

FNQ RRTG Technical Committee

Minutes

Meeting No	118
Meeting Name	FNQ RRTG Technical Committee Meeting
Date	9 December 2021
Time	10.30am – 2.30pm
Venue	Barlow Park, Corporate Conference Room Corner Scott Street and Severin Street Cairns

Attendance

Name	Organisation
Justin Fisher (Chair)	Cassowary Coast Regional Council
Natasha Murray (Deputy Chair) - yes	Douglas Shire Council
Garry Pickering	Croydon Shire Council
Amir Akrami	Cook Shire Council
Jeff Blackie	Tablelands Regional Council
Andrew Foster	Mareeba Shire Council
David Fletcher	Etheridge Shire Council
Tanya J Lindenberg	DTMR (RAPT)
John Gillespie	DTMR
Darlene Irvine	FNQROC
Wendy Hughes	FNQROC

Apologies

Name	Organisation
Sam Bann	Yarrabah Aboriginal Shire Council
Michael Geoghegan	Northern Civil Solutions (Yarrabah Aboriginal Shire Council)
Victor Mills	Wujal Wujal Aboriginal Shire Council
Helius Visser	Cairns Regional Council
Robert Chow	LGAQ

1. Welcome and introduction

Meeting opened 10.30am. J Fisher thanked everyone for coming, welcomed all to the meeting and invited introductions around the room.

2. Apologies

Apologies noted.

3. Presentations

Jennifer Damon, DTMR Planning Manager (North QLD) provided an update on the North Queensland Regional Freight Plan

- Deliverable of the Queensland freight strategy. Project started mid-2021, now engaging with stakeholders to understand issues on the ground.
- Aiming to understand region-scale freight picture as well as sub-areas. What can the agency do to improve the way the freight system works? Expectations for efficiency, productivity, resilience, environmental outcomes (carbon zero)?
- An overview was provided of the planning process:
 1. canvassing issues and what's on the horizon to unlock growth;
 2. deep dive to understand the issues;
 3. mapping what the future state of the network looks like;
 4. strategies to get from current to future state.
- Multimodal, not just looking at roads and infrastructure. Whole supply chain including rail, airports, seaports etc. First and last mile links of particular interest.
- Once priorities are identified, next stage will be business plans. Aiming to build a pipeline of works – shared evidence base for stakeholders to progress the freight network.
- Project to run until mid-2022. TMR will seek final consultation on draft before moving to finalise.

Discussion

- How has the survey been promoted? Emailed to known stakeholders. Meetings sought with relevant groups such as the RRTGs. Different organisations promoting to their members.
- Existing plans can be fed into the project to inform priorities for FNQ.
- Recommendation to tap into planning areas of councils. What's on the cards for them? Eg safety conflicts within the town, what's important to the community that can be captured.
- FNQ data layers and copies of the RRIS have been received by the Department.

4. Confirmation of Previous Minutes:

4.1 Meeting No. 117 (11 October 2021)

Minutes distributed with the agenda were noted and accepted.

4.2 Business Arising from Previous Minutes: 11 October 2021

Item	Action	Responsible
Action 114.7	J Fischer to liaise with software developer to verify costs associated with automating the PPT.	J Fischer
Update: In progress. Initial development estimated to be around \$50K with an ongoing cost of \$5K per annum for maintenance and hosting. Project to be scoped in more detail and funding opportunities to be explored. Currently scheduled to commence in new financial year (2022-23).		
Action 115.1	W Hughes to liaise with Cassowary Coast, Mareeba, Croydon, Etheridge, and Cook Shire Councils to confirm participation in the development of an Airport Services Operational business plan then prepare a detailed scoping document to progress the project to tender.	W Hughes
Update: On hold. Project to be progressed in 2022.		
Action 115.2	W Hughes to liaise with T Lindenberg on options and requirements to apply for SCDF funding to support the development of the FNQ RRTG Airport Services Operational business plan.	W Hughes
Update: On hold. Project to be progressed in 2022.		
Action 117.1	Potential new LRRS to be progressed to the RRTG Board for endorsement at its meeting in December.	W Hughes
Update: Complete. Agenda item scheduled for Thursday 2 December 2022.		
Action 117.2	Fairview-Palmerville Road, Kimba-Gambool Road and Kimba Road (all Cook Shire) to be further reviewed at the next Tech Meeting (December) with more information to be provided regarding their link.	A Akrami (Cook)
Update: Complete. Kimba Road and Kimba-Gambool Road no longer being progressed as potential LRRS. Fairview-Palmerville Road/Mt Mulgrave Road to be further reviewed. Refer Agenda item 7.		
Action 117.3	D Irvine / W Hughes to finalise updates to the PPT and circulate for discussion at the meeting in December.	D Irvine / W Hughes
Update: Complete. Refer Agenda Item 8.		
Action 117.4	J Blackie to reassess the detailed design, scope and estimated budget for Project 231, Junction Road and advise if the project can be brought forward from 2022-23 to 2021-22.	J Blackie (TRC)
Update: Complete. Project 231 unable to be brought forward to 2021-22.		
Action 117.5	W Hughes to gather any legal/contractual questions relating to road and land management issues from Technical Committee members then work with LGAQ to obtain specific legal advice on the issues raised. Depending on the types of issues, a guest speaker with a legal background may be sought to present at a future TC meeting.	W Hughes / R Chow
Update: In Progress. Refer Agenda Item 11.		
Action 117.6	D Irvine to circulate the minutes of the October LGAQ Roads and Transport Advisory Group meeting when received.	D Irvine
Update: Complete.		

Business arising updates were noted and accepted.

5. DRAFT Minutes of FNQ RRTG Board Meeting

Potential allocation of TIDS funding to TMR LRRS

As noted in the RRTG Board minutes dated 2 December 2021, at the Board meeting in February consideration is to be given to allocating TIDS funding to state controlled LRRS roads. To inform the Board's decision, the historical allocation of TIDS to state-controlled roads was discussed.

- Reminder that TIDS funding on state roads does not need to be matched.
- TMR LRRS projects tend to rank highly in prioritisation.
- TIDS not intended for state controlled roads – it's intended for local roads. Funds are essentially lost to the region as TMR projects can be covered through other funding sources.
- When TIDS is matched by local councils, investment in the region is effectively doubled.
- TIDS principles are around maintaining and improving local networks.
- View is that TIDS should remain on the LRRS network, not go to state roads.
- T Lindenberg – reminder that LRRS network informs where the region invests its TIDS funding based on priorities. Up to 20% can be spent on non-LRRS (matched) OR on state roads (unmatched). Consider regional priorities. If state road needs work and it's not getting prioritised, TIDS may be an avenue to prioritise the investment.
- Resolution: preferred option is to nominate local roads only for TIDS prioritisation.

Action 118.1: W Hughes to progress the recommendation to the Board that TIDS be retained for investment in the local government transport network in line with [TIDS policy objectives](#).

6. DRAFT Minutes of the RRTG TC Sub-Committee - Regional Aerodrome Audits Project

Minutes distributed with the agenda were noted.

7. LRRS Network Review

Discussion took place regarding Fairview-Palmerville Road (Cook Shire) / Mount Mulgrave Road (Mareeba Shire) as a proposed new LRRS.

- Fairview-Palmerville Road starts from the Peninsula Development Road (PDR) just north of Laura and continues to the Cook Shire / Mareeba Shire boundary.
- Cook Shire: Connected to Burke Development Road (BDR) and is the main access for mining and cattle stations. Investor setting up a township for copper and gold mines (estimate 600 people). Popular tourist road, shortcut access to Chillagoe and Charters Towers. Anticipate an additional 10 heavy vehicles per day, they currently go through PDR to Lakeland then down to BDR.
- Mareeba Shire: Council will not be promoting Mount Mulgrave as a LRRS. Anticipate greater volumes of heavy traffic which will impact ongoing maintenance requirements. Joins up to Ootan Road which also has issues with ongoing maintenance costs, plus increasing traffic volumes will impact creek crossings. A number of roads within the Shire already link to the BDR to service cattle stations and they're not LRRS. No appetite to nominate this portion of road as sealing would not improve year-round access due to flooding issues over the wet season.
- Rough estimate to upgrade the whole road not yet known. For Palmer River crossing, a previous (unsuccessful) betterment application was for \$1.5M.
- Resolution: without the cross-boundary connection into Mareeba Shire, Fairview-Palmerville Road is not supported as a LRRS. Recommend considering other sources of funding such as non-LRRS TIDS and QRA betterment funding. Also recommend noting on the TMR freight study survey. Should the situation change in future (e.g. significant investment in the proposed new township) the committee would welcome a re-submission.

8. PPT update – amendments to MCA weightings

Discussion took place around the amended MCA weightings for the PPT and their implications for road project prioritisation.

- PPT has been updated to reflect new MCA. Previous rankings versus new rankings were discussed.
- As a reminder, in reviewing the MCA we took out pre and post risk, which also took out some consequence scores in the background (NB: in the PPT “risk” considers pre and post consequence and pre and post road condition).
- MCA is scored on a 1-5 scale. Refining the options and increasing weightings brought some of the prioritisation scores closer together.
- A lot of the roads are similar. Length, value of project, and pre and post road conditions become main points of separation with the new criteria.
- The new criteria caused some clumping of projects in relation to rankings. In the updated PPT, the top 10 projects remain in the top 10 while those further down the list start to clump together.
- As a comparison the tool was run using the new MCA with risk re-added to the formula. In this case risk was allocated 10% weighting with the RRIS weighting reduced from 20% to 10% to retain the overall MCA percentages.
- Consensus was that the PPT works better with the risk than without as it helps to prioritise projects more clearly.
- **Resolution:** recommend new MCA plus risk (with a 10% weighting) as it relates to pre and post project outcomes with the RRIS weighting reduced from 20% to 10%. The new rankings will impact projects scheduled for years 3-4 in the 4-year forward works program.

Additional Discussion

- Reminder that Austroads and TMR methodology figures are built into the back end of the worksheet. Can be used by Councils to run own CBA to submit with funding applications. New methodology coming from TMR, will need to be captured in future tool updates.
- Planned future automation project will include a business process to look at what goes into the system.
- Benchmarks/standard scores for project types – do we need to define? Consideration for future.
- In future, need to identify outlier projects so inaccurate data can be analysed and discussed.
- Costs are different for gravel versus sealed roads – impacts 20-year cost comparisons in the BCA.
- Long-term impacts on budget are projected, e.g. approximate cost in 5 years’ time if project delayed plus impact on maintenance.
- To improve accuracy of the PPT, councils are requested to include more detail in their project submissions (for example traffic counts, roughness and rutting scores).

Considerations for Future

- Group moderation of projects:
 - To increase ownership of PPT outcomes, the opportunity for group moderation of new project submissions was discussed (similar to the process for nominating a new LRRS road). TC members would then collectively own the moderation process.
- Outcome:
 - Group moderation not needed as the committee runs on a level of trust.
 - Preference is to rely on the information provided by Councils, knowing that the tool will do the work and that the Technical Coordinator will follow-up with individual Councils as required.
 - All Councils should review their own projects every 1-2 years with the committee to then look at the outliers only.

Action 118.2: W Hughes to circulate a copy of the PPT project data worksheet with the minutes so Councils can review individual project details for accuracy. If edits are required, Councils are to email back the worksheet with tracked changes/changed colours to allow for editing in the master file.

Action 118.3: All Councils are to revisit the 4-year works program and advise of old and/or superseded projects that should be deleted from the program ahead of the RRTG TC meeting in January.

Action 118.4: W Hughes to progress the recommendation to the Board that the new MCA be amended to include a 10% weighting for Risk and a revised weighting of 10% for the RRIS to improve the results of the project prioritisation tool.

9. ROSI funding for Ootan Road

- On 15 November the Federal Government announced funding of \$5.92M to build on previous upgrades to Ootan Road. The funds will be split between the Tableland (\$3.26M) and Mareeba Shire (\$2.66M) Councils.
- When matched 80/20, the total new investment for Ootan Road will be \$7.4M (\$4.08M for Tablelands and \$3.32M for Mareeba).
- The administrative process between councils, TMR and the Department of Infrastructure, Transport and Regional Development needs to be clarified. For example, do the councils need to go through a Project Prioritisation Report process similar to Beef Roads? Requirement around P50 versus P90 to also be examined.

Action 118.5: J Gillespie to confirm the funding process for the \$5.92M Federal ROSI investment for Ootan Road and liaise with A Foster (Mareeba Shire Council) and J Blackie (Tablelands Regional Council) on project submission/grant approval requirements.

Action 118.6: A Foster (Mareeba Shire Council) and J Blackie (Tablelands Regional Council) to review the Ootan Road project details in the TIDS forward 4-year works program and advise of any amendments to chainages and/or annual allocations in advance of the RRTG TC meeting in January 2022.

10. TIDS – 21/22 program progress update

As at end November, TMR identified project underspends to the value of \$792K. This is in addition to the projected underspend of \$528K identified by the technical committee at its meeting on 12 October.

To accommodate the projected underspend, discussion took place around potential projects to be pulled forward for delivery in the current financial year.

- Douglas Shire Council:
 - Project 397 (Cape Tribulation Road) – N Murray to investigate option to split over 2 years. Value of the split to be advised if project can be partially delivered in the current financial year.
 - Projects 398,332 and 399 (Cape Tribulation Road) – N Murray to investigate if any of the projects can be brought forward if required.
- Etheridge Shire Council:
 - Project 134 (Forsayth-Einasleigh Road) – D Fletcher to investigate option to bring forward if required.
- Cassowary Coast Regional Council:
 - Projects 345 (Tully Gorge Road), 346 (Tully Gorge Road), 349 (Spanos Road), 350 (Spanos Road), 351 (Warrakin Road), 347 (East Feluga Road), 348 (East Feluga Road), 353 (Pernase Road), 352 (Warrakin Road) – J Fischer advised that all have been delivered and can be claimed in 2021-2022 if required.
- Mareeba Shire Council:
 - Project 219 (Euluma Creek Road) – A Foster advised an additional \$173K is required for completion. D Irvine confirmed that if budget was increased to \$600k, the project stays ranked at 24 in the PPT.

- Project 221 (Euluma Creek Road) – A Foster advised that scope has reduced to fit budget and confirmed that if the budget increased to \$1.3M, council can deliver the full scope of the project. D Irvine advised that the project ranking would drop from 21 to 23 in the PPT.
- Project 214 (Springmount Road) – A Foster advised an additional \$105K is required for completion. D Irvine confirmed that if budget was increased to \$710K, the project stays ranked at 55 in the PPT.
- Croydon Shire Council:
 - Projects 202, 379, 382 (Croydon-Richmond Road) – G Pickering to investigate if delivery can be brought forward if required.
- Cook Shire Council:
 - Projects 337 (Boundary Street), 577 (Garden Street) – A Akrami confirmed that if the budget increased to \$300K for both projects, council can deliver them to full scope.
 - Project 377 (Poison Creek Road) – A Akrami confirmed there is potential to increase the estimate to \$200K total.
 - Project 102 (Charlotte Street) – A Akrami confirmed there is potential to increase project scope. The chainages would remain as is with 4-5 intersections upgraded instead of 2. Overspent last year on this project. Current design identified intersections that can be made safer. Estimate to be provided if project is needed.

Action 118.7: D Irvine to make amendments to the forward 4-year works program for consideration and endorsement by the RRTG Board via Flying Minute. W Hughes to update the 2021-2022 Works Program to reflect the endorsed changes and circulate with the minutes.

Action 118.8: N Murray (Douglas), D Fletcher (Etheridge) and G Pickering (Croydon) to investigate if early delivery of projects identified in the forward works program is achievable and be ready to advise status at the RRTG TC meeting in January.

11. Legal/contractual issues

J Fischer invited members to nominate questions relating to road and land management issues that require specific legal advice. A Akrami has a list of initial questions that will be circulated with the minutes so that other Councils can review and contribute.

Action 118.9: W Hughes to circulate the initial questions raised requiring legal clarification of Road Management Responsibilities with the minutes. Councils are to review and include any additional questions via tracked changes in advance of the meeting in January.

12. Update from the LGAQ Roads and Transport Advisory Group

The LGAQ Roads and Transport Advisory Group meeting took place concurrently with the RRTG TC meeting. The meeting covered the key issues of:

- Road Maintenance Performance Contracts (RMPC)
- Heavy Vehicle Road Reform
- Austroads National Data Standard
- TMR's Freight Action Plan

Action 118.10: W Hughes to circulate the Department of Infrastructure, Transport, Regional Development and Communications *National Service Level Standards and Heavy Vehicle Road Reform* presentation provided to LGAQ Roads and Transport Advisory Group members with the minutes.

13. Update from the Roads Alliance Project Team

R Chow provided the following written update on behalf of LGAQ.

- The 2021 RRTG Assembly and the LGAQ Annual Conference in Mackay was held in late October and was very well attended. There were a total of 108 motions for consideration – this included 12 roads and transport related motions, all of which passed.
- The Annual Conference Resolutions are now available on [Congruent](#). The direct link to the roads and transport page is <https://congruent.lgaq.asn.au/portfolio/roads-transport/>.
- Ahead of the Federal election, from a Roads and Transport perspective LGAQ will be advocating for:
 - \$800M per year nationally for four years to fund Roads to Recovery
 - \$200M per year for five years to fix ‘first and last mile’ issues
 - Permanent Bridges Renewal Program funding
 - Increased funding for road safety (\$3B nationally)
 - Continuation of the Local Roads and Community Infrastructure Program (LRCIP) beyond 2023

T Lindenberg provided the following update on behalf of TMR.

TIDS Program Update

- 2020-21 statewide TIDS Expenditure is currently at 25% at the end of November. FNQ is currently at 37%, so tracking well at this stage. Second quarterly reports will be sent out early in the new year.
- ATSI TIDS applications are now open and all councils with primary access routes into first nations communities are eligible to apply. Applications close Monday 15 February. John Gillespie from the Far North district office manages the program.
- There is another \$600,000 in SCDF available this FY, with 26 projects already committed. Since the last meeting the SCDF application for the Yarrabah Transport Network Plan has been approved.
- The Roads and Transport Alliance Board meeting scheduled to be held on Monday 29 November went ahead via FM. All board papers were noted and the decision on the Road Length Review is pending. LGAQ are seeking more information from the Local Government Grants Commission regarding the reported road length data. A decision should be made later this month.
- The Roads and Transport Alliance (RTA) Assembly was held on 25 October in Mackay in conjunction with the LGAQ conference and had record attendance. The annual progress report was released at the Assembly, thanks again to Etheridge and Cook for the stories on Battlecamp Rd and Strathmore Rd.
- TMR has two active transport related grants currently open for applications. Cycle Network LGG program and the Walking LGG program. Applications close 17 December.
- TIDS program recognition signage. Reminder to send photos to T Lindenberg for projects over \$250K.

Road Categorisation for Temporary Traffic Management

- Adjustment of Austroads definitions has now been finalised to address issues relating to road categorisation. This includes:
 - the categorisation of divided roads with small medians or centre parking and an average daily volume of less than 3,000 vehicles a day; and
 - roads with railway interfaces.
- For both situations, by default they will be treated as Category 1 roads.
- For roads with railway interfaces, to classify the road as Category 2 there should be traffic signals or other factors (such as traffic volumes) that warrant the change.
- The updated definition will take precedence over the published road categories in the Austroads Guide to Temporary Traffic Management (AGTTM) Part 8.
- TMR have included the information as a technical note on the webpage <https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Temporary-Traffic-Management>

T Lindenberg, J Gillespie and N Murray left the meeting at 2.50pm

14. Temporary Traffic Management Toolkit (IPWEAQ)

An offer from IPWEAQ to provide the FNQ RRTG TC with access to the Temporary Traffic Management Toolkit through SCDF subsidised funding was discussed.

It was determined that subscriptions to the toolkit would be best managed by Councils individually.

15. General Business

NIL

16. Points for noting to the FNQ RRTG or FNQROC Boards

Allocation of TIDS funding to TMR LRRS

As noted in the RRTG Board minutes dated 2 December 2021, at the February Board meeting consideration is to be given to allocating TIDS funding to state controlled LRRS roads. The Technical Committee has discussed this in detail and has recommended that TIDS be retained for investment in the local government transport network in line with [TIDS policy objectives](#).

Amendments to the PPT Multi Criteria Analysis

It is recommended that the new MCA adopted by the RRTG on 14 June be amended to include risk as it relates to pre and post project outcomes, with risk weighted at 10% and the RRIS weighting reduced from 20% to 10% to accommodate the change. In re-prioritising the forward 4-year works program, the current 2-year program will remain fixed with the new rankings to impact years 3-4 only.

17. Next meeting – Date

- Friday 28 January in Cairns

18. Meeting Close

3.00pm

19. Actions arising from meeting 118:

Item	Action	Responsible
Action 118.1	W Hughes to progress the recommendation to the Board that TIDS be retained for investment in the local government transport network in line with TIDS policy objectives.	W Hughes
Action 118.2	W Hughes to circulate a copy of the PPT project data worksheet with the minutes so Councils can review individual project details for accuracy. If edits are required, Councils are to email back the worksheet with tracked changes/changed colours to allow for editing in the master file.	W Hughes
Action 118.3	All Councils are to revisit the 4-year works program and advise of old and/or superseded projects that should be deleted from the program ahead of the RRTG TC meeting in January.	Councils
Action 118.4	W Hughes to progress the recommendation to the Board that the new MCA be amended to include a 10% weighting for Risk and a revised weighting of 10% for the RRIS to improve the results of the project prioritisation tool.	W Hughes
Action 118.5	J Gillespie to confirm the funding process for the \$5.92M Federal ROSI investment for Ootan Road and liaise with A Foster (Mareeba Shire Council) and J Blackie (Tablelands Regional Council) on project submission/grant approval requirements.	J Gillespie / A Foster / J Blackie
Action 118.6	A Foster (Mareeba Shire Council) and J Blackie (Tablelands Regional Council) to review the Ootan Road project details in the TIDS forward 4-year works program and advise of any amendments to chainages and/or annual allocations in advance of the RRTG TC meeting in January 2022.	A Foster / J Blackie
Action 118.7	D Irvine to make amendments to the forward 4-year works program for consideration and endorsement by the RRTG Board via Flying Minute. W Hughes to update the 2021-2022 Works Program to reflect the endorsed changes and circulate with the minutes.	D Irvine / W Hughes
Action 118.8	N Murray (Douglas), D Fletcher (Etheridge) and G Pickering (Croydon) to investigate if early delivery of projects identified in the forward works program is achievable and be ready to advise status at the RRTG TC meeting in January.	N Murray / D Fletcher / G Pickering
Action 118.9	W Hughes to circulate the initial questions raised requiring legal clarification of Road Management Responsibilities with the minutes. Councils are to review and include any additional questions via tracked changes in advance of the meeting in January.	W Hughes
Action 118.10	W Hughes to circulate the Department of Infrastructure, Transport, <i>Regional Development and Communications National Service Level Standards and Heavy Vehicle Road Reform</i> presentation provided to LGAQ Roads and Transport Advisory Group members with the minutes.	W Hughes

Updated as at 9 December 2021

ID	TMR ID	Council	Road Name	Project Description	Detailed Design Y/N	Start Chainage	End Chainage	Total Project Cost	2021 - 2022	Notes
533	1953518	Cairns Region	Kenny Street - Reverse	Footpath / bikepath construction	Y	0.83	1.3	\$ 200,000	\$ 100,000	Pedstrian rail crossing - discussions underway with QLD Rail to finalise design. Update on timing and budget to be provided at January TC meeting.
345		Cassowary Coast Region	Tully Gorge Road	LRRS Structural lining (Berolina Liner) of an existing structure - Culvert No. 238		43.6	43.8	\$ 35,000	\$ 17,500	Construction scheduled April 2022.
346		Cassowary Coast Region	Tully Gorge Road	Drainage Improvement works 1050dia/Walls/Aprons		Culvert 242		\$ 150,000	\$ 75,000	Construction scheduled early 2022.
347		Cassowary Coast Region	East Feluga Road	Drainage Improvements - 1050/Culverts/Wingwalls/Aprons		1.16	1.17	\$ 60,000	\$ 30,000	Completed December 2020. Ready to claim.
348		Cassowary Coast Region	East Feluga Road	Drainage Improvements- 2x1500 pipes/head&wing walls/aprons		7.1	7.13	\$ 95,000	\$ 47,500	Completed August 2021. Ready to claim.
349		Cassowary Coast Region	Spanos Road	2/1200x600 RCBC, with headwalls, wings and aprons. Culvert No. 5.		2.08	2.09	\$ 60,000	\$ 30,000	Completed October 2021. Ready to claim.
350		Cassowary Coast Region	Spanos Road	1/1200x450 RCBC, with headwalls, wings and aprons. Culvert No. 7.		2.77	2.78	\$ 45,000	\$ 22,500	Completed April 2021. Ready to claim.
351		Cassowary Coast Region	Warrakin Road	1/1050 Class 3 RRJ RCP, with headwalls, wings and aprons. Culvert lengthening required. Culvert No. 16.		2.9	2.91	\$ 75,000	\$ 37,500	Completed November 2021. Ready to claim.
352		Cassowary Coast Region	Warrakin Road	5/1200 Class 3 RRJ RCP, with headwalls, wings and aprons. Replacement culvert to be shorter than existing culvert. Culvert No. 22.		4.38	4.39	\$ 175,000	\$ 87,500	Completed November 2021. Ready to claim.
353		Cassowary Coast Region	Pernase Road	2/600 Class 3 RRJ RCP, with headwalls, wings and aprons. Culvert No. 4.		0.25	0.26	\$ 40,000	\$ 20,000	Completed November. Ready to claim.
102	1485698	Cook Shire	Charlotte St	Project ID 102 Asphalt Surfacing/Overlay project missed in the clean up	Y	0.943	2.93	\$ 455,000	\$ 152,500	20/21 \$62,500 \$75,000 expended. Plan to expend by end 2021. \$12,500 underspend due to it being claimed in 20/21 (this years allocation was \$165,000)
107	1492202	Cook Shire	Railway Ave (non LRRS)	Project ID 107 Roadworks (unsealed) - Existing Alignment – Seal and Widen Works carried over from 20/21	Y	0.8	2.66	\$ 640,000	\$ 95,233	20/21 \$233,283 expended. Plan to expend end 2021.

21/22 TIDS Works Program - Expenditure Sheet

264	1952090	Cook Shire	Sherrin Esplanade (non LRRS)	Roadworks (sealed) - Existing Alignment. Sherrin Esplanade is just behind the Charlotte street and utilized by a significant number of tourists and businesses. The proposed project is to raise the pavement level by at least 300mm, provide drainages and seal the road surface in order to get rid of dust problem. The works consist of installation of collection pits, pipes, raising the road level by 300mm, pavement work, kerb and channel (one side) and two coat sealing.	Y	0.675	1.09	\$ 800,000	\$ 200,000	Split over 21/22 and 22/23 \$200,000. Start Feb/Mar 2022, end July 2022.
337	1950316	Cook Shire	Boundary Street (non LRRS)	Form and Seal	Y	0.216	0.363	\$ 600,000	\$ 162,112	Commence Sept 2021, anticipate completion Dec 2021 approved 12/10/21: to reduce scope from Ch 0.525 - Ch 0.92 (distance 0.395) to Ch 0.216 - Ch 0.393 (distance 0.177) TIDS revised from \$256,912 to \$115,610 TIDS amended again 9 December 2021 to \$162,112
360	1952039	Cook Shire	Garden Street (non LRRS)	Project ID 338 Form and Seal - original project corrupted	Y	0	0.22	\$ 600,000	\$ 162,112	Commence Sept 2021, anticipate completion Dec 2021 approved 12/10/21: to reduce scope from Ch 0.21 - Ch 0.675 (distance 0.465) to Ch 0.000 - Ch 0.220 (distance 0.22) TIDS revised from \$264,307 to \$124,224 TIDS amended again 9 December 2020 to \$162,112
377		Cook Shire	Poison Ck Road	Guardrail / Barrier		6.163	6.198	\$ 200,000	\$ 100,000	
541	1952071	Croydon Shire	Croydon-Richmond Road	Upgrade section of Richmond Rd to sealed standard. Importing suitable local gravel, compacting, constructing drainage works with 2 coat seal.	Y	154.9	158.9	\$ 790,000	\$ 395,000	Commence April 2022, anticipate completion Mar-Jun 2022.
315	1498319	Etheridge Shire	Strathmore Road	Roadworks (sealed) - New Alignment	y	0	4.8	\$ 1,590,760	\$ 69,409	Completed - underspend of \$234,520 20/21 \$725,971 expended
569	1950374	Etheridge Shire	North Head Road	Seal unsealed road, pavement widening, alignment improvements, causeway upgrades	Y	3	7.75	\$ 4,925,000	\$ 804,864	Split over 21/22 and 22/23 \$1,649,120 April 2022 start

21/22 TIDS Works Program - Expenditure Sheet

214		Mareeba Shire	Springmount Rd	Rehabilitate and widen to 7m		7.55	9	\$ 710,000	\$ 355,000	Project brought forward from 2024-25 to 2021-22. Complete. Claims in progress.
219	1494455	Mareeba Shire	Euluma Creek Road	Project ID 219 Roadworks (sealed) - Existing Alignment - Carried over from 20/21 due to wet weather	Y	5.565	6.343	\$ 600,000	\$ 246,664	20/21 \$53,336 expended. Recommence Oct 2021. Complete Dec 2021.
221	1952841	Mareeba Shire	Euluma Creek Road	Rehabilitate and widen 3 sections 4.98 - 5.65 7.65 - 8.275	Y	4.98	9.325	\$ 1,300,000	\$ 650,000	Commence Oct 2021.
259	1952766	Mareeba Shire	Bower Road	Roadworks (sealed) - Existing Alignment (Widen & Seal)	Y	1.447	4.317	\$ 1,000,000	\$ 500,000	Completed. Claim in progress.
230	1953413	Tablelands Region	Brooks Road	Widening and Sealing of Various Corners to achieve 7.0m Seal Width.	Y	0	3.54	\$ 615,000	\$ 307,500	Construction scheduled March 2022.
232	1953288	Tablelands Region	Cashmere-Kirrama Road	Blencoe Ck - Replace Timber Girders with RCBC's and approach works.	Y	52.24	52.52	\$ 884,694	\$ 442,347	Possible underspend Project completed, finalising federal funding component, the remainder to be split LG/TIDS
236	1953414	Tablelands Region	Lawson Street	Widen & Seal to 11.0 m wide including Kerb & Channel	Y	0	0.396	\$ 290,000	\$ 145,000	Feb 2022 start, design complete, internal crew to deliver.
239	1953389	Tablelands Region	Sluice Creek Road	Replace Timber Girder Bridge with RCBC's and upgrade approaches.	90%	2.815	2.925	\$ 535,000	\$ 267,500	Construction scheduled April 2022. InQuik bridge instead of culverts.
158	1953653	TMR	management	2.5% of \$5,714,660 funding	N/A			\$ 714,330	\$ 142,866	Claimed
156	1955995	Wujal Wujal Aboriginal Shire	various	Wujul Wujal annual allocation of \$29,273	N/A			\$ 146,370	\$ 29,274	Pre cyclone works
185	1929627	Yarrabah Aboriginal Shire	various	Yarrabah annual allocation of \$47,217	N/A			\$ 236,085	\$ 47,217	put towards transport plan
		Yarrabah Aboriginal Shire		Underspend from 20/21 Project 1144450 \$10,216.72 Project 11914 \$14,756	N/A				\$ 24,972	put towards Transport Plan

Allocation	5791151			
Additional from 20/21				
1491723	14110	Total above	\$ 5,767,070	Projected Underspend
1486536	13815			\$ 76,979
ATSI 20/21				
1144450	10216.72			
11914	14756			
Total to expend	5844048.72			