

# Queensland Transport and Roads Investment Program

2019–20 to 2022–23



## About this document

The Queensland Transport and Roads Investment Program (QTRIP) outlines current and planned transport and road infrastructure investments for delivery over the next four years. The QTRIP is updated and published annually. This document is available online: [www.publications.qld.gov.au](http://www.publications.qld.gov.au).

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**Cover image:** From left to right: Paving and sealing on the Blackall-Jericho Road north of Blackall in the Central West district | Passenger train at the Wulkuraka Maintenance Centre in the Metropolitan district, delivered as part of the New Generation Rollingstock project | Tugun to Bilinga Oceanway cycleway and footpath at the Gold Coast in South Coast district 2019 (images are provided by City of Gold Coast) | The Bullock Point boating facility at Inskip Point in the Wide Bay Burnett district 2018 (image provided by Pensar Pty Ltd) | The Helensvale bus facility upgrade at Helensvale Station in the South Coast district.

## Keeping Queensland moving

Previous budgets delivered by the Palaszczuk Government have created a pipeline of major infrastructure projects that employ thousands of Queenslanders. Queensland workers and the businesses that employ them directly benefit from our record infrastructure investment across the state.

This year's Queensland Transport and Roads Investment Program (QTRIP) 2019–20 to 2022–23 ensures that a pipeline of projects continues in the future, particularly in regional Queensland.

The QTRIP includes \$23 billion of works over the coming four years and will support an estimated 21,500 direct jobs over the life of the program. Of this, approximately \$14.5 billion has been allocated to projects in regional Queensland that will support an estimated 13,720 direct jobs over the life of the program.

In north Queensland, we are delivering the \$514.3 million Houghton River Floodplain upgrade on the Bruce Highway, the \$481 million Cairns Southern Access Corridor between Edmonton and Gordonvale, the \$152 million Smithfield Bypass and supporting Indigenous jobs by continuing to seal the Peninsula Developmental Road in the Cape York.

In central Queensland, the \$497.4 million Mackay Ring Road (stage 1) project is underway, along with the \$121 million Rockhampton Northern Access project and the \$75 million duplication of the Capricorn Highway between Rockhampton and Gracemere.

In south east Queensland, the Caloundra Road to Sunshine Motorway upgrade of the Bruce Highway, the Ipswich Motorway (Rocklea to Darra) stage 1 project, and a rolling series of Pacific Motorway (M1) upgrades, including three key M1 interchanges servicing the north Gold Coast, will help to address population growth in the region. The \$1.6 billion Toowoomba Second Range Crossing is almost

complete and will improve freight efficiency, driver safety and liveability for residents of the city.

Billions of dollars have been allocated for rail and passenger transport infrastructure, including \$160 million towards the jointly-funded \$550.8 million Sunshine Coast Rail Line duplication.

Upgrades to make train stations more accessible and other network improvements to south east Queensland's public transport network have been funded to align with delivery of Cross River Rail. A centrepiece of that complementary work will be the \$250 million underground interchange for the Inner Northern Busway, a once-in-a-generation opportunity to reshape Brisbane's Roma Street Station precinct.

With road safety high on our agenda, we will be investing more than \$900 million over the next four years in targeted upgrades to ensure our roads are safer.

We are also continuing to improve park 'n' ride facilities across south east Queensland, with \$88.6 million allocated for extra car spaces at Darra, Geebung, Lawnton, Lindum, Salisbury, Springfield Central and Virginia train stations.

Our focus on bike riding investment continues to support our goal to see more people riding more often, with \$42.7 million for the construction of the Veloway 1 Stage E project in South Brisbane and \$17.2 million for the North Brisbane Bikeway (stages 2, 3 and 4).

Communities across the state benefit from a local investment focus, with council-controlled regional transport and road networks supported with \$280 million over four years under the Transport Infrastructure Development Scheme.

Queensland's boaties will also continue to have their facilities maintained and upgraded thanks to a

\$100 million allocation for boat ramps, pontoons, jetties, floating walkways and dredging activities.

This QTRIP includes more than \$300 million to repair damage on the state's transport network, particularly in northern and north western parts of Queensland that experienced major flooding in early 2019.

Strategic planning for the state's transport networks will ensure upgrades are prioritised for the fastest growing corners of our state, to meet the rising demand for freight and travel.

The Palaszczuk Government is continuing to develop 15-year Regional Transport Plans to guide development of Queensland's transport system. In addition, the Queensland Freight Strategy released in early 2019 has provided a framework to support trucking, shipping, rail and air cargo across the state over the next decade.

Planning for the predicted technological disruption to transport and industry is also underway. The draft Queensland Transport Strategy, due to be finalised in late 2019, is a 30-year look forward at how we can maximise the benefits of existing and emerging technology trends to give Queenslanders the best possible transport system, as well as drive jobs growth in emerging industries.

The Palaszczuk Government will continue to work with the Australian Government, local governments and the private sector to ensure there is sustainable investment in Queensland's roads and major infrastructure to support communities and create jobs.



**Honourable Mark Bailey MP**

Minister for Transport and Main Roads

## Towards a single integrated transport network accessible to everyone

Transport and Main Roads is committed to delivering a transport network that is sustainable, environmentally friendly, reflects community and economic needs, and is accessible to everyone.

With benefits that promote freight efficiency, driver safety and enhanced liveability, we have completed some significant projects across the state, including the Gateway Upgrade North and key works on the Bruce Highway.

With the increased use of smart technologies and changing customer expectations, we are embracing emerging trends and positioning the transport system to meet future needs that will transform the way we travel in Queensland. This will ensure my department continues to be an enabler and broker of transport; and continues to deliver a transport network that efficiently connects people, goods and services across the state.

This QTRIP outlines approximately \$23 billion of works over the next four years across the local, state and national networks and continues to provide for a safe, efficient and integrated transport network throughout Queensland.

One of our key priorities is around road safety and reducing the number of people injured or killed on our roads, and the impact this road trauma has on families and the community. This QTRIP outlines more than \$900 million over four years for targeted road safety initiatives to ensure our roads and roadsides are safe for all users. Of this, commencing in 2019–20, an additional \$112 million has been provided over the next four years for safety upgrades on high risk roads across Queensland.

In 2019, our transport network again experienced the impacts from severe weather events in various parts of the state. My department responded quickly with the delivery of emergency works to return roads to a safe and drivable

condition, so they could be reopened to restore access to communities and services. In addition, some of our staff were personally involved in recovery support services following the disaster events to help individuals, families and communities get back on their feet. This QTRIP provides more than \$300 million in funding to fully restore some of our transport and road assets which were damaged during these natural disaster events.

We continue to collaborate with the Australian Government about works on Queensland's state-controlled road network, including:

- the \$189.3 million upgrade of the Peak Downs Highway at Eton Range
- the \$150 million Deception Bay Road Interchange upgrade on the Bruce Highway
- the \$110.6 million widening of the Bruce Highway from Ron Camm Bridge to the Mackay Ring Road (stage 1), as part of the Mackay Northern Access Upgrade project
- the \$63.6 million project to widen the seal and apply wide-centre line treatment at various locations on the Warrego Highway between Dalby and Miles
- the \$50 million paving and sealing of sections of the Kennedy Developmental Road (Hann Highway) between The Lynd and Hughenden
- the \$25 million pavement widening and strengthening works on the Landsborough Highway between Dingo Creek and Darr River.

We also continue to maintain a cooperative governance arrangement with local governments under the Roads and Transport Alliance, to invest in and regionally manage

the transport and road network at a local level. In this regard, \$280 million has been allocated to the Transport Infrastructure Development Scheme over four years, providing funding to local governments for the development of transport-related infrastructure on the local network.

QTRIP also includes more than \$500 million for passenger transport infrastructure projects such as stops, stations, park 'n' rides and bus priority measures. Projects being delivered include the Eight Mile Plains bus station park 'n' ride expansion and the Victoria Point Central bus station.

In addition, more than \$100 million is provided for marine infrastructure such as boat ramps, pontoons, jetties, floating walkways and dredging across Queensland. Projects being delivered include upgrading the existing boat ramp at Dingo Beach in Cape Gloucester and dredging to deepen the Molongle Creek channel in Mackay.

We continue to invest in the maintenance, preservation and operations of our wider transport and road network to ensure our assets are effective and resilient. In this regard, QTRIP provides more than \$4 billion over four years for the maintenance of the network across Queensland.

I look forward to the year ahead, where my department is seen as an enabler and broker of transport – working collaboratively with industry, government and customers to connect Queensland through a single integrated transport network.



*Neil Scales*  
**Neil Scales OBE**

Director-General  
Department of Transport and Main Roads

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Queensland Transport and  
Roads Investment Program  
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# Introduction



Queensland  
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# Overview

The Department of Transport and Main Roads plans, manages and delivers integrated transport infrastructure across Queensland to achieve sustainable transport solutions. Transport infrastructure connects people, goods, services and places.

QTRIP outlines the current and planned investments in transport and road infrastructure over the next four years for roads, railways, active transport, marine infrastructure and public transport solutions.

## Purpose and benefits

QTRIP:

- provides transparency about current and planned investment in transport and roads infrastructure across Queensland
- integrates transport and land-use planning to support sustainable transport solutions
- supports multi-modal needs
- sustains the movement of goods and services around the state
- connects communities, enhances road safety and reduces congestion
- supports safe and efficient cycling infrastructure that provide health benefits

- supports the increased capacity needs on Queensland's freight network
- demonstrates support provided to local governments and Indigenous communities for transport infrastructure upgrades.

## Content

QTRIP is developed in accordance with funding allocations identified by the Australian Government and Queensland Government in their annual budgets, which align to both governments' policy objectives.

QTRIP identifies firm funding commitments for the first two years for Queensland Government funded projects, and for the first year for projects funded by the Australian Government. QTRIP identifies indicative funding for the remaining years of the four-year program. All funding allocations in the tables within this document have been rounded to the nearest thousand dollars.

QTRIP includes works for Transport and Main Roads, Queensland Rail and Gold Coast Waterways Authority, but excludes works undertaken by Queensland Port Authorities.

## Strategic intent

The strategic intent of QTRIP is shaped by the *State Infrastructure Plan (SIP) Part A* and the *Transport Coordination Plan 2017–2027 (TCP)*, which establish high level transport objectives.

QTRIP will also be guided by the strategic outcomes in the *Draft Queensland Transport Strategy (QTS)*, when finalised.

## State Infrastructure Plan

The 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.

The QTRIP aligns with whole-of-government policies and strategies, including the SIP. The SIP outlines longer-term infrastructure challenges and opportunities that may be addressed in a range of ways, including private sector investment facilitation and partnership and other innovative methods of funding.

Some QTRIP projects are also highlighted in the *SIP Part B* which provides an overview of current and planned investment across Queensland. The *SIP Part B* is updated annually by the Department of State Development, Manufacturing, Infrastructure and Planning, in consultation with Transport and Main Roads.

## Draft Queensland Transport Strategy

The Draft QTS is one of five strategic infrastructure documents that take forward the intentions of the SIP across each infrastructure class.

It complements other strategic planning documents by setting longer term (30-year) directions, including five strategic outcomes that are aligned to the medium term transport system objectives detailed in the TCP.

Once finalised, future Transport and Main Roads strategies, plans and programs will be guided by the QTS strategic outcomes and directions.

### Transport Coordination Plan

The TCP 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 guides the department to plan, manage and invest in the transport system in order to improve regional and economic development, and quality of life. It informs more detailed transport planning and management processes, such as Regional Transport Plans (RTPs), modal strategies and investment programs like QTRIP. 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.

Transport and Main Roads' vision is to 'create a single integrated transport network accessible to everyone'. The TCP identifies five objectives to help achieve this vision for transport in Queensland. The objectives articulate the government's expectations of what the transport system will provide over the next 10 years.

The TCP objectives focus on five key areas:

- customer experience and affordability
- community connectivity
- efficiency and productivity
- safety and security

- environment and sustainability.

The TCP prioritises investment in transport infrastructure and services to run, maintain and build the system.

In addition, the TCP reinforces a commitment to prioritise low-cost and non-infrastructure solutions that optimise the transport network and reduce the need for significant capital expenditure, or provide environmental benefits such as reduced greenhouse gas emissions.

### Strategic Plan 2019–2023

The *TMR Strategic Plan 2019–2023* is the department's four-year strategic planning document that provides the shorter-term view and strategic direction of the department.

The Strategic Plan guides the department to remain at the forefront of the changing transport environment in relation to delivering on the objectives of the medium-term 10-year TCP and outcomes of the longer-term 30-year QTS.

The Strategic Plan's five key priority areas are Safe, Responsive, Efficient, Sustainable and Accessibility.

The Strategic Plan ensures that Transport and Main Roads is able to anticipate and respond to the increasing customer demands of the department. To enable this, there is a strong customer focus embedded across each of the five priority areas and indicators of success.

### Legislative requirements

Under the *Transport Infrastructure Act 1994*, a program of works to deliver on infrastructure strategies is required to be produced annually by the Director-General and is to be

made available publicly as determined by the Minister for Transport and Main Roads.

QTRIP is produced in accordance with requirements of relevant legislation as reflected in the department's strategic, financial and transport planning instruments.

### Stakeholder engagement

Queensland's transport and road system connects people, businesses and industry, markets and employment. Connecting with stakeholders through QTRIP is an essential part of the department's business to achieve the best transport and road outcomes for Queensland.

Transport and Main Roads' stakeholder engagement is ongoing throughout the project lifecycle, from strategy and planning to development and delivery. Stakeholder engagement includes one-on-one engagement, community engagement, industry briefings, as well as alliances and partnerships with external organisations.

To ensure the future economic sustainability of Queensland, Transport and Main Roads works with partners and stakeholders in government, community and industry. Stakeholder engagement provides a platform that supports innovative ways to plan, fund, build and operate new and existing transport infrastructure.

Key stakeholders include the people of Queensland, Australian Government (such as the federal Department of Infrastructure, Regional Development and Cities), other state government departments (such as Queensland Treasury, the Department of State Development, Manufacturing, Infrastructure and Planning, and the Department of Local Government, Racing and Multicultural Affairs), local governments, peak industry and government

bodies. Other partners and suppliers include private industry, contracting and engineering peak bodies, universities, Indigenous groups and environmental groups and agencies.

These vital stakeholders provide critical analysis, input and advice that help the department refine its policies, programs, investment decisions and services.

## **Working with communities**

Transport and Main Roads' decentralised operations have provided a strong local presence in Queensland communities for many years, built on engagement with the community for infrastructure projects.

## **Working with local government**

The Roads and Transport Alliance is a 17-year partnership between the department and the Local Government Association of Queensland (LGAQ) on behalf of local governments, for the stewardship of Queensland's regional road and transport network.

Under the Roads and Transport Alliance, local governments voluntarily collaborate with Transport and Main Roads' districts to form 17 Regional Roads and Transport Groups (RRTGs) that make local transport infrastructure investment decisions based on regional priorities.

RRTGs receive an annual allocation from the Roads and Transport Alliance Board through the Transport Infrastructure Development Scheme (TIDS), to fund projects in accordance with regional priorities regardless of transport network ownership.

Projects must be prioritised using a robust program development process to determine future investments for nominated transport infrastructure assets.

The Roads and Transport Alliance has led to increased collaboration, capability building and engagement in Transport and Main Roads' districts. Collaboration based on transport priorities for community outcomes, rather than asset ownership, will continue as the key driver of the Roads and Transport Alliance.

## **Working with national stakeholders**

Transport and Main Roads represents Queensland's interests nationally on peak Australian transport and road bodies, such as Infrastructure Australia, Transport and Infrastructure Council, Transport and Infrastructure Senior Officials' Committee (TISOC), Austroads, National Transport Commission (NTC) and Australian Roads Research Board (ARRB), to contribute to the transport agenda and learn from others.

## Operating environment

Key entities in the management of QTRIP are outlined below.

### Department of Transport and Main Roads

Four divisions of Transport and Main Roads play major roles in the development, management and delivery of QTRIP.

#### Policy, Planning and Investment Division

The Policy, Planning and Investment Division defines key strategies, policies and plans for an integrated transport system that supports the efficient movement of people, goods and services. The division ensures investment decisions are aligned with the delivery of an integrated transport network for Queensland and represent value for the community.

#### Infrastructure Management and Delivery Division

The Infrastructure Management and Delivery Division facilitates the safe and efficient delivery of transport infrastructure and operations of the state road network, and provides an economic and social overlay to ensure best value.

To assist in managing and delivering the QTRIP, there are six geographic regions made up of 12 districts, with staff located in a number of offices across Queensland.

From an engineering and technology perspective, the division also ensures the department keeps up with national and world practices, standards and specifications to ensure that the state's transport infrastructure is safe,

cost-effective and operates efficiently and whole-of-life costs are minimal.

The division includes RoadTek, the department's commercial business arm, which is instrumental in the delivery and maintenance of road and transport infrastructure throughout regional and remote Queensland, where its presence adds value to the way products and services are delivered. It is also the first responder in keeping open or re-opening roads during natural disaster events.

#### TransLink Division

TransLink Division manages Queensland's integrated passenger transport network to deliver safe, cost-effective and accessible services and infrastructure. The division works with a range of service providers and government agencies statewide to manage and regulate the passenger transport industry and deliver high-quality public transport services, ticketing, information and infrastructure. It also manages operator performance through contracts across all passenger transit modes including rail, buses, trams, ferries, taxis and booked hire services.

#### Customer Services, Safety and Regulation Division

The Customer Services, Safety and Regulation Division delivers transport safety, regulatory and transactional transport services for the department. The division is critical to the department's current and future transport system, and contributes by managing the state's regulation, marine, road safety and frontline services. The division's focus on improving road and maritime safety is critical in how the department shapes and regulates transport.

## Other

### Queensland Rail

Queensland Rail is a statutory authority responsible for the operation and management of rail passenger services and rail infrastructure services to a safe, reliable and fit-for-purpose standard.

The Rail Transport Service Contract between Transport and Main Roads and Queensland Rail governs the funding arrangements for new rail infrastructure, maintenance of the existing rail network and the provision of both South East Queensland and regional long distance passenger rail services.

### Gold Coast Waterways Authority

The Gold Coast Waterways Authority sustainably manages a community asset with a natural capital value of \$26 billion. The Gold Coast Waterways Authority proactively works with key stakeholders and the community to ensure the five rivers, 260 kilometres of navigable waterways and more than 750 hectares of lakes and dams under its management remain safe and accessible now and into the future.

The Gold Coast Waterways Authority achieves its objectives through a waterways management program that is guided by science and innovation, and includes an active dredging campaign and provision of marine infrastructure including boat ramps and pontoons.

## Opportunities and challenges

### Population growth and managing transport demand

Queensland's population is estimated to be around 5 million<sup>1</sup>, and is predicted to increase to around 6.68 million by 2036 and around 7.16 million by 2041<sup>2</sup>. The majority of this increase is likely to continue to be in South East Queensland, coastal communities and regional centres with industry growth.

To cater for this growth, Queensland has seen substantial investment in infrastructure and public transport services over the past decade. However, Transport and Main Roads is faced with significant challenges to manage the ongoing impact of this growth, harness opportunities and mitigate associated risks, such as increased congestion.

### Embracing technology

In addition to traditional demand and incident management initiatives through smart use of new technologies, the department can position the transport system to meet future needs – creating an integrated system that anticipates,

<sup>1</sup> Queensland Government Statistician's Office, Queensland Treasury, Population growth, Queensland, June quarter 2018, viewed 16 May 2019, [www.qgso.qld.gov.au](http://www.qgso.qld.gov.au).

<sup>2</sup> Queensland Government Statistician's Office, Queensland Treasury, Population growth, Queensland, June quarter 2018, viewed 16 May 2019, [www.qgso.qld.gov.au](http://www.qgso.qld.gov.au).

rather than just responds to, customers' needs. Improved use of smart technologies and access to real time information will enable customers to make more informed transport choices. Optimised transport network operations will lead to reduced congestion and improved transport reliability. Innovative technologies will be used to optimise freight journey times and keep costs low, particularly by improving first- and last-mile access.

The transport system will provide improved and affordable transport access options for people with disabilities, older people and people who do not have a driver's licence. These improvements will be underpinned by automated vehicle technologies and emerging service models such as Mobility as a Service, incorporating demand responsive and shared transport services.

While new technology provides significant opportunities for managing a growing and increasingly diverse population, the challenge remains to ensure that Transport and Main Roads anticipates emerging technologies and business models, and understands how they can be used to support economic growth and benefit all transport users.

### Road safety

The *Safer Roads, Safer Queensland – Queensland's Road Safety Strategy 2015–2021* identifies a vision of 'zero road deaths and serious injuries'. This strategy is based on the Safe System approach (see Figure 1) to road safety, which places importance on human frailty. The cornerstones of this approach are safe roads and roadsides, safe speeds, safe vehicles and safe road users.



Figure 1: The Safe System approach

Within QTRIP, the Targeted Road Safety Program is dedicated to the delivery of high-benefit safety interventions and route based treatments, to support safer roads and roadsides. Initiatives funded by the Queensland Government include:

- *Mass Actions*, for initiatives that deliver low-cost engineering treatments (such as township entry treatments) to improve the safety of the overall state-controlled road network
- *Route Actions*, to address safety issues on identified high risk roads across the state

- *Safer Roads Sooner*, for cost-effective high-benefit projects to treat high-risk locations on the state-controlled network
- *School Transport Infrastructure Program*, provides specific funding to improve the safety and operation of school transport related infrastructure
- *Targeted Safety Interventions*, for projects that are considered critically essential to enhancing safety on the road network
- *Vulnerable Users*, to deliver targeted funding to address identified road safety issues that impact vulnerable users (pedestrians, cyclists and motorcyclists).

Through the Black Spot Program, the Australian Government also provides funding towards low-cost high-benefit projects, targeting safety issues on both the state-controlled and local government road networks. As well as nominations submitted from Transport and Main Roads, the Black Spot Program considers proposals received from members of parliament, the public and local governments.

Responding to the national investment in transformative transport technology, Transport and Main Roads' Targeted Road Safety Program incorporates funding directed towards Queensland's investment in cooperative and automated vehicles.

A number of other programs delivered through QTRIP also focus on addressing safety issues on the road network, through infrastructure improvements. These include programs that form part of the Australian Government's *National Partnership Agreement on Land Transport Infrastructure Projects (NPA)* with states and territories.

For Queensland, specific funding is allocated to target road safety issues on highways including the Bruce and Peak Downs.

## Freight needs

The movement of freight is a critical activity driven by industry, population growth and consumer needs, and is fundamental in supporting economic growth across the state and the country.

Current projections indicate the Queensland freight task (2018–19) will grow by approximately 20 per cent by 2028–29.<sup>3</sup> This growth will continue to place increasing pressure on both the road, rail, port and air transport networks. In particular, land based networks that provide key inter-regional and urban links to support agricultural, mining and major industrial areas, seaports, airports, commercial business parks and major retail centres will be affected.

To address this continuing growth of the freight task, the *Queensland Freight Strategy – Advancing Freight in Queensland (QFS)* was recently released. It sets a renewed 10 year vision for the freight system through five shared commitments to: Build Effective Partnerships, Unlock Economic Opportunity, Smarter Connectivity and Access, Resilient Freight System and Safer Freight Movements. The QFS vision aims to create an integrated, resilient and safe freight system integral to supporting Queensland's economic prosperity.

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<sup>3</sup> *Queensland Freight Strategy - Advancing Freight in Queensland (March 2019)*

The QFS will be implemented through a rolling two-year *Queensland Freight Action Plan* (under development). The Action Plan will outline a range of activities that industry, the community and all levels of government will undertake. This will ensure logistics movements throughout the agricultural, mining, industrial and retail sectors provide the best outcomes for Queensland.

Enhancing freight movement is critical to Queensland's global competitiveness and economic performance. Queensland's wide variety of industries presents diverse transport movement demands, including containerised freight, bulk freight and over-sized loads. The challenge is to continue to deliver an integrated transport network that supports government, industry and community freight needs and is safe, efficient, reliable, and environmentally sustainable.

A significant portion of the road and rail networks in Queensland form part of the nationally-accredited Key Freight Routes.

## Funding arrangements

Transport agencies worldwide are facing significant challenges in providing financially sustainable transport solutions. There remains a high expectation, from stakeholders and the community, that government will address the need for integration of land-use planning and transport infrastructure, to deliver the right projects, at the right time.

Transport and Main Roads is working with stakeholders and industry partners to establish innovative funding arrangements, allowing the department to continue working towards achieving financially sustainable transport infrastructure for Queensland.

Funding to run, maintain and build the transport network in Queensland comes from the Australian Government and the Queensland Government. The Australian Government has primary responsibility for funding and maintaining the National Land Transport Network and, from time-to-time, provides funding towards non-National Land Transport Network projects.

The state-funded component includes revenue from motor vehicle registration and proceeds from infringements (such as camera detected offences), and other sources. Some projects are partly funded by local government and developer contributions.

The Queensland Government recognises that the best way to achieve strong jobs growth and sustainable economic development is to support and encourage increased private sector investment in the economy. Investment facilitation and partnerships are available for major investment ideas and business propositions that demonstrate a strong potential for being delivered and that align with the Queensland Government's priorities.

## Rural, remote and Indigenous communities

Queensland's regional prosperity, and associated transport profile, is heavily influenced by the vast distances between regions and cities, the concentration of the population in South East Queensland, isolated resource production areas and export driven markets. To address these challenges,

the Queensland Government continues to explore funding options for transport infrastructure improvements within rural, remote and Indigenous communities.

Transport and Main Roads works closely with the Queensland Reconstruction Authority, the nation's only permanent stand-alone disaster resilience and recovery agency, to improve the resilience of the state's road network to natural disasters.

A number of initiatives build upon previous years' work to further improve the surface of roads, improve flood immunity to reduce disruptions in the wet season, and maintain or upgrade marine infrastructure. QTRIP serves local communities through a project delivery approach that, where possible, engages Indigenous and local businesses, and creates employment and training opportunities for local residents.

Consistent with these objectives, Transport and Main Roads will agree to Indigenous employment and supplier use targets for road projects committed by the Australian Government and Queensland Government under the Northern Australia Roads Program, Northern Australia Beef Roads Program and Cape York Region Package.

## Environment and heritage management

Queensland's environment is under increasing pressure as a result of the state's growing population and global environmental pressures.

The state transport network exists to provide community benefits and economic development in an environmentally sustainable manner for current and future generations to continue to experience Queensland, while supporting tourism and regional development.

Transport and Main Roads is committed to environmental sustainability and cultural and historic heritage management. This commitment is realised through delivery of an integrated transport network that contributes to a cleaner, healthier, more liveable environment (for example, by aligning with the Queensland Government climate change targets and actions detailed in the Queensland Climate Change Response, national greenhouse gas reduction targets and policies, and providing sustainable travel and infrastructure solutions).

Queensland is also susceptible to extreme weather and climate effects which can create disruption of the transport system. Network resilience and adapting to these challenges will be important considerations for transport planning and design.

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