



**Queensland Transport and
Roads Investment Program**
2019–20 to 2022–23

State overview



**Queensland
Government**



Legend

- National road network
- State strategic road network
- State regional and other district road
- National rail network
- Other railway (includes light rail)
- Local government boundary

Divider image: The Mooloolaba walk and ride bridge at Mayes Canal in Mooloolaba in North Coast district 2019. Image provided by Sunshine Coast Regional Council, with photo taken by Rezolution Photography and Alder Constructions.

State-controlled transport and road infrastructure



Queensland rail network – 6,615 km

Transport Service Contracts between Transport and Main Roads and Queensland Rail support effective passenger and regional freight rail services across Queensland; and provide a flexible, accountable and transparent mechanism for the government to satisfy its transport policy objectives.

In addition to public transport services, the Transport Service Contract with Queensland Rail provides funding for maintenance, renewal and upgrading of rail assets such as track, bridges, signalling equipment, stations and rollingstock.

Queensland Rail manages and maintains more than 6,615 kilometres of track (mainline only, excludes sidings, passing loops and yards).

Aurizon and Linfox operate regional services for livestock and general freight under Transport Service Contracts.

Details of rail infrastructure projects are listed under the ‘Statewide commitments’ section or the relevant district tables, where applicable.



Light rail

Gold Coast Light Rail is Queensland’s only light rail infrastructure service. It is 20.3 kilometres in length, has 19 stations and 18 trams with bus connections at key activity centres. The light rail is a world class public

transport system for residents and visitors to the Gold Coast.



Marine infrastructure

Transport and Main Roads owns, manages and operates marine infrastructure across Queensland, including boat ramps, pontoons, jetties, floating walkways, dredging works and navigation aids. The department also funds the construction and ongoing structural maintenance of recreational boating facilities.

The local managing authority, councils, ports or water authorities provide the land-based infrastructure, such as car and trailer parking, manages the operations at the facility, and conducts day-to-day maintenance.

Details of marine infrastructure projects are listed under the ‘Statewide commitments’ section or the relevant district tables, where applicable.



Cycleways

Transport and Main Roads plans, constructs, operates and also provides grants to local governments for cycleways across the state.

Cycleways provide a flexible and efficient form of transport with direct economic, health and other benefits for individuals and for the community. Investment in cycling infrastructure provides connections that link people to work, education, recreation and services. Responsibility for ongoing asset management lies with either Transport and Main Roads or local governments, depending on the asset owner.

Details of cycling infrastructure projects and programs are listed under the ‘Statewide commitments’ section or the relevant district tables, where applicable.



Passenger transport infrastructure

Transport and Main Roads delivers passenger transport infrastructure investments that support a broad statewide network of integrated passenger transport services. These infrastructure investments include a strong focus on stops, stations and facilities, park ‘n’ rides, bus priority measures, signage, wayfinding and technology, and accessibility upgrades to existing passenger transport infrastructure. Passenger transport infrastructure aims to deliver an accessible connected, integrated network that offers value to customers and makes passenger transport an attractive option to everyone.

Details of passenger transport infrastructure projects are listed under the ‘Statewide commitments’ section or the relevant district tables, where applicable.



Dedicated Busways (SEQ) – 29 km

Transport and Main Roads plans, delivers and maintains busways across South East Queensland. Busways are an essential part of the integrated passenger transport network and provide dedicated road space to help improve bus journey times and reliability. The busways also increase overall network capacity and facilitate more efficient movement of people across our network.



Queensland's state-controlled road network – 33,367 km

Transport and Main Roads manages and operates Queensland's state-controlled road network, which is Queensland's largest publicly owned physical infrastructure asset.

The state-controlled road network consists of roads on the National Land Transport Network and other state-controlled roads. The different classes of roads are shown in Queensland's transport and road network map.

The state-controlled road network includes the major traffic carrying and linking roads across Queensland, with 80 per cent of Queensland's road traffic carried on state-controlled roads. These roads are used for a wide range of purposes, including freight, tourist trips, daily commutes, access to services and recreation.



National Land Transport Network (Queensland) roads – 4,996 km

Transport and Main Roads owns, manages and operates the National Land Transport Network in Queensland. The National Land Transport Network is a single integrated network of land transport linkages of strategic national importance, and is based on national and inter-regional transport corridors including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity.

Details of road projects on the National Land Transport Network are listed under the 'Statewide commitments' section, or the relevant district tables.



Other state-controlled roads (Queensland) – 28,371 km

Other state-controlled roads in Queensland include 4,109 kilometres of state strategic roads, and 24,262 kilometres of regional and district roads.

Details of road projects on other state-controlled roads are listed under the 'Statewide commitments' section, or the relevant district tables.



Local government-controlled roads

Local government-controlled roads are owned, managed and operated by various local governments across Queensland.

Details of projects on local government-controlled roads are listed under each district in the 'Local Network' section.



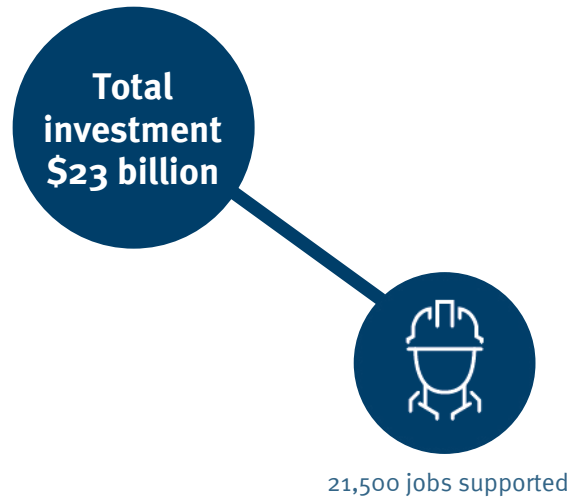
Toll roads

Transport and Main Roads manages the policy and legislative framework for toll roads in Queensland, under the provisions of the *Transport Infrastructure Act 1994*. The department sub-leases toll road land to operators or local government on behalf of the Queensland Government.

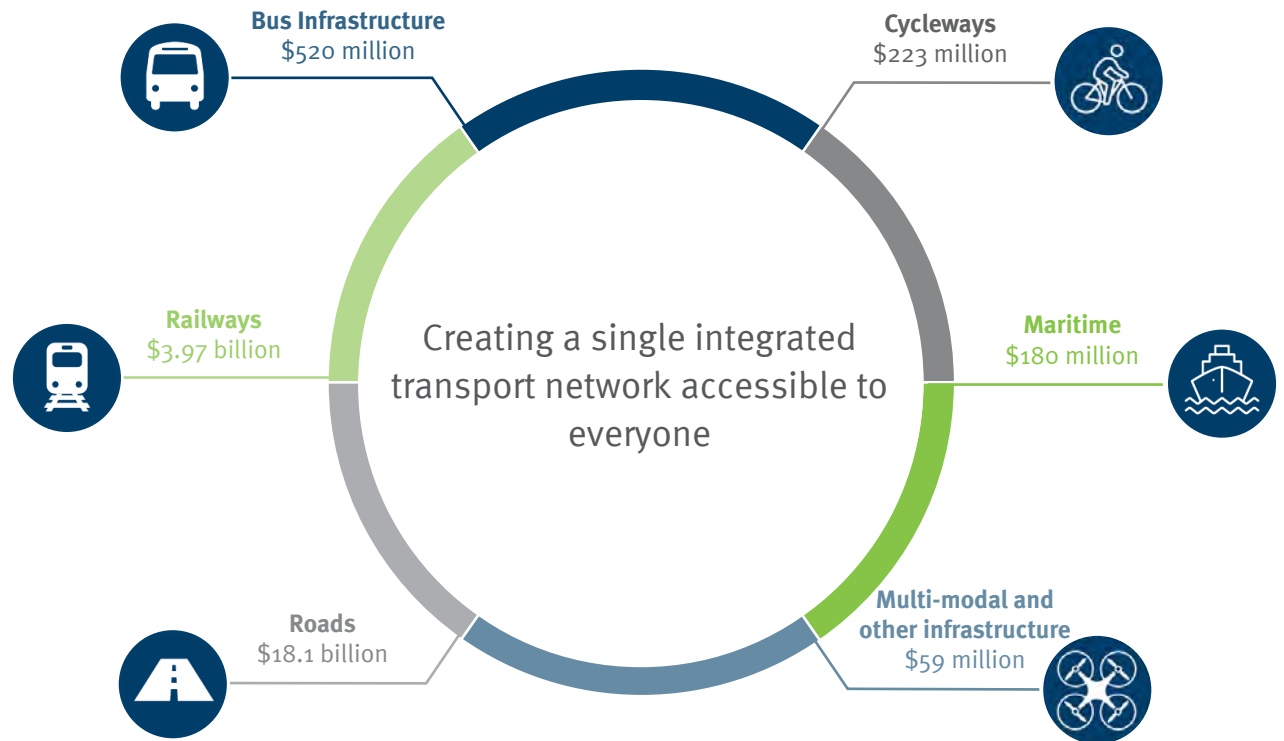
Declared toll roads in South East Queensland include the Gateway Motorway, Logan Motorway, Clem7 Tunnel, Go Between Bridge, Legacy Way and AirportLinkM7.

The new Toowoomba Second Range Crossing (TSRC) will be a toll road operated by Nexus Infrastructure for Transport and Main Roads under an availability payment Public Private Partnership arrangement. Toll revenue will contribute towards Transport and Main Roads' payments to Nexus Infrastructure for operation and maintenance of TSRC.

Fast facts over four years



Investment by mode⁽¹⁾



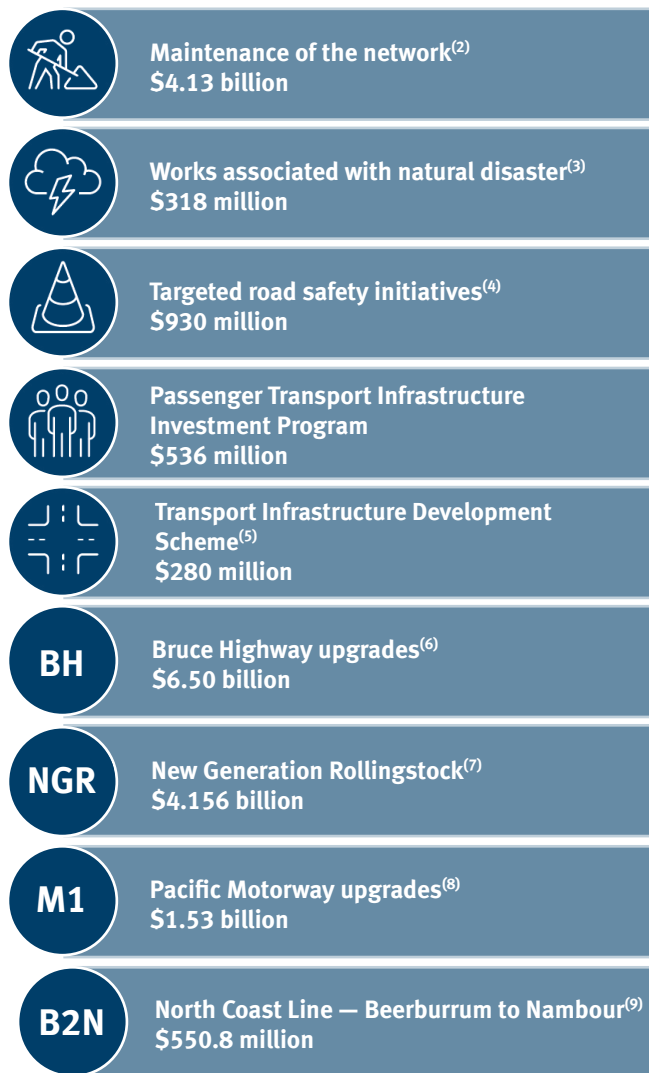
Investment by entity



Investment by funding source



QTRIP highlights



Investment by district⁽¹⁰⁾



Endnotes

- (1) See Terms and References for definition of Mode.
- (2) Represents maintenance activities on road, passenger transport, marine and cycling infrastructure assets.
- (3) Represents investments being delivered by Transport and Main Roads under the jointly-funded *Natural Disaster Relief and Recovery Arrangements* and *Disaster Recovery Funding Arrangements*. Funding is provided through the Queensland Reconstruction Authority.
- (4) Represents funding under the Targeted Road Safety Program.
- (5) Represents investment over four years (2019–20 to 2022–23) under the Transport Infrastructure Development Scheme.
- (6) Represents investment over four years (2019–20 to 2022–23) under the jointly-funded 15-year Bruce Highway Upgrade Program.
- (7) Represents total project cost.
- (8) Represents investment towards upgrades on the Pacific Motorway (M1) over four years (2019–20 to 2022–23), including jointly-funded initiatives.
- (9) Represents the total joint funding commitment of the Australian Government and Queensland Government.
- (10) Excludes Statewide commitments.

Page intentionally blank