

Delivering the 15-year Vision and Action Plans





Culvert installation at Ten Mile Creek to Yeates Creek project (December 2021).



Townsville Ring Road Stage 5, Riverway Drive to Little Bohle River Bridge piling works (October 2021).



Partnering with government

This *15-year Vision and Action Plans for the Bruce Highway*, aimed at unlocking **economic growth**, **building flood resilience** and **improving safety**, seeks to build on the record investment by the Australian and Queensland governments partnership investment by the Australian and Queensland governments in the Bruce Highway Upgrade Program (2013–14 to 2027–28).

Continued collaboration between the Queensland Government and Australian Government will be critical to deliver on this Bruce Highway 15-year Vision, with the three five-year rolling Action Plans informing decision-making about future investment priorities for the highway.

The Queensland Government will also continue to collaborate with relevant local councils along the corridor during planning, construction and delivery of Bruce Highway works.



Delivering jobs and value for money

Supporting jobs, keeping Queensland moving and growing the regions is critical in the delivery of future Bruce Highway investments informed by *15-year Vision and Action Plans for the Bruce Highway*. It is estimated that delivery of this pipeline of investment priorities in the Bruce Highway would support thousands of jobs during the program, particularly in regional areas.

During the life of the *15-year Vision and Action Plans for the Bruce Highway*, it is important that TMR continues to monitor the financial and procurement performance of all Bruce Highway delivery projects. This will ensure TMR continues to achieve value for money and support Queensland businesses by focusing on local economic and employment opportunities.



Townsville to Ingham, Hechts Road to Easter Creek Safety Upgrade (Project October 2021).



Bruce Highway Upgrade - Deception Bay Road Interchange, first new bridge opened to traffic (March 2022).



Partnering with industry

Partnering with industry and having a clear plan that outlines major works and supports local jobs and suppliers is critical to unlocking economic growth. Investment in the Bruce Highway has the capacity to unlock economic growth across many sectors and in the regions and further support jobs and industries through the efficient transport of goods and services.

As per the commitment in *A Real Bruce Plan 2020*, priority will be given to local suppliers and local workers under the *Buy Queensland Policy*. Every tenderer on Bruce Highway projects worth more than \$100 million will be required to submit a skills and apprentices plan and to demonstrate how locals will be given the chance to work on the project. The Indigenous (Aboriginal and Torres Strait Islander) Procurement Guide will also ensure best practice is achieved in engaging Indigenous businesses in the delivery of Bruce Highway upgrades.



Partnering with the community

A significant and large-scale future ongoing infrastructure investment program for the Bruce Highway requires collaboration between industry, communities, road users and TMR to minimise disruption and maximise safety during roadworks. The customer research showed that, while customers understood the ‘short-term pain for long-term gain’ regarding delays around roadworks, technology such as Variable Message Signs and predictive estimated timeframes were important to assist with journey planning. This is particularly critical for the heavy vehicle sector to help manage drivers’ schedules and fatigue.

In delivering the critical investment priorities identified, as is the usual practice, it is important TMR continues to undertake effective community engagement to ensure the scheduling of roadworks and network disruptions are minimised and traveller communication is timely and accurate.



Cultural Heritage and Native Title

The Queensland Government and BHTAC pays respects to the many First Nations communities whose Country the Bruce Highway now traverses and acknowledges their long and continuing connection to Country.

The Queensland Government is committed to recognising the significance of different cultures and the importance of managing Aboriginal and Torres Strait Islander People's heritage, whether it be archaeological, intangible, historical, shared or natural heritage in Queensland. This includes respectfully acknowledging and protecting:

- places and built structures
- landscapes and ecological communities
- documentary records and works of art and non-material culture, such as religious beliefs and folklore
- ideas, memories, skills and practices.

Queensland Government departments and agencies are committed to complying with both the *Native Title Act 1993* (Cth) and the *Human Rights Act 2019* (Qld) by affording Aboriginal and Torres Strait Islander People procedural fairness for future act dealings in accordance with the Queensland Government Native Title Work Procedures.

Case Study

Bruce Highway Edmonton to Gordonvale

The Bruce Highway Cairns Southern Access Corridor (Stage 3), Edmonton to Gordonvale (E2G) project is located within the traditional lands of the Gimuy Walubara Yidindji People and Dulabed Malanbarra and Yidinji People respectively, with some areas on 'shared country'.

In 2018, a Cultural Heritage Risk Assessment was undertaken, followed by a series of consultation meetings and field assessments with both Aboriginal Parties in 2018–2019. The entire landscape was found to be culturally named via Dreamtime Storylines and was of high significance to Traditional Owners.

A Cultural Heritage Management Agreement (CHMA) was agreed in 2019 between TMR and the Traditional Owners to manage heritage values and places within the project area. During construction activity, Cultural Heritage Monitors observed activities at selected locations, particularly at the various creeks where cultural values had been identified.

In collaboration with the local Traditional Owner groups, TMR and E2G project team identified previously unknown and protected indigenous burials, artifacts, and heritage sites, and fostered an appreciation for cultural heritage and legacy outcomes through cultural inductions, artwork, signage and naming infrastructure.



Traditional Owners monitoring ground disturbance during the Edmonton to Gordonvale project.



Project planning and design

TMR undertakes transport planning at the network, corridor/area, route and link levels to identify infrastructure priorities which then undergo a rigorous project assessment.

The BHTAC has provided advice during the development of this *15-year Vision and Action Plans for the Bruce Highway* on future priorities designed to **unlock economic growth, build flood resilience and improve safety.**

TMR projects valued at more than \$100 million are to continue to be developed in accordance with the Queensland Government's Project Assessment Framework and, for projects valued at less than \$100 million, the TMR OnQ Project Management Framework is to apply.

All Queensland road projects are designed in accordance with an agreed set of standards to provide a more consistent and safer experience for all road users. TMR builds a thorough understanding of the location and its specific environment, then applies technical expertise to develop the most appropriate and affordable solution to deliver the maximum benefit to customers.



Caloundra Road to Sunshine Motorway artist's impression.



Caloundra Road to Sunshine Motorway, Diverging Diamond Interchange (April 2021).



Supporting active transport in Queensland

Supporting active transport in Queensland involves helping to make walking and riding a bike in Queensland safer, enjoyable and a more attractive transport choice. The Queensland Government has a vision for 'more cycling, more often' and is committed to delivering well-planned, connected and fit-for-purpose active transport infrastructure.

Under the *Cycling Infrastructure Policy*, TMR progressively plans, designs, constructs, maintains and operates the state-controlled transport network taking account of the needs of bicycle riders.

Recognising the various functions of the Bruce Highway and surrounding land uses, some sections are identified as principal cycle routes, particularly where the Bruce Highway connects small townships. It is important that projects on the principal cycle routes continue to include cycling facilities within the project's scope.

The Bruce Highway – Caloundra Road to Sunshine Motorway project, situated on the South East Queensland Principal Cycle Network, provided more than nine kilometres of new active transport infrastructure, including a dedicated bridge for pedestrians and bike riders at Sippy Downs.



Sippy Downs interchange featuring new active transport bridge.

Safer Bruce 2030 Action Plan



Companion *Safer Bruce 2030 Action Plan* document.



Road safety

Improving safety along the length of the Bruce Highway is one of the BHTAC's three key objectives. Saving lives and reducing serious injuries on the Bruce Highway will be achieved through a number of road safety programs, including investing in the road infrastructure priorities as outlined in this document. Technology advancements in vehicles and influencing safer driver behaviour also play a part in improving road safety.

As part of the Queensland Government's commitment to future-proofing the Bruce Highway, the BHTAC was tasked to also oversee the development of the companion *Safer Bruce 2030 Action Plan*. This plan sets out a number of actions to reduce the rate of fatalities along the Bruce Highway by 60 per cent by 2030.

The *National Road Safety Strategy 2021–2030*, *Queensland Road Safety Strategy 2022–2031* and supporting action plans guided the development of the *Safer Bruce 2030 Action Plan*. This document details how the internationally-recognised Safe System model guides road safety decision-making in Queensland.



Maryborough to Gin Gin, Apple Tree Creek pavement widening (May 2021).



Worksite safety

A safe and healthy environment for employees, contractors and customers by eliminating hazards that could result in injury and mitigating risk is critical in the delivery of future investments informed by the *15-year Vision and Action Plans for the Bruce Highway*.

During delivery of the identified priorities, it is important TMR continues to maintain the highest of safety standards for both those working on major upgrades and improvements and for motorists travelling the highway during roadworks.

Road users must also help to ensure they, other road users and roadworkers arrive home to their families safely by driving to the conditions, obeying slower speed limits and adhering to traffic controller directions.

The map of the Queensland Electric Super Highway.



Always plan your trip accordingly. Please take into account circumstances such as road, weather and vehicle operating capabilities which will impact your vehicles driving range.

Figure 3: The map of the Queensland Electric Super Highway November 2023.



An electric vehicle is charged by a charging cable.



Protecting the environment

Protecting the environment for future generations, including action on climate change, is one of the Queensland Government's priority objectives and strongly supported by BHTAC members. Under the *Queensland Climate Action Plan 2030*, the Queensland Government has set targets for a 30 per cent emissions reduction below 2005 levels by 2030 and net zero emissions by 2050.

To both mitigate greenhouse gas emissions and address climate change risk, TMR's *Zero Emission Vehicle Strategy and Action Plan*, sets a vision for a cleaner, greener, integrated transport and energy network that encourages zero emission transport solutions.

The strategy focuses on reducing emissions from vehicles that use transport infrastructure and providing zero emission charging locations, including 31 fast-charging sites on the Queensland Electric Super Highway (QESH), many of which are situated on the Bruce Highway, as illustrated in Figure 3.

The identified priority projects and packages that form part of the *15-year Vision and Action Plans for the Bruce Highway* will support efficient, reliable and productive transport of people and goods and sustainable, resilient and liveable communities.



Cairns Southern Access Corridor (Stage 4), Kate Street to Aumuller Street Upgrade, landscaping works adjacent to the shared pathway (November 2020).



Sustainable practices

Released in late 2021, the *Environmental Sustainable Policy* is the overarching policy guiding TMR's environmental management and sustainability outcomes. It includes objectives to 'avoid, minimise, mitigate and offset' the environmental impacts associated with TMR activities and to move beyond compliance to encouraging innovative, sustainable solutions for protecting the environment.

TMR Climate Change Risk Assessments for Infrastructure Projects provides guidance to incorporate climate change risk assessments into infrastructure projects (currently mandated for projects valued at \$100 million and above), so that future transport infrastructure can be more resilient to the projected impacts of climate change.

TMR continues to strive towards a circular economy through initiatives such as the *Waste 2 Resource Strategy*, with a vision to become a zero waste organisation and preferring the use of recycled materials on transport infrastructure projects, under specified conditions. TMR has also developed an industry-first waste and recycling calculator to assist both construction and maintenance projects to better plan, manage and reduce waste disposed to landfill.

Case study

Koala fencing

The Caloundra Road to Sunshine Motorway Project installed approximately five kilometres of permanent koala fencing along the road upgrade, with fauna escape poles generally located every 100 metres along the fence alignment. During the construction timeframe (over four years), temporary koala fencing was installed and maintained along the project alignment to mitigate any risk of either koala ingress or impact from the project works.

TMR is committed to fauna protection along its road corridors by designing, constructing and maintaining roads that better accommodate the needs of fauna. Infrastructure, including fauna crossings and koala fencing, as well as appropriate signage, are designed to reduce the impacts transport infrastructure has on fauna.

It is important TMR's strong environmental commitment continues to guide planning and delivery of identified priority projects and packages that form part of the *15-year Vision and Action Plans for the Bruce Highway* and reduce the impact of transport infrastructure on the environment and communities by:

- improving the resilience of transport infrastructure to climate risk
- building sustainable roads protecting the natural environment, including fauna and flora.