



Introduction

Background of QTRIP

Transport and Main Roads plans, manages and oversees the delivery of a safe, efficient and integrated transport system. QTRIP outlines the department's planned investments in transport and road infrastructure over the next four years for roads, bridges, railways, marine infrastructure and public transport solutions.

Benefits and purpose

QTRIP enables the department to:

- ensure smooth project delivery by informing workforce planning across all industry sectors
- provide transparency about planned investment in transport infrastructure across Queensland
- coordinate infrastructure and services across various transport modes
- integrate transport and land use planning so developments have appropriate access and land use supports sustainable transport options
- comply with legislative requirements
- demonstrate support provided to local government and Indigenous communities for local road upgrades.

Content

QTRIP's program of work is developed in accordance with funding allocations identified by the Australian and Queensland Governments in their annual budgets and both governments' policy objectives. QTRIP excludes works undertaken by Queensland Port Authorities.

The 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. It identifies indicative funding for the remaining years of the four-year program.

Strategic intent

The strategic intent of the QTRIP is shaped by Transport and Main Roads' business objectives which are outlined in the *Transport and Main Roads Strategic Plan 2015-2019*⁽¹⁾.

The QTRIP is also influenced by whole-of-government policies and strategies, such as the State Infrastructure Plan which is currently in development and expected to be finalised in 2016.

The *Transport and Main Roads Strategic Plan 2015-2019* states the department's vision, purpose, business objectives and values, and outlines the strategic direction for the next four years.

Transport and Main Roads' vision is 'Connecting Queensland – Delivering transport for prosperity', with the department's overall purpose being 'To provide a safe, integrated, reliable and efficient transport system accessible to everyone'.

In delivering the department's business objectives, Transport and Main Roads contributes to the Queensland Government's objectives for the community, being:

- creating jobs and a diverse economy
- delivering quality frontline services
- protecting the environment
- building safe, caring and connected communities.

Progress against the department's business objectives and strategies is reported through *Transport and Main Roads' Annual Report*⁽¹⁾ and Service Delivery Statements.

The *Transport and Main Roads Strategic Plan 2015-2019* also guides the development of annual branch business plans and is updated each year to ensure that it keeps pace with emerging issues in an ever changing operating environment.

Legislative requirements

Under the *Transport Infrastructure Act 1994*⁽²⁾, QTRIP is required to be produced annually by the Director-General and is to be made available publicly. QTRIP is produced in accordance with financial and transport planning and coordination requirements, and in association with other plans, programs and modal strategies, including integrated land use and infrastructure planning.

1. Available online at www.tmr.qld.gov.au

2. Available online at www.legislation.qld.gov.au

Stakeholder engagement

Queensland's transport and road system connects people, business 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 includes one-on-one engagement, community engagement, industry briefings and alliances and partnerships with external organisations.

Finding new ways to plan, fund, build and operate new and existing transport infrastructure and services by working with partners and stakeholders in government, community and industry is critical to ensuring the future economic sustainability of the state.

Key stakeholders include the Australian Government, other state government departments, local government, peak industry and government bodies. Other partners and suppliers include the private sector 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 long-term engagement with the community for infrastructure projects.

Working with local government

The Roads and Transport Alliance is a cooperative governance arrangement between the department, the Local Government Association of Queensland (LGAQ) and local governments to invest in and regionally manage the Queensland transport network.

Regional Roads and Transport Groups (RRTGs) are the primary decision making bodies of the Roads and Transport Alliance. Each RRTG is comprised of local governments that wish to jointly participate in the Roads and Transport Alliance and a representative from the local Transport and Main Roads' district.

RRTGs receive an annual allocation from the Roads and Transport Alliance Board through the Transport Infrastructure Development Scheme (TIDS) to fund projects in a regionally prioritised two-year fixed, two-year indicative continuous works program, which is developed consistently with the department's QTRIP development cycle.

TIDS funds are to be allocated on a regional basis to the highest regionally prioritised projects, regardless of transport network ownership.

Projects must be prioritised using the Roads and Transport Alliance Program Development Tool (or an equivalent endorsed by the Roads and Transport Alliance Board) based on the assessment criteria and weightings agreed to by the RRTG.

The Roads and Transport Alliance has led to increased collaboration, capability building and engagement in the 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 the Transport and Infrastructure Council, Transport and Infrastructure Senior Officials Committee (TISOC), National Transport Commission, Austroads, Roads Australia and Australian Roads Research Board (ARRB) Ltd. The department is recognised nationally and internationally for its contribution to the transport agenda and for its willingness to learn from others.

Transport and Main Roads’ Organisational Structure

Regions and Districts

The department’s Program Delivery and Operations Branch is responsible for planning and delivering value-for-money transport infrastructure programs and projects. The branch ensures the safe management and operation of Transport and Main Roads’ assets, as well as the state’s road network.

Program Delivery and Operations Branch has six geographic regions made up of twelve districts, with staff located in a number of offices across the state. The offices are the department’s representatives across south east and regional Queensland, and are the road infrastructure delivery area of the department.

This QTRIP outlines a program of works based on districts which are primarily responsible for delivery.

RoadTek

RoadTek is the department’s commercial business arm, and is a major provider of transport infrastructure solutions throughout Queensland. RoadTek is instrumental in the delivery and maintenance of transport and road infrastructure throughout regional and remote Queensland, where their local presence adds value to the way products and services are delivered.

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 is a statutory authority responsible for strategically planning for, facilitating and managing the development and use of the Gold Coast waterways so they remain clean, safe and accessible. The Gold Coast Waterways Authority manages the waterways south of the Logan River to the New South Wales border. Inland waterways include rivers, canals, lakes and dams within the City of Gold Coast local government area, as well as the areas at the mouth of the Nerang River, Currumbin Creek and Tallebudgera Creek.

Opportunities and challenges

Population growth and managing demand

Queensland’s estimated residential population of 4.7 million is expected to grow to more than 6.6 million by 2031 and 8 million by 2044⁽¹⁾. The majority of this increase is likely to be in South East Queensland, coastal communities and regional centres with industry growth.

Queensland’s net population is also ageing with the percentage of people aged over 65 years predicted to rise from 14% in 2015 to 21.1% in 2044⁽¹⁾. To cater for this growth, Queensland has seen substantial investment in infrastructure and public transport services over the past decade. However, the department is faced with significant challenges to manage the ongoing impact of this growth, harness opportunities and mitigate associated risks, such as increased congestion.

In addition to traditional demand management initiatives to address congestion, new technologies such as Cooperative Intelligent Transport Systems (CITS) will play a significant role in managing transport demand and increasing the efficiency of current assets. There is an opportunity for the department to embrace new technologies as a cost-effective means to improve transport efficiency, safety and meet customer expectations.

1. Queensland Regional Profiles: www.qgso.qld.gov.au (population figures as at 30 June 2013).

Improvements in traffic control systems and innovations in data collection from infrastructure assets will enhance performance and help minimise whole-of-life costs of the transport network. Advances in mobile communication technology will enhance the sophistication and accessibility of transport information available to the public. These advances will also allow transport system users to make more informed travel choices, whether they are travelling by car or by public transport.

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

Road safety

Queensland has adopted the Safe System approach to road safety which, while encouraging road users to be alert and compliant, also aims to reduce the severity of crashes through protective infrastructure treatments, speed reductions and vehicle safety features.

The Queensland Government develops road safety action plans every two years, which outline efforts across the road network targeted where the greatest potential is to reduce the number of serious casualties. The new action plan will include dedicated work to make roads and roadsides safer and more forgiving in the event of a crash, including initiatives such as the Black Spot Programme, Safer Roads Sooner, Safety Mass Action and others.

The federally-funded Black Spot Programme receives nominations from members of parliament, the public, local council and Transport and Main Roads' districts. It treats reactive (a crash history indicates high risk) and proactive (crash risks identified before the crashes occur) projects on local council, state-controlled and National Land Transport Network (NLTN) roads.

The state-funded Safer Roads Sooner program funds projects to similarly treat high risk sites on state-controlled and NLTN roads.

Both the Black Spot Programme and the Safer Roads Sooner program treat high risk sites with low-cost, high-benefit engineering treatments through an annual nomination process.

The Safety Mass Action program delivers widespread low cost engineering treatments (such as wide centreline treatments and removal of roadside hazards) to improve the safety of the road network.

The Road Safety Minor Works program also provides districts with funds to deal with emergent safety issues (often identified through customer enquiries) in a responsive manner and to deal with local safety priorities. There are also specific safety packages on the Warrego Highway and the Bruce Highway, funded by the Australian and Queensland Governments.

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. Queensland's freight task is expected to double over the next 20 years, driven by population growth and economic activity. This task will continue to place increasing pressure on both the road and rail transport systems, particularly those supporting key inter-regional and urban links which support agricultural, mining and major industrial areas, seaports, airports, commercial business parks and major retail centres.

To support this growing freight task, Transport and Main Roads is implementing key actions from *Moving Freight*⁽¹⁾ – a long term strategic vision that seeks to facilitate infrastructure investment in line with government, industry and community needs.

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

1. Available online at www.tmr.qld.gov.au

Finance and funding

Like many other transport agencies worldwide, Transport and Main Roads is facing significant challenges to provide Queensland with an economically sustainable transport system now and for the future. There remains a high expectation from stakeholders and the community that government will address the need for integration of planning and infrastructure, leading to the right infrastructure, when and where it is needed.

Funding to build, maintain and operate the transport system in Queensland comes primarily from the Australian and Queensland Governments. The state-funded component includes revenue from motor vehicle registration and proceeds from infringements (such as camera detected offences), as well as other sources. Some projects are partly funded by local government and developer contributions. Other projects are jointly funded by the Australian and Queensland Governments. Funding provided by the Australian Government demonstrates collaboration and presents major opportunities in delivering Queensland's infrastructure into the future.

The Queensland Government is also committed to securing the best value-for-money infrastructure for the community through the use of alternative funding and financing models. In this regard, significant private sector involvement in the delivery of infrastructure projects is encouraged where it can be shown that the state will achieve better value-for-money through a relationship contract with the private sector for a project's delivery, compared with the option of delivering the project entirely at the government's cost and risk.

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. 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 maritime infrastructure. QTRIP serves local communities through the creation of employment and training opportunities for local residents which are built into project delivery, wherever possible.

Environment and sustainability

Queensland's environment is under increasing pressure as a result of the state's growing population and associated industrial and residential development. The department is committed to achieving balanced and sustainable environmental, social and economic outcomes for the community through responsible stewardship, planning, delivery and management of a multi-modal transport system that connects Queensland now and in the future.

Transport and Main Roads' commitment to environmental sustainability and heritage management continues to be addressed by several programs. The department is improving the condition of the transport system by investing in nature conservation, fire risk management, road landscaping, road traffic noise barriers and heritage management. In addition, the department is improving the conservation and enhancement of air and water quality, soils and biodiversity during the construction of transport networks. These activities ensure environmental sustainability outcomes and reduced environmental impacts across Queensland.

