided by Warp Training Australia	Wide Bay Burnett

Wide Bay Burnett RRTG

Improving capability of the workforce delivers positive outcomes to the road network including improved safety by addressing road defects, cost-effectiveness through preventative maintenance, infrastructure preservation by extending road lifespan and fostering community development.

The Wide Bay Burnett RRTG Technical Committee identified the need to have staff competently trained in Flexible Pavement Design Bound and Unbound, Maintaining Unsealed Local Roads, and Extended Design Domain and Design Exceptions. Training was offered to a wide range of participants from engineers and designers to supervisors and inspectors. Bringing participants together from varying fields into a group setting has proven to be an effective training method. Participants gained a sound understanding of the latest practices through formal and practical learning while encouraging group participation, sharing real work experiences, site testing and inspections on various unsealed roads.

Hosted by North Burnett Regional Council and Gympie Regional Council's respectively, the following workshops were provided to six councils in 2023–24.

Flexible Pavement Design – Bound and Unbound

The Centre for Pavement Engineering Education facilitated specialised training in Flexible Pavement Design – both Bound and Unbound – tailored to the development and maintenance of roads in regional areas. This leads to safer, smoother roads that facilitate economic growth and connect communities effectively.

The purpose of the training was to deliver techniques to improve and optimise flexible pavement design, performance and preservation. Participants had a clear understanding of determining strategies when bound and unbound design techniques should be used to ensure high quality, long-lasting roads.

Field trip for Maintaining Unsealed Local Roads training ▶

Centre for Pavement Engineering and Education Course



Maintaining Unsealed Local Roads

The Maintaining Unsealed Local Roads workshop was facilitated by Institute of Public Works Engineering Australasia who delivered the fundamentals on unsealed roads, which remain a significant part of the local road networks making it essential that appropriate training is provided.

Maintaining unsealed local roads offers several benefits including improved safety by addressing road defects, cost-effectiveness through preventative maintenance, infrastructure preservation by extending road lifespan and fostering community development.

Extended Design Domain and Design Exceptions

TMR facilitated Extended Design Domain and Design Exceptions (EDD & DE) training with attendees from Regional Councils Bundaberg, Fraser Coast, Gympie, South Burnett and TMR. This training allowed for real life examples of



where EDD & DE has been used to workshop site specific solutions and further applications to address unique challenges.

Completion of this training helped improve the capacity and implementation of the process of Extended Design Domain and Design Exceptions for local governments engineers to further understand requirements and apply to road design for state and local government road projects.



Statewide Financial Reports

Roads and transport investment

The Transport Infrastructure Development Scheme (TIDS) is an annual local government grant administered by the Department of Transport and Main Roads (TMR).

Most of the funding is available on a matched basis to local governments who have formed one

of the 17 Regional Roads and Transport Groups (RRTGs) in Queensland.

The following tables detail the performance of the statewide TIDS program for the year ended 30 June 2024.

Pavement progress through Curra State Forest south of Bradys Road

Roads and Transport Alliance TIDS

The table below summarises the financial results of the TIDS program for 2023–24.

RRTG	No. of projects	Allocation	TIDS Budget	Expenditure	Budget Spent %
Bowen Basin	11	\$4,608,600	\$4,549,585	\$4,546,763	100%
Brisbane	6	\$2,175,237	\$2,175,237	\$2,175,000	100%
Eastern Downs	5	\$2,470,935	\$2,470,935	\$2,470,935	100%
Far North Queensland	33	\$6,082,559	\$6,080,358	\$6,080,358	100%
Gladstone	3	\$1,094,186	\$1,094,187	\$1,094,186	100%
North Queensland	28	\$3,374,637	\$3,374,639	\$3,374,638	100%
North West Queensland	15	\$5,168,901	\$5,171,184	\$5,171,184	100%
Northern SEQ	13	\$4,107,435	\$4,107,435	\$4,103,695	100%
Outback	22	\$6,272,686	\$5,934,837	\$5,911,932	100%
Rockhampton	5	\$1,619,910	\$1,619,912	\$1,619,913	100%
Scenic Valleys	5	\$2,343,742	\$2,343,742	\$2,343,742	100%
South West	10	\$7,260,384	\$7,260,384	\$7,260,384	100%
Southern	11	\$2,998,321	\$2,998,321	\$2,998,321	100%
Southern Border	11	\$2,317,336	\$2,314,958	\$2,314,958	100%
Western Downs	7	\$2,748,258	\$2,748,258	\$2,748,258	100%
Whitsunday	7	\$1,877,838	\$1,877,838	\$1,877,838	100%
Wide Bay Burnett	28	\$6,219,035	\$6,214,135	\$6,214,135	100%
Total	220	\$62,740,000	\$62,335,945	\$62,306,240	100%



▲ Woodlands Road, Lockyer Valley Regional Council

Statewide RTA TIDS expenditure

Year	Month	Actual \$'000	Budget \$'000	YTD Expend \$'000
2023	July	739	62,336	739
2023	August	1,846	62,336	2,584
2023	September	2,846	62,336	5,469
2023	October	3,006	62,336	8,475
2023	November	5,561	62,336	14,035
2023	December	4,760	62,336	18,339
2024	January	4,594	62,336	22,896
2024	February	3,892	62,336	26,348
2024	March	4,423	62,336	30,770
2024	April	4,338	62,336	35,108
2024	May	9,335	62,336	44,443
2024	June	17,861	62,336	62,304

Roads and Transport Alliance TIDS Program

The table below shows the proportion of infrastructure types funded through the program in 2023–24.

Infrastructure Type	Expenditure	%
Roads Infrastructure, including Local Roads of Regional Significance Network (LRRS)		
Works on lower order state-controlled roads (TMR LRRS) or higher order local government-controlled roads	\$56,915,159	91.35%
Active Transport Infrastructure		
Works on cycling and pedestrian infrastructure	\$3,150,099	5.06%
Safe School Travel Infrastructure		
Works to improve the safety of children travelling to and from school	\$914,503	1.47%
Capability and Development		
RRTGs may allocate up to 2.5 per cent of funding for capability development and/or improvement purposes without having to be matched	\$907,283	1.47%
Airport Infrastructure		
Works that enhance the safety and accessibility of airports	\$419,196	0.67%
Total	\$62,306,240	



Aboriginal and Torres Strait Islander TIDS (through the RRTG)

The following councils receive an annual allocation of Aboriginal and Torres Strait Islander TIDS funding through membership with the RRTG under the Alliance. A summary of expenditure is detailed below.

Local Government	RRTG	No. of projects	Allocation	TIDS Budget	Expenditure	Budget Spent %
Woorabinda	Bowen Basin	4	\$80,758	\$64,258	\$64,258	100%
Yarrabah	Far North Queensland	1	\$72,610	\$119,827	\$119,827	100%
Wujal Wujal	Far North Queensland		\$45,016			
Palm Island	North Queensland	2	\$291,406	\$351,406	\$351,406	100%
Doomadgee	North West Queensland	1	\$302,971	\$666,166	\$666,166	100%
Kowanyama	North West Queensland	1	\$363,680	\$267,500	\$267,500	100%
Cherbourg	Wide Bay Burnett	1	\$66,961	\$66,961	\$66,961	100%
Total		10	\$1,223,402	\$1,536,118	\$1,536,118	100%

◀ Ancestral Wisdom

TIDS Statewide Capability Development Fund

The Statewide Capability Development Program (SCDF) program for the 2023-24 financial year is detailed below by RRTG.

RRTG	No. of projects	TIDS Budget	Expenditure	Budget Spent %
Bowen Basin	6	\$92,332	\$89,547	97%
Far North Queensland	3	\$67,073	\$67,072	100%
Gladstone	1	\$5,281	\$5,281	100%
North Queensland	1	\$11,050	\$11,050	100%
North West Queensland	7	\$71,461	\$71,461	100%
Northern SEQ	3	\$6,289	\$6,289	100%
Outback	3	\$23,674	\$23,674	100%
Rockhampton	1	\$9,030	\$9,030	100%
Rockhampton, Bowen Basin	3	\$29,700	\$29,700	100%
Scenic Valleys	5	\$46,589	\$46,589	100%
South West	2	\$28,127	\$28,127	100%
Southern Border	1	\$13,693	\$13,693	100%
Whitsunday	1	\$9,900	\$9,900	100%
Wide Bay Burnett	4	\$50,638	\$50,638	100%
Total	41	\$464,837	\$462,052	99%

Note:

1. Amounts shown are rounded. Totals are subject to rounding.
2. The end of June position includes accruals which may account for variances, and the final claims will be processed and paid from the start of next financial year.
3. Program budgets may vary slightly to the annual allocation due to programming adjustments / variations.
4. Some exclusions apply, including small over/underspends in the prior year which are immaterial.

