

References

Key Terms

Key terms used throughout the Queensland Transport and Roads Investment Program publication include:

Black Spot Program: A federally funded minor capital works program that aims to improve the safety of the national, state and local road networks through the implementation of high-benefit, cost-effective, engineering countermeasures and safety treatments that target known and potential high severity (fatalities and serious injuries) crash sites at specific locations.

Bridges Renewal Program: An Australian Government initiative to contribute to the productivity of bridges serving local communities, and to facilitate higher productivity vehicle access.

Camera Detected Offence Program: Comprises revenue collected through speed and red light, unregistered and dangerous goods in tunnels camera fines. The distribution of revenue from camera detected offences is restricted by the *Transport Operations (Road Use Management) Act 1995*. This requires that all money collected for penalties imposed for camera-detected offences, in excess of the administrative costs, be used for specific road safety purposes. This includes road funding to improve the safety of the sections of state-controlled roads where crashes happen most frequently. Camera Detective Offence Program revenue is used as a partial source of funding for the Safer Roads Sooner Program and a number of other safety-related state-funded special initiatives.

Cape York Region Package: A jointly funded initiative between the Australian Government and Queensland Government to upgrade critical infrastructure on the Cape York Peninsula. This program provides improved access to Cape York; improved safety, reduced ongoing road maintenance costs and improved community infrastructure; and employment, training and business development opportunities for Indigenous and non-Indigenous people.

Construction works: Works that enhance or add to the value of a transport infrastructure asset. This includes providing new formation, drainage structures and pavements where none previously existed; upgrading the existing asset by realigning roads, constructing bridges, improving intersections and installing traffic signals; and widening works.

Corridor and minor safety enhancements: Works to improve the safety and environment of the network. This includes improved intersections, roadsides, signage, delineation, pedestrian and fauna facilities.

Corridor, roadway and structures management: Funding for miscellaneous asset management provisions such as inspection of structures, improvements to environmental areas and data collection.

Cycle Network Grants: A program which provides funding to local governments to accelerate delivery of the principal cycle network. Funding is mostly provided on a dollar for dollar matched basis (50%). The program is publicly known as the Cycle Network Local Government Grants program.

Cycling infrastructure: TMR plans, constructs, operates and also provides grants to local governments for cycling facilities across the state, including dedicated cycle paths and on-road bike lanes. Funding is targeted at the state-wide delivery of high priority routes on the principal cycle network on state and local roads.

Disaster Recovery Funding Arrangements: A joint Australian Government and State Government arrangement to repair and restore state-controlled road network damaged by natural disasters to their pre-disaster level of service.

Heavy Vehicle Safety and Productivity Program: An Australian Government initiative to improve productivity and safety outcomes of heavy vehicle operations across Australia, through funding of infrastructure projects.

High Risk Roads Initiative: An approach that aims to identify high risk routes and their associated safety risks and develop route-based solutions that maximises the road safety benefit achieved, based on value for money, and providing a consistent user experience. The deliverables identified by the produced Options Analysis and Business Case development for each High Risk Road proposal are prioritised with funding provided under the Targeted Road Safety Program.

Local Government Association of Queensland (LGAQ): The peak body representing local government in Queensland in its dealing with other governments, unions, business and the community.

Local Government Transport Development: Financial assistance provided to local governments for works on local government roads and other transport related infrastructure.

Local government-controlled roads: Roads controlled by local governments. Roads that are not state-controlled or franchised, such as toll roads, are local government-controlled roads.

Local Network: The network categorisation for local government-controlled roads and other local government transport infrastructure.

Local Roads of Regional Significance (LRRS): Lower-order state-controlled roads and higher-order local government-controlled roads performing a similar function.

Major Project Case Business Fund: An Australian Government initiative that provides funding towards planning and business case development of future major land transport infrastructure projects with clear strategic merit.

Maritime infrastructure: Includes boat ramps, pontoons, jetties, floating walkways, dredging works and navigation aids, which are managed and operated by TMR.

Mode: The type of transport infrastructure used to connect people, places and services. Modes of transport infrastructure include road, rail, active transport, maritime, bus infrastructure, multi-modal infrastructure and other options.

National Land Transport Network (National Network): A defined network of nationally significant road and rail infrastructure links and their intermodal connections. The network is determined by the Australian Government under the *National Land Transport Act 2014*.

Natural disaster: A natural disaster is one or a combination of the following rapid onset events - bushfire, earthquake, flood, storm surge, landslide, tsunami, meteorite strike or tornado. Funds may be provided by the Australian Government and Queensland Government to reinstate parts of the transport network which have been subject to disaster damage under declared emergency conditions.

Natural Disaster Resilience Program (betterment projects): Betterment works is to improve the resilience of disaster-damaged essential public assets and mitigate against future damage. Projects meeting certain funding criteria are jointly funded (50:50) by the Australian and Queensland governments.

Other state-controlled roads: Roads controlled by the Queensland Government, other than those on the National Land Transport Network.

Outback Way: A 2,720km route that traverses Central Australia, connecting Laverton in Western Australia with Winton in Queensland via Alice Springs in the Northern Territory. The condition of the route varies, with sections of unsealed, single lane seal and dual lane seal of differing standards and quality.

Passenger Transport Infrastructure Investment Program: A program of works for design and construction of passenger transport infrastructure projects, such as light rail, stops, stations and facilities, park 'n' rides, bus priority measures, signage, wayfinding and technology and transit-oriented developments. Also includes local government grant initiatives such as the Passenger Transport Accessible Infrastructure Program and the Bus Stop Shelter Program.

Programmed maintenance: Scheduled replacement of the road surface, including resealing and asphalt overlaying up to 75mm thick. These activities are forecast and planned using engineering and pavement management techniques.

Public Private Partnership: A contract between the public and private sectors, where the government pays the private sector to deliver infrastructure and related services over the long-term. The private provider builds the facility and operates and/or maintains it to specified standards over a long period. The private provider usually finances the project.

Queensland Beef Corridors: An Australian Government initiative committed to the upgrading and sealing of heavy vehicle corridors in Queensland that are critical to the Australian beef industry.

Queensland Transport Strategy (QTS): The Queensland Transport Strategy provides a 30-year vision to transform the state's transport system, to respond to customer preferences, global trends and emerging technologies, helping us steer investment in the right direction.

Regional Roads and Transport Group (RRTG): The primary decision-making bodies of the Roads and Transport Alliance. There are 17 RRTGs across the state that determine regionally prioritised improvements to their communities' transport infrastructure. Each RRTG comprises representatives from TMR and local governments. RRTGs take into consideration the economic, social, environmental and geographic characteristics of a region, which serves to influence the planning, investment strategies and management of the regional roads and transport network.

Regional Transport Plans (RTP): Developed in partnership with local governments, the RTPs provide guidance for the development of the transport system across all areas of the state and satisfy the objectives of the Transport Coordination Plan while maintaining consistency with the *State Infrastructure Strategy*.

Rehabilitation: Activities that replace or restore the pavement or bridge to its original condition for both surface and structural components, at the existing width and on the existing formation.

Remote Roads Upgrade Pilot Program: An Australian Government initiative that targets road improvements for regional communities, and addresses significant deficiencies on key regional and rural roads that limit community access, pose safety risks and impact the economic development of the surrounding area.

Road Safety Minor Works: A minor works program that distributes district funding to respond to emerging local road safety needs.

Roads of Strategic Importance (ROSI) initiative: Jointly funded by the Queensland Government and Australian Government, the ROSI initiative will improve productivity and efficiency on Australia's key freight roads, providing better connections between agricultural regions and ports, airports and other transport hubs and better access for tourism, mining and other sectors.

Routine maintenance: Day-to-day maintenance of road infrastructure assets to ensure the safe operational condition of the network and to reduce its rate of deterioration.

Safer Roads Sooner: A minor capital works program that aims to improve the safety of the state-controlled road network through the implementation of high-benefit cost-effective, engineering countermeasures and safety treatments that target known and potential high severity (fatalities and serious injuries) crash sites at specific locations.

School Transport Infrastructure Program: Provides specific funding to improve the safety and operation of school transport related infrastructure.

State-controlled roads: Roads declared to be controlled by TMR, including the National Land Transport Network. Toll roads are not state-controlled roads, rather they are operated by franchisees.

Statewide program: Includes funding commitments that cross regional/district boundaries that will be prioritised and allocated to specific areas over time. Also includes investments that cross regional/district boundaries and investments delivered on a statewide basis.

State Infrastructure Strategy (SIS): Outlines the Queensland Government's strategic direction for the planning, investment and delivery of infrastructure in Queensland. It includes a framework to plan and prioritise sustainable infrastructure investment and delivery, demonstrating the government's commitment to addressing the state's infrastructure needs in a timely and cost-effective way, while working within current funding constraints.

State Network: The network categorisation for other state-controlled roads and other state-owned transport infrastructure. Excludes the National Land Transport Network which is categorised under National Network.

Strategic Plan 2019–2023: TMR's 4-year strategic planning document that provides the shorter-term view and strategic direction of the department. The plan's 5 key priority areas are Safe, Responsive, Efficient, Sustainable and Accessibility. The plan ensures that TMR is able to anticipate and respond to the increasing customer demands.

Targeted Road Safety Program: A program with a number of jointly funded initiatives dedicated to the delivery of high-benefit safety interventions and route-based treatments to support safer roads and roadsides.

Traffic management enhancements: Provision of both active and passive intelligent transport and traffic management treatments including, but not limited to, traffic monitoring, traveller information and traffic signalling. This program also includes road lighting enhancements.

Traffic operations: All traffic management and user support activities intended to improve, facilitate or permit the use of the existing road network, whatever its conditions of use.

Transport Coordination Plan 2017–2027: Provides the overarching framework for strategic planning and management of transport resources in Queensland, as required by the *Transport Planning and Coordination Act 1994*. The Transport Coordination Plan identifies 5 objectives to help achieve TMR's vision: customer experience and affordability, community connectivity, efficiency and productivity, safety and security and environment and sustainability.

Transport Infrastructure Act 1994: This legislation ensures the Queensland Government has strategic oversight over the provision and operation of all transport infrastructure. The Act establishes a regime under which a safe and effective system of roads, miscellaneous transport infrastructure, rail, ports, air, public maritime transport, buses and light rail is planned and managed effectively.

Transport Infrastructure Development Scheme (TIDS): The grants program through which TMR provides funding to local governments, for the development of transport related infrastructure.

Transport Planning and Coordination Act 1994: This legislation establishes a regime under which overall transport effectiveness and efficiency is ensured through strategic planning and management of transport resources.

Vulnerable Users: This program treats state-controlled network locations with safety issues specifically related to cyclists, pedestrians and motorcyclists.

Warrego Highway Upgrade Program: A jointly funded initiative between the Australian Government and Queensland Government to enable further implementation of the Warrego Highway Upgrade Strategy.

Notes for Fast Facts

- (1) See Key Terms for definition of Mode.
- (2) Figures quoted in this section are not mutually exclusive.
- (3) Represents maintenance activities on roads, passenger transport, maritime and cycling infrastructure assets.
- (4) Represents funding under the Targeted Road Safety Program. Includes federal funding as part of the Australian Government's Road Safety Program.
- (5) This project is jointly funded with the Australian Government and is subject to the Australian Government's Infrastructure Investment Program review.
- (6) This project is being delivered as a Public Private Partnership.
- (7) Project details and timing subject to further planning and negotiation with the Australian Government.

Notes for Map Pages

- (1) Queensland Government Statistician's Office (Queensland Treasury) Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 22 February 2023).
- (2) The detailed mapping data related to the National Land Transport Network (NLTN) Determination 2020 was not available at the time of publication. National Land Transport Network data and maps included assumed relevant state-controlled roads at 1 July 2020.

Image details

South Coast divider: Pacific Motorway, Exit 45 southbound off-ramp, upgrade interchange. Shows the new southbound off ramp at Exit 45 of the Pacific Highway in Ormeau.

Metropolitan divider: Eastern Transitway (Stage 1), bus priority works. Shows the new bus priority lanes at the intersection of Old Cleveland Road and Creek Road in Carindale.

North Coast divider: Bruce Highway (Brisbane - Gympie), Deception Bay Road interchange upgrade. Shows the new Deception Bay Road interchange at night, including 2 new bridges across the Bruce Highway. (Kabi Kabi Country)

Wide Bay Burnett divider: Kin Kin Road, Six Mile Creek, replace timber bridge. Shows work underway to replace the Six Mile Creek timber bridge on Kin Kin Road, 3kms north of Pomona. (Kabi Kabi Country)

Darling Downs divider: Cunningham Highway (Ipswich - Warwick), Eight Mile intersection upgrade. Shows the new Cunningham Highway and New England Highway intersection between Toowoomba and Warwick. (Githabul Country)

South West divider: Balonne Highway (St George - Bollon), construct heavy vehicle breakdown facility. Shows work underway on the construction of a new heavy vehicle breakdown facility on the Balonne Highway in St George.

Fitzroy divider: Inkerman Creek, construct single-lane boat ramp. Shows the new single-lane boat ramp and reclamation of car-trailer park from the intertidal foreshore - delivered by TMR for joint

ownership with Rockhampton Regional Council and including a funding contribution from Gladstones Ports Corporation. (Darumbal Country)

Central West divider: Dawson Developmental Road (Springsure - Tambo), Barcoo River, replace timber bridge. Shows the new Barcoo River bridge along Dawson Developmental Road, improving access between Springsure and Tambo.

Mackay Whitsunday divider: Walkerston Bypass. Shows work underway to construct the new Walkerston Bypass which will deliver a new 2-lane rural highway to connect the Peak Downs Highway west of Walkerston to the Mackay Ring Road. (Yuwibara Country)

Northern divider: Townsville Ring Road (Stage 5). Shows work on the new Townsville Ring Road, specifically the new Beck Drive overpass. (Wulgurukaba Country)

North West divider: Aramac - Torrens Creek Road, improvement works. Shows the newly constructed Prairie Creek Crossing on Aramac - Torrens Creek Road, about 107km south of Torrens Creek. (Yirendali Country)

Far North divider: Bruce Highway, Cairns Southern Access Corridor (Stage 3), Edmonton to Gordonvale, construction. Shows work underway on the construction of Stage 3 of the Cairns Southern Access Corridor, on the Bruce Highway between Edmonton and Gordonvale. (Walubara Yidinji Country)

Statewide divider: Bruce Highway (Cooroy to Curra) Section D, construction. Shows the completed Flood Road interchange, part of Bruce Highway (Cooroy to Curra) upgrade which delivered 26km of new highway to bypass the city of Gympie. (Kabi Kabi Country)

