

Transport Infrastructure Development Scheme Policy

2022

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Document control options

Departmental approvals

Refer to the appropriate Risk Assessment Tool for relevant reviewer and approver

Date	Name	Position	Action required (Review/endorse/approve)	Signature
May 2020	Michelle Connolly	Executive Director	Review	
June 2020	Neil Scales	Director-General	Approve	
Nov 2022	Michelle Connolly	Executive Director	Approve	
Nov 2022	Neil Scales	Director-General	Approve	

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1 Policy Statement

The Transport Infrastructure Development Scheme (TIDS) provides funding to local government for transport related initiatives which support state government objectives.

2 Applicability

This policy applies to those areas of the Department of Transport and Main Roads (TMR), local government and Regional Roads and Transport Groups (RRTGs) seeking to access, manage, and/or administer TIDS funding.

3 Scope

The scope of this policy covers funding the State makes available to local government through TMR under the following TIDS investment sub-programs:

- Roads and Transport Alliance TIDS (RTA TIDS)
- Statewide Capability Development Fund (SCDF)
- Aboriginal and Torres Strait Islander TIDS (ATSI TIDS)
- Specials

4 Objectives

The objectives of TIDS are to:

- provide funding for an overall increase in works on the local government transport network
- facilitate the development of regional transport stewardship and delivery capability
- link TIDS funding to desired outcomes to be delivered by local government
- achieve best value from all available resources.

TIDS objectives support the TMR vision of *creating a single integrated transport network that is accessible to everyone* through the following objectives:

- an integrated transport network that supports economic prosperity and is sustainable into the future
- a sustainable, cost-effective transport network accessible to everyone.

5 Rationale

Local government and the State (through TMR) have a legislative responsibility to manage their respective road and transport networks and collaborate to deliver a safe and reliable network for Queensland communities.

TMR and local government have traditionally worked together, and collaborate through the Roads and Transport Alliance partnership, or directly in regard to ATSI TIDS, to address shared road and transport challenges.

TMR established TIDS under the *Transport Infrastructure Act 1994* (the Act) to provide funding to local governments for transport related initiatives which support state government objectives.

The Act makes provision for state funding to be spent off the state-controlled road network, especially where this improves the performance of the network.

6 Benefits

The benefits expected from the implementation of this policy include:

- Increased overall investment in Queensland's road and transport related infrastructure.
- Increased collaboration between both spheres of government.
- Improved road and transport stewardship and delivery capability of local government and TMR.
- Improved safety performance on Queensland's road and transport network.

7 Conditions

Sub-program	Purpose	Conditions
Roads and Transport Alliance TIDS RTA TIDS	<p>RTA TIDS may be used for:</p> <ul style="list-style-type: none"> • The construction or upgrade of transport infrastructure including, but not limited to - <ul style="list-style-type: none"> – road infrastructure (such as Local Roads of Regional Significance (LRRS)) – marine infrastructure – airport infrastructure – active transport infrastructure – safe school travel infrastructure. • Initiatives that support RRTGs to build capacity and improve road and transport stewardship capabilities. 	<ul style="list-style-type: none"> • Available to Queensland local governments that are members of a Regional Roads and Transport Group (RRTG). • The Director-General TMR determines the share of RTA TIDS allocated annually to each RRTG via the Roads and Transport Alliance methodology. • RRTG allocations must be fully expended in the financial year allocated. • RTA TIDS funding is to be allocated to the highest regionally prioritised projects. • Where RTA TIDS funds are allocated to local government-controlled infrastructure projects: <ul style="list-style-type: none"> – The local government concerned must match funds, over and above its own funding identified for the transport network. – Funding can be used to fund a maximum of 50% of the project cost. • Where RTA TIDS funds are directed to state-controlled roads (LRRS or higher order) there is no requirement for funds to be matched. • Up to 2.5% of a RRTG's annual RTA TIDS allocation may be used unmatched for capability development initiatives. <p>Refer to the <i>Roads and Transport Alliance Operational Guidelines</i> for further details.</p>
State-wide Capability Development Fund SCDF	<p>To support local government to improve their road stewardship capability and capacity.</p>	<ul style="list-style-type: none"> • Available to Queensland local governments. • The Director-General TMR or delegate approves, allocates and monitors funding for eligible projects. • A completion report must be provided to the Roads and Transport Alliance Project Team prior to final release of funding. • Unless otherwise specified, funding provided through the SCDF is to be matched 50:50 by local government and must be fully expended in the financial year allocated. • SCDF funding provided to Aboriginal Shire Councils is not required to be matched. <p>Refer to the <i>Roads and Transport Alliance Operational Guidelines</i>, <i>SCDF Guidelines</i> and the <i>Transitional Arrangements</i> for each ASC, for further information.</p>

<p>ATSI community assistance</p> <p>ATSI TIDS</p>	<p>For the upgrade of transport infrastructure (roads, air and sea) that improves access to indigenous communities.</p>	<ul style="list-style-type: none"> • Available to Queensland local governments that provide access to indigenous communities. • Projects are generally determined by TMR's Far North District. • Funding for projects that provide the primary access within each mode to indigenous communities will not generally have to be matched and must be expended in the financial year allocated. • Improvements to non-primary access within each mode, or transport infrastructure upgrades within communities (e.g. sealing of local streets), will generally require matched funding from the local or federal government - not other State government funding. • The governance process for ATSI TIDS, including associated forms and documentation requirements, must be complied with.
<p>Aboriginal Shire Councils (ASC) participating as members of a RRTG receive an annual allocation of ATSI TIDS funding under the following conditions:</p> <ul style="list-style-type: none"> • This allocation and any RTA TIDS funding allocated to works within ASC areas on identified significant local roads, is not required to be matched. • The ASC has decision-making authority in the prioritisation of projects against this allocation. <p>Refer to the <i>Transitional Arrangements</i> for each ASC, for further information.</p>		<ul style="list-style-type: none"> • This allocation and any RTA TIDS funding allocated to works within ASC areas on identified significant local roads, is not required to be matched. • The ASC has decision-making authority in the prioritisation of projects against this allocation.
<p>Specials</p>	<p>For individual programs or projects on a case-by-case basis.</p>	<ul style="list-style-type: none"> • Specials funding is secured through negotiation between local government and TMR. <p>Specific conditions for funding are to be agreed during negotiation.</p>

8 Consultation

The following stakeholders were consulted in the revision of this policy:

- Program Delivery and Operations Branch

9 Review

This policy is to be reviewed three years from the date of approval, or as circumstances demand, by the Government Partnerships team, Policy Planning and Investment Division.

10 References

- *Transport Infrastructure Act 1994*
- *Roads and Transport Alliance Operational Guidelines 2021*
- *Statewide Capability Development Fund (SCDF) Guidelines 2021*
- *Transitional Arrangements for Aboriginal Shire Councils 2014*