

# Queensland Transport and Roads Investment Program

2024–25 to 2027–28



## **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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The Department of Transport and Main Roads (TMR) respectfully acknowledges the Traditional Owners and Custodians of the land and waterways. We pay respect to their Elders past, present and emerging. TMR recognises those whose ongoing effort to protect and promote Aboriginal and Torres Strait Islander cultures will leave a lasting legacy for future First Nations people.

# Minister's Foreword

The Queensland Government's \$37.4 billion Queensland Transport and Roads Investment Program (QTRIP) 2024-25 to 2027-28 demonstrates our dedication to delivering a future-proofed transport network for Queensland. The program outlines a steady and sustainable pipeline of road and transport infrastructure which will support an estimated average of 28,000 direct jobs over the next four years.

Amidst significant market, industry and economic uncertainty, this year's QTRIP is taking a responsible approach to investment to ensure we successfully deliver for Queensland an accessible, safe, and resilient transport network.

Queensland continues to be impacted by cost escalations in construction costs, limited labour supply and nation-wide record levels of infrastructure investment that are impacting project budgets through the project lifecycle.

With the ongoing challenges of cost pressures, the Queensland Government notes the Australian Government's decision to revise funding for nationally significant projects to a 50:50 split. Given Queensland's strong population growth, our dispersed communities, and the largest transport network in Australia, we will continue to advocate to reinstate the 80:20 funding arrangements.

Over the past two decades Queensland has experienced the highest average annual population growth in Australia. This growth presents many challenges for all levels of government, including significant requirements for infrastructure and services.

Many projects in QTRIP represent a collaborative funding partnership with both local government and the Australian Government. We will continue to work with all levels of government to find appropriate solutions that ensure all levels of government work together and contribute appropriately so that our transport network, which is vital to the connectivity of Queensland, is maintained and upgraded.

To continue to meet the transport challenges of the future, we are launching a Local Congestion Busting Program and a Productivity Enhancement Program with an injection of \$100 million for each program. This is coupled with an increase to our ongoing rolling commitment to the Bruce Highway, from \$200 million to \$250 million per annum, to continue ongoing programmed upgrades and investment.

The QTRIP includes significant commitments to road and transport infrastructure to support regional Queensland. This includes continuing to deliver investments as part of important programs such as the \$1 billion Inland Freight Route funding commitment between Charters Towers to Mungindi and the \$500 million Queensland Beef Corridors funding commitment. To continue supporting jobs and accessibility for Indigenous communities, QTRIP also commits \$60 million of new state funding



toward a Cape York Region Package (Stage 3) to continue progressive sealing of the Peninsula Developmental Road, with partnering funds to be sought from the Australian Government.

Our longstanding Transport Infrastructure Development Scheme will also get a boost of about \$6 million per annum toward a more than \$300 million four-year program providing funding for local government road and transport related initiatives.

Rail infrastructure continues to be high on our agenda, with works progressing on several major projects aimed at reducing congestion on the road network and providing more accessible, inclusive and sustainable travel options. We are dedicated to investing in rail to meet the needs of our growing community. Cross River Rail is removing the bottleneck in Brisbane’s CBD and creating opportunities to provide better rail services across South East Queensland. This QTRIP builds on this foundation of rail investment with more rail projects important to supporting the growing South East Queensland population:

- Direct Sunshine Coast Rail Line (Stage 1). This project will not only help ease congestion but will also help unlock future housing development on the Sunshine Coast.
- Beerburrum to Nambour Rail Upgrade (Stage 1). Will create reliability and travel time savings for the growing Sunshine Coast region.
- Logan and Gold Coast Faster Rail. It will double the number of tracks between Kuraby to Beenleigh, allowing for more frequent and reliable services, and will also provide station upgrades for accessibility, additional park ‘n’ ride spaces, level crossing removals, and a new dedicated active transport connection.

We also continue our commitment to addressing road safety through targeted road upgrades, as any life lost is one too many. QTRIP 2024-25 to 2027-28 includes \$1.892 billion for targeted road safety initiatives to improve the safety of our transport network, including funding in partnership from the Australian Government.

This strategic investment program will make our network safer, provide new opportunities for all Queenslanders and unlock economic growth for the state.



**Honourable Bart Mellish MP**  
Minister for Transport and Main Roads  
and Minister for Digital Services



# Director-General's Foreword

The QTRIP 2024-25 to 2027-28 continues to deliver on our vision for creating a single integrated network accessible to everyone – our communities, businesses, and people across Queensland.

The QTRIP outlines a \$37.4 billion investment over the next four years into Queensland's road and transport infrastructure across local, state and national networks.

The development of QTRIP is supported by:

- State Infrastructure Strategy 2022-24, outlining the Queensland Government's vision for infrastructure investment.
- ShapingSEQ 2023, which outlines a long-term vision for supporting growth across South East Queensland.
- Department of Transport and Main Roads (TMR) Regional Transport Plans, which guide the planning of an efficient and responsive transport system in Queensland over a 15-year horizon.

A key priority for our department is road safety and reducing the number of people injured or killed on Queensland roads. This QTRIP's four-year commitment of \$1.892 billion for the department's Targeted Road Safety Program (including joint funding with the Australian Government) invests in high-benefit road safety infrastructure projects to reduce the impact of road trauma for all road users. We also continue to work with local representatives and the Australian Government to deliver integrated education and training initiatives, such as the StreetSmarts Road Safety Education Platform, Community Road Safety Grants for community and school-based programs, and drink driving education programs.

The QTRIP 2024-25 to 2027-28 includes significant works as part of our Natural Disaster Program, which is jointly funded with the Australian Government via the Queensland Reconstruction Authority. TMR is committed to ensuring we react quickly when Queensland experiences severe and unprecedented events, and our responsive and coordinated efforts continue to help keep communities and industries connected, moving and safe.

Safe, reliable roads are the lifeblood of rural and regional communities and industry development. Funded in partnership with the Australian Government, we have commenced early works on the \$1 billion commitment towards the Inland Freight Route between Charters Towers and Mungindi and the \$500 million Queensland Beef Corridors, construction has started on the \$1.73 billion Rockhampton Ring Road, while the \$1.162 billion Bruce Highway Gympie bypass (Cooroy to Curra Section D) is well progressed.

Our far North will also get an increase in joint funding following the welcomed outcomes of the 2024-25 Federal Budget with investment in the Peninsula Developmental Road increasing from \$190 million to \$275.63 million. Through these works, we are connecting remote Cape York communities to greater economic and training opportunities and essential services.

The Roads and Transport Alliance continues with local governments, with an increased allocation to \$75.95 million in 2024-25 invested in the Transport Infrastructure Development Scheme, which provides vital funding to local governments to deliver infrastructure improvements on road and transport networks across Queensland.

TMR continues to be affected by adverse global and local market conditions, and will continue to make program adjustments as needed, coupled with implementing initiatives to help manage cost-related risk, including: collaborative contracting; attracting, supporting, and retaining a sustainable workforce; investing in research and innovation; transitioning toward a circular economy; applying value-engineering to options assessments; and developing product and service procurement strategies.

TMR remains committed to ongoing collaboration with industry stakeholders, government and customers and will continue to deliver a sustainable program of important investments including:

- Logan and Gold Coast Faster Rail
- Direct Sunshine Coast Rail Line (Stage 1)
- Beerburrum to Nambour Rail upgrade (Stage 1)
- Rockhampton Ring Road
- Coomera Connector (Stage 1)
- Gateway Motorway, Bracken Ridge to Pine River upgrade
- Bruce Highway (Cooroy to Curra) Section D
- Inland Freight Route (Charters Towers to Mungindi)
- Bruce Highway, Gateway Motorway to Dohles Rocks Road upgrade (Stage 1)
- Pacific Motorway, Varsity Lakes (Exit 85) to Tugun (Exit 95) upgrade
- Bruce Highway, Anzac Avenue to Uhlmann Road upgrade
- Pacific Motorway, Eight Mile Plains to Daisy Hill upgrade.

Many of these projects respond to growth and support accelerated housing supply. These projects will also ensure we are well positioned to meet the challenges of hosting the Olympic and Paralympic Games in 2032. By 2032, transport corridors will better connect the three Games zones with a strong focus on environmentally friendly transport modes, including extending the capacity and reach of the SEQ passenger rail network, to contribute to a more sustainable Games. This is demonstrated by the significant rail investment committed in this QTRIP – the largest ever, with \$14 billion programmed over the next four years.

Our partnerships with industry and businesses are critical to delivering a safe and reliable transport network, while supporting jobs across the state. We cannot achieve this alone and partnering with industry to achieve these outcomes is essential.

This strategic investment program will strengthen our resilience and future-proof our network to keep Queensland connected, and I look forward to the year ahead.



**Sally Stannard**  
Director-General  
Department of Transport and Main Roads





# Introduction



# Overview

Department of Transport and Main Roads (TMR) designs, delivers and maintains transport infrastructure with a vision of ‘creating a single integrated network accessible to everyone’.

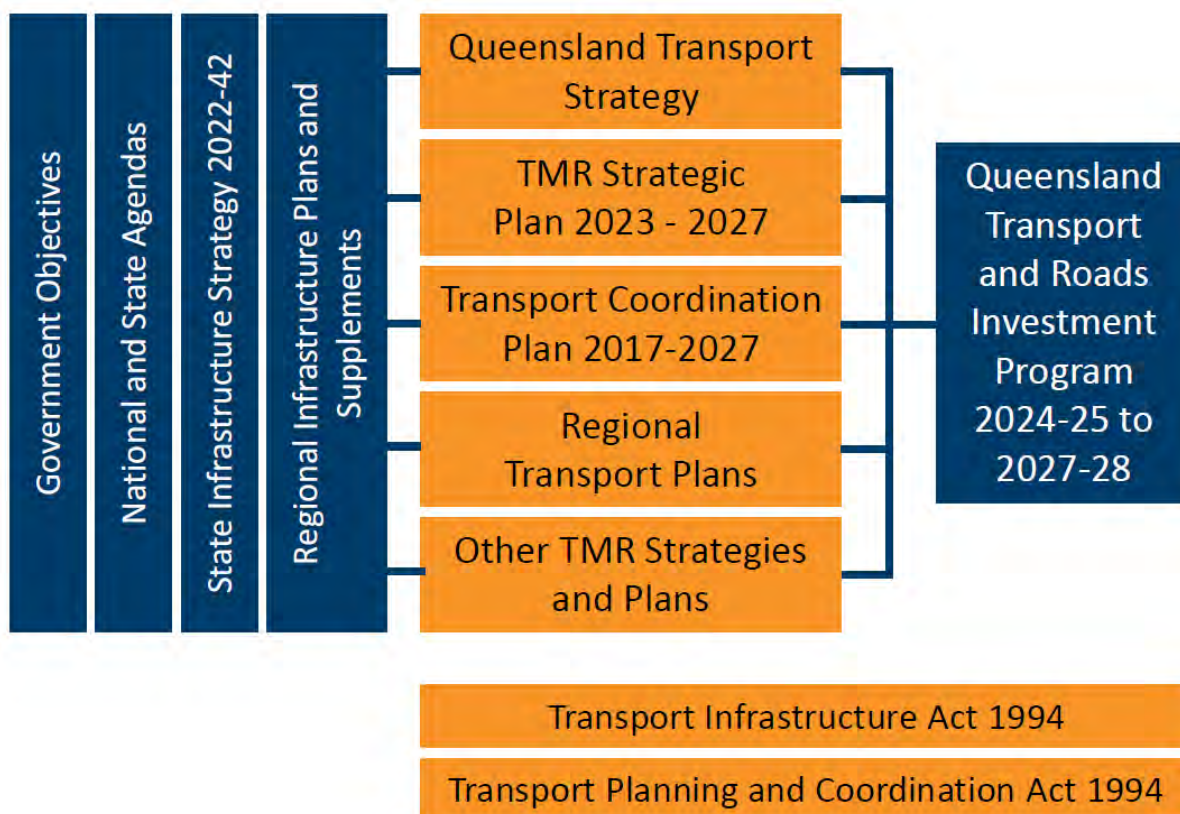
As well as meeting the statutory requirements set out in the *Transport Infrastructure Act 1994*, the Queensland Transport and Roads Investment Program (QTRIP) provides transparency to the community, industry, government and organisations about current and planned investment in transport infrastructure across Queensland over the next 4 years. QTRIP investment spans road, rail, maritime, public transport and active transport infrastructure on freight, commuter and recreational networks and includes capital works for TMR, Queensland Rail and Gold Coast Waterways Authority.

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. Presented by geographical location, the QTRIP investment tables detail planned cashflows across the four-year period, with the first financial year aligned to State Budget papers (in particular, State Budget Paper 3 – Capital Statement).

# Strategic intent

National and state government policy objectives and agendas guide and shape the QTRIP's strategic intent. Various Queensland Government strategies and plans establish high level transport objectives and strategic outcomes for the development of the QTRIP as outlined in Figure 1.

**Figure 1: QTRIP guiding strategies and plans**





# Stakeholders

TMR engages with stakeholders throughout the program and project lifecycles, from strategy and planning to development and delivery.

Stakeholder engagement includes one-on-one consultation, community engagement, industry briefings, and partnerships with other governments and community organisations. Key stakeholders for QTRIP are outlined in Figure 2. These stakeholders provide critical analysis and advice that helps refine departmental policies, programs, investment decisions and services.

**Figure 2: QTRIP stakeholder engagement**



# Delivering QTRIP

## Transport and Main Roads

Four divisions of TMR 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 safe, sustainable and efficient movement of people and goods, while driving value for the community.

The division positions us for the future, supporting decision makers with strategic policy and transport economic advice and analysis to achieve the vision of an integrated transport system accessible to everyone.

The division also focuses on customer service (research, design and insights) and intergovernmental relations (with all levels of government and the academic sector) to plan for Queensland's transport future.

### Infrastructure Management and Delivery Division

The Infrastructure Management and Delivery Division is responsible for the management and stewardship of Queensland's state-controlled road network, as well as various public transport, marine and active transport infrastructure.

There are six geographical regions made up of 12 districts encompassing Queensland's 77 local government areas, with staff located in offices across Queensland. Statewide Network Operations works with stakeholders across the state to operate and optimise the road network to safely and efficiently move people and goods. The division also includes RoadTek, our commercial business arm, which is instrumental in the delivery and maintenance of road and transport infrastructure throughout regional and remote Queensland. RoadTek is also the first responder during natural disaster events, keeping the network open or re-opening roads.

From an engineering and technology perspective, the division provides technical expertise to support our innovation and value-for-money solutions and ensures we use current national and world practices, standards and specifications to ensure the state's transport infrastructure is safe, cost-effective and operates efficiently with whole-of-life costs kept minimal.

## Translink Division

Translink Division leads and shapes Queensland's passenger transport system to deliver safe, cost-effective, customer-focused and accessible services. The division works with a range of service providers and government agencies to manage and regulate the passenger transport industry and deliver high-quality passenger transport services, ticketing, information and infrastructure. It also manages operator performance through contracts across all passenger transit modes, including bus, train, ferry, tram 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. The division is critical to our current and future transport system and contributes by managing the state's transport safety policy and regulation, road and maritime safety and frontline services. The division's focus on improving road and maritime safety is critical in how we shape and regulate 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 TMR and Queensland Rail governs the arrangement 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 network of five rivers, 170km of navigable channels and more than 750ha of lakes ensuring the local community, visitors and businesses can all enjoy and prosper in our 'Waterways City'.



Gold Coast Waterways Authority does this through evidence-based integrated planning and place making, marine infrastructure creation and management, and delivery of the Gold Coast Waterways Strategy 2021-30 and Waterways Management Program.

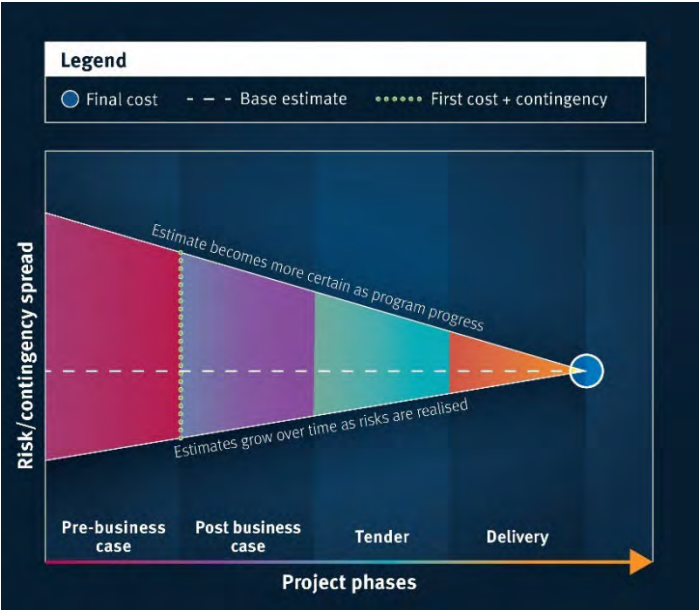
# Opportunities and challenges

## Market conditions and project estimation confidence

Like all states and territories, Queensland is experiencing national and international economic and market uncertainty, along with significant cost escalations in construction costs, limited labour supply and nation-wide record levels of infrastructure investment, which impact on project budgets through various stages of the project lifecycle.

The level of reliable detail about project costs increases over time as projects progress from planning through to delivery and finalisation stages (illustrated in Figure 3). In some cases, funding commitments may be allocated towards a project or program of works, which may change as planning and development activities progress, scope is confirmed, cost estimates are developed, and specific investments are prioritised for delivery. Confidence in project detail grows as options are considered, concepts refined, site conditions investigated, designs progressed and construction contractors engaged in the process.

**Figure 3: Ideal cost estimate certainty throughout the project lifecycle** (adapted from US Government Accountability Office, 2020)



In response to adverse global and local market conditions, TMR continues to implement initiatives to help manage cost-related risk. Confidence in project detail, particularly in the lead up to construction commencing, is described in district tables with endnotes for three critical development phases: Pre-Business Case; Business Case to Detailed Design; and Procurement to Contract Award.



## Construction costs and market capacity

While Queensland has been experiencing extraordinary escalation in construction costs and the supply of materials, TMR is committed to ensuring that the delivery of our transport and roads infrastructure program represents value-for-money.

This includes providing sustainable outcomes for our industry partners. Collaboration with the civil construction industry, building capability in collaborative behaviours and integrating them into TMR's procurement and contracting framework has been critical to building the market capacity with the relevant skills, resources and experience to deliver the QTRIP program of works.

TMR is the only government agency to have a forward-looking, four-year capital plan and the only transport agency in Australia to publish this plan. This enables planned delivery of future projects to progress smoothly and provides industry and local government with effective business and workforce planning.



## Population growth and managing transport demand

Queensland's population was estimated to be around 5.5 million in 2023<sup>1</sup> and is predicted to increase to around 6.7 million by 2038 and around 7.1 million by 2043<sup>2</sup>. Most of this increase is likely to continue to be in South East Queensland, coastal communities and regional centres with industry growth.

Queensland has seen substantial investment in infrastructure and public transport services over the past decade to cater for this growth. TMR continues to face significant challenges to manage the ongoing impact of this growth, harness opportunities and mitigate associated risks, such as increased congestion.

1 Queensland Government Statistician's Office, Queensland Treasury, Population growth, June quarter 2023, viewed 15 March 2024, [www.qgso.qld.gov.au](http://www.qgso.qld.gov.au).

2 Queensland Government Statistician's Office, Queensland Treasury, Queensland Government Population Projections, 2023 edition update, 2021 to 2071, viewed 15 March 2024, [www.qgso.qld.gov.au](http://www.qgso.qld.gov.au).



## Embracing technology

New technology provides significant opportunities for managing a growing population, helping to address the challenges of congestion, accessibility, sustainability, reliability, safety and network resilience.

We can use new technologies to position the transport system to meet future needs - creating a single integrated transport system that anticipates, rather than just responds to, customers' needs.

Smart and connected technologies, and access to real time information, enable customers to make more informed transport choices and helps optimise our transport network operations and reliability.

Emerging automated vehicle technologies and service models such as Mobility as a Service, which incorporate demand responsive and shared transport services, will also provide improved and affordable transport access options, including for people with disabilities, older people and people who do not have a driver's licence.

Digital engineering, including Building Information Modelling, provides opportunities throughout the infrastructure lifecycle from planning to design, construction, and operations and maintenance.



## Road safety

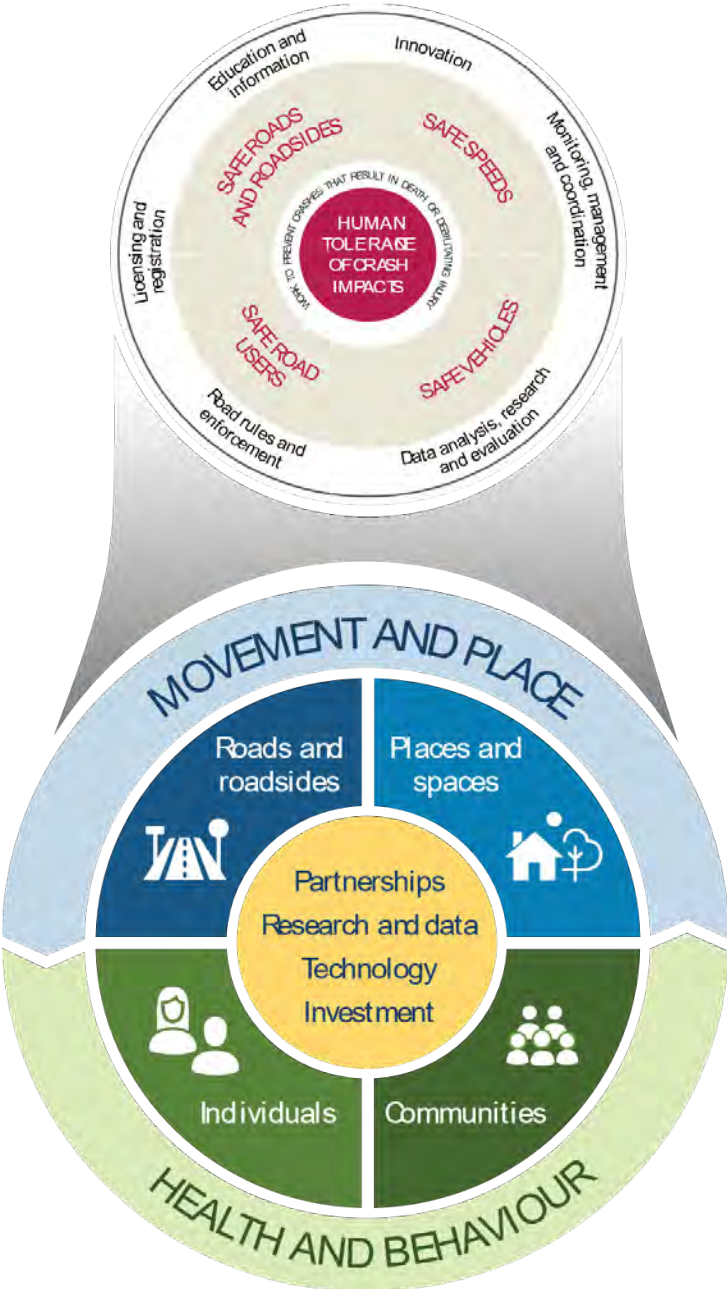
While progress has been made over many decades to reduce road trauma on Queensland's roads through the introduction of a variety of road safety initiatives, there are still significant challenges to overcome.

We are steadfast in our commitment to reduce the incidence of road trauma through ongoing safety upgrades to the state-controlled road network. We continue to deliver a program of targeted road safety infrastructure improvement programs delivering high-benefit treatments to reduce crashes.



Importantly, our Road Safety Policy and four-year strategic plan further embed the Safe System approach to road safety, which was originally introduced to Queensland in 2015 and retained at the foundation of the Queensland Road Safety Strategy 2022-31. The strategy integrates the concepts of Movement and Place and Health and Behaviour into the new Queensland Model for Road Safety, which organises our priorities across four pathways as outlined in Figure 4.

**Figure 4: The Safe System approach and the Queensland Model for Road Safety**



 **Freight needs**

Queensland’s freight system is a key enabler for the vital components of our economy with efficient freight movement being integral to Queensland’s global competitiveness and economic performance.

The *Queensland Freight Strategy - Advancing Freight in Queensland*, developed in partnership with the Queensland Ministerial Freight Council, sets a 10-year vision for the state’s freight system. *The Queensland Freight Strategy* vision aims to create an integrated, resilient and safe freight system integral to supporting Queensland’s economic prosperity.

The *Queensland Freight Strategy* is implemented through the Queensland Freight Action Plan (QFAP), which outlines a range of activities that the industry, the community and all levels of government will undertake to ensure logistics movements throughout the agricultural, mining, industrial and retail sectors provide the best outcomes for Queensland.

A significant portion of the road and rail networks in Queensland forms part of the nationally accredited Key Freight Route network that connects Australia's freight system, including sea and airports and intermodal terminals.

## Accessibility and Inclusion

TMR is providing accessible and inclusive transport products, services, information and infrastructure across Queensland as outlined in the department's Accessibility and Inclusion Strategy (AIS). This focus will ensure that everyone can participate in our community and access employment, health, education, recreation and culture.

TMR's aspiration under the strategy is to be a leader in the provision of dignified, accessible and inclusive transport products, services, information and infrastructure. To do this, we will work collaboratively with our delivery partners, service providers and all levels of government to ensure alignment with government objectives, broader human rights and legislative obligations.

TMR's Accessibility and Inclusion Plan 2023-2024 (AIP) was developed to outline the practical actions TMR will take over the two-year period to deliver on the AIS. The AIP outlines 27 actions across the three key pillars of Strategy, Culture and Process. A review of the AIP is being conducted during 2024, with the development of an updated plan to be completed based on key learnings, co-design activities and emerging trends.

## Brisbane 2032 Olympic and Paralympic Games

The Brisbane 2032 Olympic and Paralympic Games are expected to accelerate major transport infrastructure projects across South East Queensland. Not only will the Games generate significant tourism visitation during the event, but it is likely this will continue after the Games. Both mass transport and active transport infrastructure is required to support the movement in between precincts that will be critical to support the Games in the short term, and South East Queensland's growing population in the longer term.



## Funding arrangements

Works on the Queensland transport network are primarily funded by the Queensland Government and Australian Government. The Australian Government has primary responsibility for funding and maintaining the National Land Transport Network and contributes funding to projects off the National Land Transport Network through programs like the Road Safety Program. The state funded component includes revenue from motor vehicle registration and proceeds from infringements (such as camera detected offences). Some projects are partly funded by local government and developer contributions.

There remains a high expectation from the community that government will continue to address transport costs and accessibility through the integration of land-use planning and transport infrastructure. We continue to work on this integration, ensuring the right projects are delivered at the right time.

The Queensland Government recognises that private sector investment helps achieve strong jobs growth and sustainable economic development. Investment facilitation and partnerships are available for major investment and business propositions that demonstrate a strong potential for being delivered and that align with the Queensland Government's priorities.



## Rural, remote and Aboriginal and Torres Strait Islander communities

Queensland's regional prosperity, and associated transport network, 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 Aboriginal and Torres Strait Islander communities.

QTRIP serves local communities through a project delivery approach that, where possible, engages local businesses, and creates employment and training opportunities for residents.

We are committed to reconciliation with the Aboriginal and Torres Strait Islander people of Queensland, with the Indigenous Strategy Roadmap 2023-25 and its supporting Action Plan outlining how the department is prioritising its relationships with First Nations people. In this regard, we support Indigenous participation policies and frameworks that prioritise Aboriginal and Torres Strait Islander employment and supplier use targets for transport and road projects.

Through infrastructure programs such as the Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme, the Torres Strait Islands Marine Infrastructure Program (providing funding for upgrades to jetties, barge/boat ramps and other marine facilities) and the Cape York Region Package Stage 2 (joint funded with the Australian Government to progressively seal priority sections of the Peninsula Developmental and community access roads), the department is well-placed to provide education, training and employment opportunities for Indigenous people.



## Environment, climate change, sustainability and heritage management

TMR is committed to providing a single integrated transport system that contributes to Queensland's environmental, economic and social sustainability outcomes. To manage the increasing pressures of extreme weather and climate change, a growing population, and land use changes, we are committed through our Environmental Sustainability Policy to plan for and deliver resilient, adaptable and multimodal infrastructure to meet our customer's needs and community expectations.

We aim to align our infrastructure and services with stakeholder expectations, including reducing our environmental footprint and increasing network resilience to climate change. We are building a cleaner, greener transport network that encourages zero emission transport solutions and contributes to Queensland's net zero emissions future.

This includes promoting and supporting the adoption of zero emission vehicles and transport (including cycling and walking), facilitating the use of more sustainable travel for both people and goods, and through our Waste 2 Resource Strategy which has a specific focus in using recycled (low emission) materials and renewable energy to deliver, operate and maintain the transport system.

TMR's Cultural Heritage Organisational Policy and Process Manual ensures we proactively manage Aboriginal, Torres Strait Islander and historic heritage sites, places and values during project delivery and asset maintenance, in accordance with State and Federal legislation. We employ a statewide team of Cultural Heritage experts and continues to build long-term, meaningful relationships with Aboriginal, Torres Strait and non-Indigenous heritage stakeholders.

We also work closely with the Queensland Reconstruction Authority, the state's stand-alone disaster resilience and recovery agency, to restore road and rail networks following events and to improve the resilience of the state's road network to natural disasters.



## Working with local governments

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

These groups receive an annual funding allocation from the Transport Infrastructure Development Scheme to fund projects in accordance with community need. Projects are prioritised by the RRTGs using a robust program development process to determine future investments for local transport infrastructure assets.

## State-controlled transport and road infrastructure



### Passenger transport infrastructure

Passenger transport is an essential part of Queensland's transport system, enabling large numbers of people access to key centres of employment, education, health and essential services, and to each other. TMR works closely with our delivery partners to provide an accessible, integrated and efficient passenger transport network across rail, light rail, bus, tram and ferry services.



### Rail

Queensland Rail manages and maintains approximately 6,600km of track in Queensland (mainline only, excludes sidings, passing loops and yards).

TMR is responsible for setting the strategic direction of the rail network and works in collaboration with Queensland Rail to deliver key infrastructure investment and network improvements to ensure that the rail network provides safe, reliable, and accessible passenger and freight transport.

The Rail Transport Service Contract between TMR and Queensland Rail supports effective passenger and regional freight rail services, as well as funding for maintenance, asset renewals and upgrading of rail assets such as track, bridges, signalling equipment, stations and rollingstock.





## Light rail

Gold Coast Light Rail is Queensland's only light rail infrastructure service. It is currently 20.3km 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.



## Busways

TMR owns, manages and operates 29km of 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 increase overall network capacity and facilitate more efficient movement of people across our network.



## Other passenger transport infrastructure

TMR delivers a broad range of other statewide passenger transport infrastructure investments across the integrated public transport network which are aimed at supporting and enhancing passenger transport services for customers. These targeted infrastructure investments include stations and interchanges, bus priority including transitways, park 'n' ride expansion, bus stops, accessibility upgrades and signage and wayfinding improvements.



## Maritime infrastructure

TMR owns, manages, operates and maintains maritime infrastructure across Queensland, including state boat harbours and a ferry terminal (Nelly Bay, Magnetic Island). We fund, construct and maintain infrastructure including amenity blocks, car and car trailer parking, pile and buoy moorings, recreational boating facilities including boat ramps, pontoons, jetties and floating walkways.

Other maritime infrastructure key service areas include dredging work, condition assessments and technical operations, as well as the delivery of a statewide aid to navigation network which includes maintenance and construction.



## Cycling infrastructure

Bike riding is a flexible and efficient form of transport with direct economic, health and other benefits for individuals and for the community. Investment in building, upgrading and improving cycling infrastructure provides transport connections linking people to work, education, recreation and services. Responsibility for ongoing asset management lies with either TMR or local governments, depending on the asset owner.



## State-controlled road network

TMR manages and operates Queensland's state-controlled road network (33,412km in length), 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 state-controlled road network includes the major traffic carrying and linking roads across Queensland and lower order roads connecting regional and remote communities. 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) – 5,052km

TMR owns and controls the operation and maintenance of the National Land Transport Network in Queensland. The National Land Transport Network is a 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.



## Other state-controlled roads (Queensland) - 28,360km

Other state-controlled roads in Queensland include 13,053km of Local Roads of Regional Significance and 15,307km of other state-controlled roads.



## Local government-controlled road infrastructure

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



## Toll roads

TMR manages the policy and legislative framework for toll roads in Queensland, under the provisions of the *Transport Infrastructure Act 1994*.

Declared toll roads include the Gateway Motorway, Logan Motorway, Clem7, Go Between Bridge, Legacy Way and AirportLinkM7. These toll roads are operated by Transurban Queensland under long-term concession agreements with the Queensland Government or Brisbane City Council.

The Toowoomba Bypass is a toll road operated by Nexus Infrastructure for TMR under an availability style payment Public Private Partnership. Toll revenue is collected on behalf of TMR by Transurban Queensland, trading as Linkt. Toll revenue contributes towards TMR payments for the operation and maintenance of Toowoomba Bypass.