

# References

## Key Terms

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

**Active transport infrastructure:** TMR plans, constructs, operates and also provides grants to local governments for walking and bike riding facilities across the state, including shared paths, cycle tracks and safe road crossings. Funding is prioritised for the delivery of highest priority routes on the principal cycle network on state and local roads.

**Active Transport Fund:** The Active Transport Fund is a program to encourage an increase in active transport through the upgrade of existing and construction of new bicycle and walking pathways across Australia.

**Australian Government Road Safety Program:** A joint-funded initiative between the Australian Government and Queensland Government that targets road safety treatments to reduce the risk of fatal and serious injury road crashes across four key streams: regional roads, remote roads, urban roads, and footpaths and cycleways.

**Black Spot Program:** An Australian Government-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.

**Camera Detected Offence Program:** Comprises funds collected through camera-detected offence fines (speed and red light, unregistered/uninsured, dangerous goods in tunnels, mobile phone and seatbelt offence camera fines). The distribution of funds collected 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 funding to improve the safety of the sections of state-controlled roads where crashes happen most frequently.

Camera Detected Offence Program funds are used as a partial source of funding for the Safer Roads Sooner Program and a number of other safety-related special initiatives.



**Cape York Region Package:** A joint-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.

**Country Roads Connect Program:** A grants program providing funding to local governments to assist in paving unsealed regional roads, delivering targeted investments to enhance the safety and resilience of the regional road network.

**Disaster Recovery Funding Arrangements:** A joint-funded initiative between the Australian Government and Queensland Government to repair and restore state-controlled road network damaged by natural disasters to their pre-disaster level of service.

**Funding Allocation:** An allocation of funding towards either a partially or fully funded initiative; a program of works with specific investments to be prioritised; or a specific project to progress planning and/or preconstruction activities to confirm finalised scope and detailed cost estimates.

**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-controlled roads:** Local government-controlled roads are owned, managed and operated by local governments across Queensland. State controlled roads and franchised roads, such as toll roads, are not local government-controlled roads.

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

**Major Project Business Case 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.

**Movement and Place:** Movement and place is TMR's best practice planning methodology, which can guide the way our transport networks and the places they interact with are planned, designed and operated. Movement and Place seeks to balance the transport network's role in the movement of people and goods with the role of transport corridors, nodes and precincts, as places that are essential to live, shop, work, carry out business and socialise.

**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 that have been subject to disaster damage under declared emergency conditions.

**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.

**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 Program:** A joint-funded initiative between the Australian Government and Queensland Government to the upgrading and sealing of heavy vehicle corridors in Queensland that are critical to the Australian beef industry.

**Queensland Transport Strategy (QTS):** TMR's 30-year vision for how the Queensland Government plans to harness emerging transport trends to continue to move people and products safely and efficiently into the future.



**Regional Infrastructure Plans:** Supporting the *State Infrastructure Strategy 2022–42*, the seven Regional Infrastructure Plans outline regional priorities and infrastructure responses to provide a more place-based approach that better reflects the unique strengths and opportunities of each region.

**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 Level Crossing Upgrade Fund:** An Australian Government initiative to improve safety around railway crossings in regional areas.

**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 in a way that supports regional goals and priorities while maintaining consistency with the Transport Coordination Plan and State Infrastructure Strategy.

**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 funding to respond to emerging local road safety needs.

**Safer Local Roads and Infrastructure Program:** An Australian Government initiative that provides funding for projects to address emerging priorities in road infrastructure needs across Australia. This program consolidates the previous Australian Government's Bridge Renewal Program and Heavy Vehicle Safety and Productivity Program.

**Safer Roads, Better Transport initiative:** A Queensland Government initiative to provide greater transport connectivity for all Queenslanders and keep Queenslanders safe on their roads.

**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 funding to improve the safety and operation of schools through new or improved infrastructure at the school and/or on the surrounding road network.

**SEQ City Deal:** The SEQ City Deal is a commitment by the Australian Government, Queensland Government and the Council of Mayors SEQ, to plan and deliver enhanced investment for the South East Queensland region.

**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.

**State Infrastructure Strategy 2022–42 (SIS):** Sets out a 20-year vision to guide infrastructure planning and investment in Queensland. It outlines four key objectives that form the foundation of the SIS underpinning the Queensland Government’s 20-year vision for infrastructure: Encourage jobs, growth and productivity; Develop regions, places and precincts; Enhance sustainability and resilience; and Adopt smarter approaches. It also includes five infrastructure focus areas over the medium-term: Realising our future as a renewable energy superpower; Building a Brisbane 2032 legacy; Connecting our regions; Creating liveable communities; and Driving infrastructure performance. For each infrastructure focus area, the SIS highlights key priority actions that will be critical to realising the infrastructure vision.

**Strategic Plan 2023–2027 (Revised 2024–25):** TMR’s four-year strategic planning document that provides the shorter-term view and strategic direction of the department. TMR’s vision is *connected communities in a sustainable, thriving and inclusive Queensland*. The plan outlines six key objectives to realising this vision: Accessible and integrated; Safe and secure; Responsive; Efficient and productive; Sustainable; and Capable, adaptable and aligned.

**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.

**Transport Coordination Plan 2017–2027:** Articulates the Queensland Government’s objectives for the transport system over the 10-year period. The plan 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. The plan also includes investment criteria that informs how TMR will prioritise investment in transport infrastructure and services (that is, Run, Maintain, then Build).



**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.



## 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 and Black Spot Programs.
- (5) District totals include other works, such as other construction works, routine maintenance, traffic operations, traffic management enhancements, rehabilitation, routine maintenance, for example.

## 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 18 March 2025).
- (2) The detailed mapping data reflects the latest National Land Transport Network (NLTN) Determination 2020 as published.

