

# References

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# Key Terms

**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, 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 the road 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, 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.

**Cycling infrastructure:** Transport and Main Roads 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.

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

**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.

**Marine infrastructure:** Includes boat ramps, pontoons, jetties, floating walkways, dredging works and navigation aids, which are managed and operated by Transport and Main Roads.

**Mode:** The type of transport infrastructure used to connect people, places and services. Modes of transport infrastructure include road, rail, cycleway, 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.

**Northern Australia Beef Roads Program:** An Australian Government program committed to improving key roads used for cattle transport in the nation's north.

**Northern Australia Roads Program:** An Australian Government initiative to enable upgrades to high priority roads in northern Australia essential to the movement of people and freight to support the North's economic development. Works to be undertaken include upgrades and safety and productivity improvements, such as road widening, overtaking lane construction and pavement renewal.

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

**Passenger Transport Infrastructure Investment Program:** A program of works for design and construction of passenger transport infrastructure projects, such as 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 75 millimetres 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 Port Authorities:** Queensland has an extensive network of ports, which are managed and operated by; Port of Brisbane Pty Ltd, Far North Queensland Ports Corporation Ltd, Ports of Townsville Ltd, North Queensland Bulk Ports Corporation Ltd, and Gladstone Ports Corporation Ltd.

**Queensland Transport Strategy (QTS):** The QTS 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 Transport and Main Roads 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 in each of the department's 12 districts and satisfy the objectives of the TCP while maintaining consistency with the SIP.

**Rehabilitation:** Rehabilitation includes 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.

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

**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.

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

**Statewide commitments:** Special initiatives and funding commitments that have been prioritised and will be allocated to districts in the future. Statewide commitments also include statewide contracts, which are administered on a statewide level to improve the cost effectiveness of program delivery.

**State Infrastructure Fund – Priority Economic Works and Productivity Program:** A \$300 million Queensland Government program focusing on infrastructure that improves productivity, connects communities and markets, and makes better use of existing assets.

**State Infrastructure Plan (SIP):** 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 four-year strategic planning document that provides the shorter-term view and strategic direction of the department. The plan's five key priority areas are Safe, Responsive, Efficient, Sustainable and Accessibility. The plan ensures that Transport and Main Roads is able to anticipate and respond to the increasing customer demands of the department.

**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 TCP identifies five 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 marine transport, buses and light rail is planned and managed effectively.

**Transport Infrastructure Development Scheme (TIDS):** The grants program through which Transport and Main Roads provides funding to local governments, as members of a RRTG, 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

**Transport and Tourism Connections Program:** A Queensland Government initiative to maximise the benefit to Queensland's strategic drive tourism routes or high trafficked regional tourist routes. The program will improve transport and roads access to established tourist attractions on the state-controlled and local government-controlled road networks.

**Urban Congestion Fund:** An Australian Government initiative that provides funding towards upgrading the urban road network to reduce congestion and improve safety through intersection upgrades and commuter car park upgrades at train stations.

**Warrego Highway Upgrade Program:** A jointly-funded initiative between the Australian Government and Queensland Government. This program supports upgrades to the Warrego Highway between Toowoomba and Miles.

## Notes for Fast Facts

- (1) See Key Terms for definition of Mode.
- (2) Figures quoted in this section are not mutually exclusive.
- (3) Represents Queensland Government funding injection towards a \$440.25 million program of road upgrades, as part of the *Queensland Economic Strategy: Unite and Recover for Queensland Jobs*. Includes some investments for targeted road safety initiatives.
- (4) Represents Australian Government and Queensland Government funding injection as part of the *Australian Government's Economic Stimulus* package to deliver road upgrade projects across Queensland's network. Includes some investments for targeted road safety initiatives.
- (5) Represents maintenance activities on road, passenger transport, marine and cycling infrastructure assets.
- (6) Represents funding under the Targeted Road Safety Program.
- (7) Represents investment over four years (2020-21 to 2023-24) under the Transport Infrastructure Development Scheme.
- (8) Represents a program of works encompassing the Gateway Motorway (between Bracken Ridge and the Pine River) and the Bruce Highway (between the Gateway Motorway and Dohles Rocks Road interchange, including Dohles Rocks Road north-facing ramps). The program also includes planning for the Gympie Arterial Road (between Strathpine and Gateway Motorway) and a new road along the North South Urban Arterial (NSUA) corridor (between Dohles Rocks Road and Anzac Avenue).
- (9) Excludes Statewide commitments.

## Notes for Map pages

- (1) Queensland Government Statistician's Office (Queensland Treasury) Queensland Regional Profiles. [www.qgso.qld.gov.au](http://www.qgso.qld.gov.au) (retrieved 17 July 2020)
- (2) National Land Transport Network Determination 2020 was not available from the Australian Government at time of publication development. National Land Transport Network statistics and maps include relevant State-controlled Roads determined by Transport and Main Roads as at 1 July 2020. National Land Transport Network rail statistics and maps are as at 30 June 2020.

## Image Details

**TMR Artwork “Travelling” by Gilimbaa:** Meandering pathways wend their way across the land to the sea, opening up country and connecting people. Trade lines are established, knowledge is gained, and new ways of learning and living are passed on to the next generation. We live together in understanding, sharing our cultures, our customs and stories.

The TMR artwork “Travelling” essentially reads as a “road map” of the State of Queensland. Orientated to portrait format with the Rainbow Serpent facing upwards, this artwork explores both the cultural and geographical landscape of Aboriginal and Torres Strait Islander Peoples in Queensland.

Beginning from the bottom of the artwork the Rainbow Serpent slowly meanders its way northwards creating and forming the landscape. The bold red rectangular motifs represent the built up urban city-scape of the South-East Queensland region. The bright golden dotted strip is indicative of our beautiful coastline and magnificent beaches.

Moving out west over the great divide into dry arid country then up into River country before being engulfed by the Rainforest region of the Cape. Finally arriving at the tip of Queensland to the pristine turquoise waters of the Torres Strait Islands.

The TMR artwork is “Connecting Queensland”.

**South Coast Divider:** Passenger trains that are being delivered as part of the New Generation Rollingstock project.

**Metropolitan Divider:** Translink bus travelling on the Ripley Valley Bus Service route, stopped at the Yamanto Shopping Centre.

**North Coast Divider:** Caboolture to Wamuran Rail Trail.

**Wide Bay Burnett Divider:** Dickabram Bridge rehabilitation on Miva Road north of Gympie.

**Darling Downs Divider:** Toowoomba Bypass Viaduct looking east on the Warrego Highway at Mount Kynoch north of Toowoomba.

**South West Divider:** New bridge under construction on the Noondoo - Thallon Road.

**Fitzroy Divider:** Culvert construction on the Bruce Highway between Bororen and Tannum Sands.

**Central West Divider:** Widening on the Kennedy Developmental Road between Winton and Boulia (image provided by RoadTek).

**Mackay Whitsunday Divider:** Pioneer River Bridge works, part of the Mackay Ring Road project.

**Northern Divider:** Gregory Developmental Road, between Charters Towers and the Lynd (image provided by St. George Project Services).

**North West Divider:** Reconstruction works on a section of the Kennedy Development Road.

**Far North Divider:** Mourilyan Harbour breakwater extension, on the Moresby River on the Cassowary Coast.

