



SECTION 1

A SINGLE INTEGRATED TRANSPORT NETWORK

HOW WE MEASURE OUR SUCCESS

- Improved performance of transport network
- Improved condition of the state-controlled transport network
- Increased value for money in service delivery
- Improved accessibility to the transport network

TMR's vision is to create a single integrated transport network accessible to everyone. To deliver on this, each element of our network of services needs to connect to provide a seamless experience for our users.

Acknowledging that our network of services—be it built infrastructure, passenger transport or an online interface—contributes to the quality of life of Queenslanders, we have a significant task in keeping pace with the needs and demands of customers and a prosperous economy.

A well-planned and managed transport network brings communities closer together, providing access to services and supporting commerce and industry throughout Queensland. TMR recognises and embraces this vital task, and in this section we have displayed how we plan for the integration of the many diverse forms of our network, delivering our services across Queensland's regions and cities.

HIGHLIGHTS

Active transport

Developing active transport options to get Queenslanders active, including planning and delivery of a connected cycling network and a Queensland Walking Strategy.

Regional transport plans

Working with local government and key stakeholders to create crucial regional plans to define the development of the integrated transport system across Queensland over the next 15 years ([see page 31](#)).

Delivering across the state

Presentation of a sampling of our service offerings across Queensland ([see page 46 to 88](#)).

Public transport

The Queensland Government has committed \$114.07 million to upgrade park 'n' ride facilities in South East Queensland, increasing the existing spaces available to 32,300, with design and investigation work commencing this year ([see page 39](#)).

QTRIP

Investing approximately \$21.7 billion over the next four years on the state's roads and public transport network to connect Queensland's people, goods and services.

Bruce Highway Upgrade Program

Completed the fifth year of a 10-year improvement program with 295 projects completed to date including highway duplication, overtaking lanes, protected right-hand turns, new rest areas, audio tactile lines and shoulder sealing and widening ([see page 42](#)).

PLANNING FOR INTEGRATION

As a catalyst for creating liveable regions and communities, transport is critical to Queensland's economic growth. With such a large and diverse transport network that continues to grow to meet the demands of the state, planning plays a fundamental role in ensuring a prosperous future. This section of the report will identify components of the department's planning ecosystem and how each area of planning focuses on establishing a single integrated transport network.

Transport Coordination Plan

The *Transport Coordination Plan 2017–2027* (TCP) was released in October 2017, replacing the *Transport Coordination Plan 2008–2018*, and brings a contemporary approach to the coordinated planning and management of transport, including a strong focus on customer needs and technology.

Developed in accordance with the *Transport Planning and Coordination Act 1994*, the TCP establishes five high level objectives for the transport system across the key areas of:

- customer experience and affordability
- community connectivity
- efficiency and productivity
- safety and security
- environment and sustainability.

The new plan sets clear criteria for prioritising spending on transport, and includes a suite of transport key performance indicators (KPIs) to measure progress towards achieving the objectives. It is intended that performance against the KPIs will be reported every two years via the department's website, commencing late-2018.

The TCP is now being used to guide decision-making and inform the development of more detailed transport strategies and plans produced by the department, such as regional transport plans and modal strategies.

To view the plan visit: tmr.qld.gov.au/About-us/Corporate-information/Publications/



The Transport Coordination Plan 2017–2027.

Queensland Transport Strategy

Over the next 30 years, our transport system will change significantly. Alongside demographic growth and shifts, certain emerging technologies and trends are likely to cause profound changes to Queensland's transport system. Electric vehicles and automation, passenger drones, artificial intelligence and smart infrastructure are just some of the emerging technologies that are likely to radically change transport in coming decades. Further, the growth of the sharing economy and innovative new business models are diversifying transport delivery and shifting customer expectations.

While these transformations pose challenges to the current transport system, they also offer opportunities to significantly improve the economic, social and environmental outcomes of transport throughout Queensland.

This is why TMR has progressed work towards developing a Queensland Transport Strategy as a future-focused, whole-of-system transport strategy. The proposed strategy will be based around strategic customer outcomes and objectives from the *Transport Coordination Plan 2017–2027*.

The strategy will guide how TMR responds to future change and position Queensland to respond to and maximise the benefits from transformational changes over the long term, and ensure our future transport system continues to meet customer needs.

Queensland Travel Survey

The Queensland Travel Survey is critical to informing transport policy, planning and investment decisions. The insights about daily travel habits help to build our economy, strengthen business and industry decisions, and lead to valuable research.

- Data influences policy — understanding how people make different travel choices helps TMR respond to customer needs.
- Data guides decision-making — data from the survey is used to create strategic transport models, business cases and strategies to guide investment decisions across TMR.
- Data builds our economy — for every dollar the government spends on making data open to the public, five dollars is returned to the economy from the research and business innovation it supports. (Source: Australian National Data Service, 2011).
- Data pinpoints our future — the survey captures how, when and why each age group travels and how this has changed over time. Combining this data with population forecasts, we can plan the transport Queensland will need in future to address population changes.
- Data leads to different and better ideas — academia use survey data to create an evidence base for studies into a wide range of areas, including health, community mobility and urban planning. With this research in hand, businesses gain the confidence to innovate.

The survey in different forms, has been conducted by the department since 1976. A general description of the survey and the previous survey results can be obtained here: tmr.qld.gov.au/Community-and-environment/Research-and-education/Queensland-Travel-Survey.

Transport Infrastructure Portfolio Plan and Schedule

The annual Transport Infrastructure Portfolio Plan and Schedule (TIPPS) is a key method to position the department to proactively respond to changes to government priorities and funding, and provide a strategic framework for transport infrastructure investment. TIPPS strongly aligns to the department's vision of creating a single, integrated transport network accessible to everyone.

In defining the 10-year investment direction of the transport infrastructure portfolio, TIPPS provides guidance for the *Queensland Transport and Roads Investment Program* (QTRIP) (see glossary page 255) development. It also provides

TMR input into external agency planning, such as the *State Infrastructure Plan* (see glossary page 256) developed by the Department of State Development, Manufacturing, Infrastructure and Planning.

TIPPS outlines the choices TMR has made on transport infrastructure investments, taking account of the need for operation, maintenance and upgrade of the transport infrastructure assets, within an affordable funding program.

Queensland Transport and Roads Investment Program

The department developed and published the *Queensland Transport and Roads Investment Program 2018–19 to 2021–22*, which outlines approximately \$21.7 billion of investment in roads and transport infrastructure across Queensland. *QTRIP 2018–19 to 2021–22* is funded by the Australian and Queensland Governments and other funding sources, such as local governments and developer contributions.

A key priority of QTRIP is supporting local communities and regional infrastructure. The regional section (see page 46 to 88) of this report highlight projects delivered under the *QTRIP 2017–18 to 2020–22*, as well as those current and upcoming projects shaping the future of our network across the state.



Queensland Transport and Roads Investment Program 2018–19 to 2021–22.

A selection of key projects being delivered by the department include the:

- \$1.606 billion Toowoomba Second Range Crossing project (see page 74)
- \$1.143 billion Gateway Upgrade North project (see page 82)
- \$812.95 million Caloundra Road to Sunshine Motorway project (see page 44)

- \$514.3 million Houghton River Floodplain project (see page 57)
- \$497.4 million Mackay Ring Road (Stage 1) project (see page 59)
- \$481 million Cairns Southern Access Corridor (Stage 3) project
- \$400 million Ipswich Motorway, Rocklea to Darra (Stage 1) project (see page 80)
- \$197.5 million Pacific Motorway (Mudgeeraba to Varsity Lakes) project (see page 41)
- \$190 million Pacific Motorway/Gateway Motorway Merge project (see page 41)
- \$189.3 million Eton Range realignment project (see page 60)
- \$152 million Smithfield Bypass project (see page 49)
- \$121 million Rockhampton Northern Access upgrade
- \$104.1 million Cairns Southern Access Corridor (Stage 4) project
- \$75 million Capricorn Highway duplication between Rockhampton and Gracemere
- \$65 million Centenary Motorway–Sumners Road interchange upgrade
- \$53 million Northern Transitway on Gympie Road
- \$50 million Kennedy Developmental Road (Hann Highway) — The Lynd to Hughenden sealing works
- \$45 million Veloway 1 (Stage E) cycleway from Birdwood Road to Gaza Road (see page 79)
- \$43.8 million Garbutt-Upper Ross Road upgrade (Riverway Drive)
- \$39.5 million Waterford-Tamborine Road upgrade (Anzac Avenue to Hotz Road)
- \$35 million Warrego Highway (Dalby to Miles) overtaking lanes project
- \$22 million Eastern Transitway on Old Cleveland Road
- \$20 million Mount Lindesay Highway/Greenbank Road intersection upgrade
- \$17.2 million North Brisbane Bikeway (Stages 2, 3 and 4).

In addition, \$88.6 million has been provided for extra car spaces at seven South East Queensland rail stations, and \$25.5 million for extra car spaces at Greenbank and Eight Mile Plains bus stations.

For more information visit: tmr.qld.gov.au/About-us/Corporate-information/Publications/

Principal Cycle Network Plans

TMR has published *Principal Cycle Network Plans* (PCNPs) and accompanying Priority Route Maps to provide a blueprint for a connected network of core routes across the state.

The plans cover 48 local government areas and 98.9 per cent of Queensland's population, and include more than 10,200 kilometres of network. TMR collaborated closely with regional staff and local governments in developing the PCNPs, working towards the vision of a 'single integrated network'.

Over the last 10-years, TMR's Cycling Infrastructure Program has invested more than \$211 million into safe cycling infrastructure, delivering 411 projects and 444.6 kilometres of principal cycle networks, such as the Veloway 1 Stages C and D, Mackay Bluewater Trail and Cairns Southern Cycleway.



The Principal Cycle Network Plan—South East Queensland.

The Queensland Government has invested almost \$44 million into cycling infrastructure, planning and programs across Queensland in 2017–18, and committed \$240.1 million in total between 2018–19 and 2021–22.

We will continue to work to deliver 550 kilometres of the highest priority routes within the next 10-years. We are prioritising investment towards facilities which are physically separated from motor vehicles to increase the safety of cyclists, who are some of our most vulnerable road users.

For more information: tmr.qld.gov.au/cycling

Regional Transport Plans

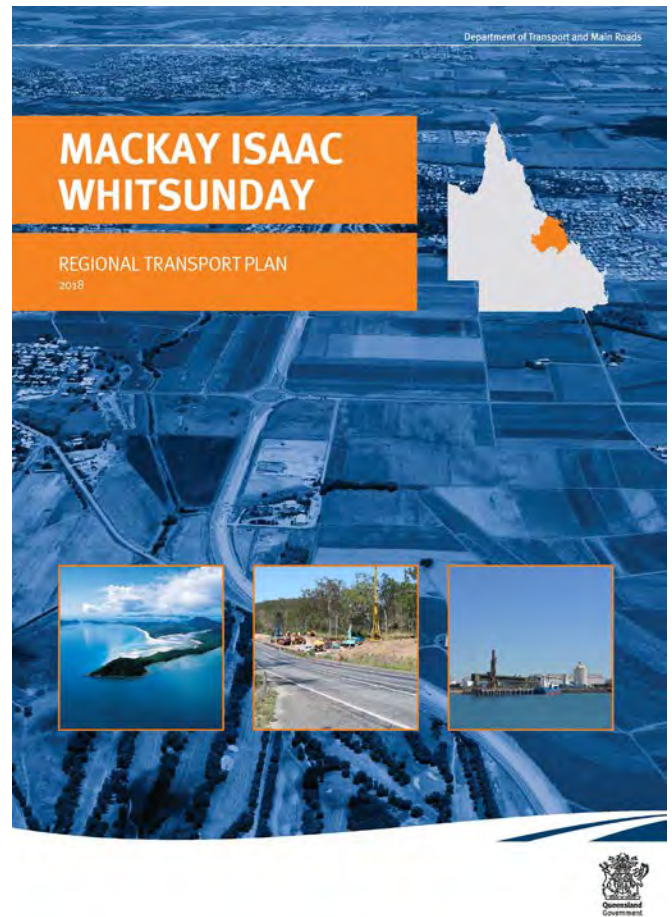
The department is continuing our work with state and local governments and other key stakeholders throughout Queensland to develop a series of Regional Transport Plans (RTPs). These plans have a critical role in defining the intended development of the transport system across Queensland over the next 15 years.

RTPs consider regional demographic and industry changes, local government land use and transport planning, and respond to relevant Regional Plans and the State Infrastructure Plan (see [glossary page 256](#)).

RTPs will strengthen the role of collaborative partnerships for transport planning, coordination and delivery across all levels of government and the private sector. The plans achieve this by:

- establishing common transport priorities between the Queensland Government and local governments
- communicating our planning intent for the region
- defining the transport systems' role in achieving regional goals and priorities for our planning and investment
- partnering with local government
- guiding future transport planning and investment.

The final Mackay Isaac Whitsunday RTP was released on the department's website in June 2018. Draft RTPs have been prepared for the remaining TMR districts across Queensland, with consultation expected to occur during 2018–19.



Mackay Isaac Whitsunday Regional Transport Plan 2018.

DIVERSE FORMS OF OUR NETWORK

Our integrated network covers a diverse range of transport modes including cycling, walking, rail, marine, air, public transport and road network. This section highlights a sampling of initiatives undertaken throughout 2017–18 across our integrated network, including updates on ongoing initiatives and a forward look to future initiatives.

Rail trails

Rail trails are an example of the department working with local governments to re-purpose some of Queensland's network of disused rail corridors. While retaining the corridors for potential future transport use, an opportunity was identified to allow local communities and visitors to use them for walking, cycling and horse riding.

Using these corridors as rail trails supports active, healthy lifestyles, capitalises on our great weather and stunning destinations, and contributes to environmental preservation and management. Encouraging locals and visitors to use the rail trails also contributes to the growth and creation of small businesses in the hospitality and tourism sectors.

TMR's *Cycling Infrastructure Program* (see glossary page 254) will invest up to \$14 million over the next four years in grants to support local governments to plan, design and construct rail trails. The new program is a collaborative effort between the *Cycling Infrastructure Program*, which manages the funding, and Rail Corridor Management which is establishing sub-leasing arrangements and coordinating maintenance arrangements with local government.

The grants program will build on the success of trails already in operation such as the Brisbane Valley Rail Trail and the Caboolture to Wamuran Rail Trail project, which is now in delivery stages.

Find out information visit: tmr.qld.gov.au/Travel-and-transport/Pedestrians-and-walking/



Brisbane Valley Rail Trail.



Brisbane Valley Rail Trail.

Cycling across the state

In August 2017, the Queensland Government launched the *Queensland Cycling Strategy 2017–2027* with a vision for more cycling, more often across Queensland.

Cycling has many benefits for the health and wellbeing of individuals and communities. Regular physical activity such as cycling reduces the risk of cardiovascular disease, type 2 diabetes, some cancers, and depression. It also helps in weight maintenance and tackling childhood obesity.

While TMR is responsible for the oversight and coordination of the strategy's delivery, we are working closely with state agencies, local governments and other stakeholders to deliver the *Queensland Cycling Action Plan 2017–2019*. This action plan outlines the practical and targeted actions we are investing in to make cycling safer and more convenient for everyone. TMR will review and update the *Queensland Cycling Action Plan 2017–2019* and *Queensland State of Cycling Report 2017* every two years.

For more information visit: blog.tmr.qld.gov.au/cycling/



Queensland Cycling Strategy 2017–2027.

There are many projects and initiatives underway across TMR and the Queensland Government to grow the cycling culture. For more information:

- detailed design for a new protected two-way bikeway as part of the Ipswich Motorway Upgrade: Rocklea to Darra (Stage 1) ([see page 80](#))
- North Brisbane Bikeway ([see page 81](#))
- Caboolture to Wamuran Rail Trail ([see page 32](#))
- continuous separated shared path on the Gateway Upgrade North ([see page 82](#)).

CASE STUDY

Cyclists find their way

Groundwork has begun for wayfinding signage on cycle networks for all regions that have a Principal Cycle Network Plan ([see page 30](#)). The work done so far to prepare focal point maps and prepare wayfinding guidance, will enable both TMR and local governments to implement consistent and logical signage to help encourage more cycling, more often.

This initiative aims to boost people cycling on the network by:

- providing focal point maps identifying key destinations and decision points to help cyclists navigate the network
- giving commuters and tourists access to safe and attractive cycle routes to reach critical destinations and attractions
- encouraging local governments to install signage on their bicycle networks
- supporting users of the network to find their way around and make full use of the cycling infrastructure.

Under the Cycle Network Local Government Grants Program, Ipswich City Council received \$50,000 of matched funding from TMR in 2017–18 to install wayfinding signage in gaps identified on the principal cycle network route, from the Ipswich Motorway to the Ipswich CBD, to increase usage of existing cycle facilities.



Wayfinding signage for the Ipswich Motorway cycleway.

Queensland Walking Strategy

One in five Queenslanders walk for exercise¹ and for many others, walking is an important means of getting around their local communities. For this reason, TMR is preparing a Queensland Walking Strategy to form part of our integrated network to support liveable regions and active cities.

The strategy will provide a framework for promoting walking as an accessible, active transport mode across the state, focusing on the health benefits for Queenslanders, and to facilitate access to destinations such as schools, shops and public transport.

TMR will be consulting and collaborating extensively with other government departments, local governments, and other key stakeholders. The broader community will also be invited to provide input into this development.

¹ Australian Bureau of Statistics. 2015. *Participation in Sport and Physical Recreation, Queensland*. Canberra.



Active transport options are ideal in getting around the local community.

Rail Network Strategy

South East Queensland's rail network is undergoing a transformation with New Generation Rollingstock (see glossary page 255) coming into service, infrastructure upgrades, a new European Train Control System (ETCS) for signalling (see glossary page 254), and Cross River Rail and Inland Rail on schedule to be operating by the mid-2020s. Cross River Rail (see page 84) in particular will have a significant impact on how the rest of the South East Queensland transport network flows and functions, offering a genuine opportunity for network reform and revitalisation.

TMR ensures the resulting offering integrates well into the existing network, offering customer-focused, modern and seamless services, to improve liveability across South East Queensland.

TMR is developing a Rail Network Strategy to ensure Queensland has a coordinated approach to this rail transformation. The strategy will develop future service plans and clarify the investments (and their staging) required to enable the rail network to function coherently, delivering a seamless and customer-focused service that maximises the \$5.4 billion investment in Cross River Rail.

The first priority will be to develop a 10-year South East Queensland focused strategy, including a series of staged concept rail timetables ramping up between 2018–2028. This will also include a fleet and depot strategy, an infrastructure strategy (including the rollout of ETCS) and a staged implementation proposal. Later stages of developing the strategy will include a statewide rail plan over a 30 year time horizon.

A customer demand driven strategy and plan for investment in rollingstock and rail infrastructure (see glossary page 255) will enable TMR to deliver better customer-focused service plans. In balancing passenger demand and service supply, TMR is building a rail network where customers experience reliable, higher frequency turn-up-and-go rail services while encouraging growth in patronage over the next ten years and beyond.

New Generation Rollingstock

The Queensland Government will contribute \$4.4 billion over 32 years to fund the NGR project (see glossary page 255), which includes:

- design, construction and maintenance of 75 new passenger trains for South East Queensland
- design and construction of a purpose-built maintenance centre at Wulkuraka, west of Ipswich
- procurement of three NGR training simulators for the train crew.

The NGR project is being delivered under a Public Private Partnership (PPP), which was awarded to the Bombardier led consortium Qtectic in 2013. Qtectic is made up of Bombardier Transportation, John Laing, Itochu and Aberdeen Infrastructure Investments Limited.

The first NGR passenger services began running in December 2017 on the Gold Coast and Airport lines, with services on the Doomben line following in May 2018. The new trains are being progressively rolled out across the entire South East Queensland passenger rail network.

At the end of June 2018 a total of 38 NGR trains were delivered to Queensland. TMR recognised 24 NGR trains had met their Qualified Provisional Acceptance Certificate (QPAC), with 17 of the QPAC approved NGR trains now in passenger service.

The Queensland Government has committed funding to rectify the NGR trains to resolve compliance issues and provide improved functionality for all customers.

TMR is partnering with the disability sector on the designs of the NGR train accessibility upgrades, which will provide improved functionality and compliance with disability standards. This design work is scheduled to be finalised in late 2018.

The NGR trains have provided an important boost to network and feedback from customers have been positive overall, with customers sharing they are enjoying quieter, smoother and more comfortable journeys.

The trains will be modified at the Downer EDI rail plant in Maryborough.

For more information visit: tmr.qld.gov.au/ngr



NGR trains at the Wulkuraka Maintenance Centre

Marine environment

Access to our waterways and marine infrastructure is a way of life for Queenslanders. Combined with the important role Queensland's coastline plays contributing to the economic prosperity of our shipping and tourism industries, TMR has a vital role in protecting and managing access to Queensland's marine environment.

Maritime Safety Queensland (MSQ), a branch within TMR, leads stewardship of ensuring safe, clean seas, by managing the movement and marine safety activities of vessels in Queensland's waters, as well as the protection of the marine environment from ship-sourced pollution.

To deliver marine safety and environmental protection outcomes, MSQ has adopted a cooperative and strategic approach to encourage a culture that embraces the core values of safety and pollution prevention within the commercial, fishing and recreational sectors. In doing this, MSQ will continue to emphasise a risk-based approach to marine activities and empowering a workforce that is skilled in maritime operations, pollution preparedness and response.

MSQ will continue to ensure safe and protected waterways for Queensland, through innovative techniques, such as Maritime Minutes (see page 117) to leverage stakeholders relationships in the recreational boating sector, and tools, such as the new vessel tracking software (see page 118) to monitor vessel movement. Building upon our strong reputation in shipping, pollution prevention and response and monitoring commercial vessel safety, TMR, through MSQ, will continue to proactively increase our profile and relevance across the broader boating community.



MSQ staff undertaking a refresher training session on correctly using lifejackets.

Marine infrastructure

The Marine Infrastructure Investment Program (MIIP) provides safe, reliable, and efficient recreational boating infrastructure that optimises access to the water, for both trailer boats and deep draught vessels (such as yachts and launches). MIIP capital projects are funded through the Marine Infrastructure Fund (MIF).

The MIIP provides:

- public recreational boating facilities for launching and retrieving recreational trailer boats
- maintaining depths in channels to ensure access to high-use recreational boating facilities
- new and upgraded pontoons and floating walkways at or near boat ramps
- pontoons and jetties for deeper draught vessels for pick-up and set-down of passengers and supplies.

The department owns and maintains the public boating infrastructure (boat ramps, floating walkways, pontoons, jetties and breakwaters), and council own the associated land facilities. In all 10 harbours TMR is responsible for maintaining the entrance and internal public navigation channels to those facilities.

The MIIP funds regular structural maintenance of the department's boating assets, determined by regular condition inspections. Councils assist the department to identify these structural maintenance needs.

With the continuing growth in recreational boating, the demand for dredging is always high. New dredging projects are identified through proposals received from councils and port authorities, information provided by boating organisations and boat users, and monitoring channel depths. Lessees of seabed within the harbour precinct (such as marinas, commercial operators and boat clubs) are responsible for maintenance dredging within their leased areas.

TMR owns 408 recreational boating assets across Queensland.

The MIIP also has a small grant program which varies in value depending on priorities and available funding. In 2017–18, grants to local managing authorities included \$650,000 for new floating walkways at Dungeness (near Lucinda) and \$1.1 million for a new floating walkway at Half Tide Tug Harbour (near Hay Point, south of Mackay).



Bullock Point boat ramp and car park completed June 2018.

Marine infrastructure fund

The Queensland Government has committed to a \$30 million, two-year extension of the MIF, running from July 2018 to June 2020, to provide new and upgraded recreational boating facilities.

TMR works in partnership with local government, and port and water authorities to provide new and improved recreational boating facilities throughout Queensland. TMR builds the in-water components of a facility, then councils and port/water authorities provide the land-based components and manage the whole facility when complete.

Marine capital projects are funded through the MIF, which is the capital component of the MIIP.

To view some of the projects underway or completed as part of this program, refer to the delivering across Queensland regions section ([see page 46 to 88](#)).

One in 19 Queenslanders is a recreational boating enthusiast.

Data source: Recreational ship census March 2018

CASE STUDY

Western pontoons package

Since August 2017, the \$1.2 million western pontoons package has delivered five pontoons to regional towns including Chinchilla, Goondiwindi, St George, Cunnamulla and Dirranbandi. The new pontoons make it easier for local boaties to access the water and to launch and retrieve their vessels, which is great news for boating and fishing enthusiasts in western Queensland. The new pontoons make these regional centres a more enticing destination for campers and tourists—economically benefiting these small communities.



Dirranbandi's new pontoon.

Ports planning

The Sustainable Ports Planning program has recently been established within TMR. The program involves the preparation of master plans for the four priority ports (Hay Point/Mackay, Gladstone, Townsville and Abbot Point) and is a legislative requirement under the *Sustainable Ports Development Act 2015*.

Master plans are strategic documents that establish a long-term outlook for the sustainable development of priority ports and surrounding land and marine areas through to 2050. Master planning is being undertaken in consultation with the relevant port authorities, all levels of government, industry, community groups and other key stakeholders.

Port master plan

Gladstone

The draft master plan was publicly released by the former Department of State Development from 28 August to 9 October 2017. TMR is considering submissions with a view of preparing a final master plan and master planned area, in consultation with key stakeholders. The draft master plan is expected to be released for public consultation in late 2018.

Townsville

A significant evidence base has been developed to inform master planning, which is continuing in consultation with the Port of Townsville Limited, all levels of government, industry and community groups and other key stakeholders. The release of the final master plan for the priority Port of Townsville is expected in 2018.

Reef 2050 Plan

In 2017–18 TMR has been involved in the implementation phases of the Reef 2050 Long-Term Sustainability Plan (Reef 2050 Plan) through the development and release, in November 2016, of the Maintenance Dredging Strategy for Great Barrier Reef World Heritage Area (GBRWHA) Ports. Ports in the GBRWHA, are working to implement the strategy in close consultation with TMR, Queensland and Australian government regulators.

A key element of the strategy has been for each port to develop Long-term Maintenance Dredging Management Plans (LMDMP) in consultation with relevant stakeholders ([see glossary page 256](#)) to improve the certainty of environmental outcomes

and stakeholder confidence in how ports are undertaking maintenance dredging. The development of LMDMP by GBRWHA ports will result in leading practice management of maintenance dredging.

TMR has drafted guidelines for development of LMDMP in consultation with Queensland Ports, regulators and key environmental Non-Governmental Organisations. Port authorities are using the guidelines to prepare LMDMP for each of the GBRWHA ports. These plans will be provided to regulators to support approval processes for maintenance dredging at these ports.

Bridges Renewal Program

The Australian Government is providing \$480 million nationally from 2015–16 to 2021–22, with an on-going commitment of \$60 million each year, to upgrade and replace bridges, to enhance access for local communities and to facilitate higher productivity vehicle access. The Bridge Renewal Program (Round 3) results were announced in September 2017, with the Queensland Government securing approximately \$20.4 million in federal funding to upgrade five bridges at a total cost of \$46.3 million. Upgrades to these bridges will increase accessibility, safety, and operational life whilst reducing maintenance costs and load-limiting requirements.

The successful projects are:

- Beames Brook Bridge (Wills Developmental Road)
- Bowen Road Bridge (Townsville Connection Road)
- Lochaber Creek Bridge and Three Moon Creek Bridge (Burnett Highway: Gayndah – Monto)
- Valentine Creek Bridge (Capricorn Highway: Rockhampton – Duaringa).

Project construction will commence in 2018–2019.



Beames Brook (Julia Creek – Burketown Road) original 1950s single lane timber bridge.

Heavy vehicles

TMR has undertaken a number of reforms to ensure the heavy vehicle industry is receiving the best customer-centric service. One of the reforms saw the establishment of the Heavy Vehicles Section effective 1 July 2017, which brings together the policy, operations and performance areas of our business that have a direct role in serving our heavy vehicle customers.

The Heavy Vehicles Section is delivering an integrated and co-ordinated approach to heavy vehicle management by providing industry with a single point of contact, an escalation point for further assessment of access requirements and a dedicated team to develop an assurance strategy that validates and supports risk-informed access decisions, as well as, providing assurance that road network compliance requirements are being adhered to.

Heavy Vehicle Access and Permits

TMR manages more than 33,000 kilometres of roadway and over 3000 bridges on its network.

Heavy vehicle access permits are crucial to improving productivity. However, they must be balanced with the need to protect infrastructure where there are size and weight limitations.

Since October 2017, the number of permit applications received by the department increased significantly with the introduction of the National Heavy Vehicle Regulator Portal. The overall impact has seen a 25 per cent increase in applications.

To address these significant increases in application volumes, the department has been investigating opportunities to streamline business processes and increase permit durations. This includes migrating to the full National Heavy Vehicle Regulator Road Manager Portal System in 2018–19 and working with the National Heavy Vehicle Regulator to develop a National Notice for Performance Based Standards A-Doubles to access the road between Toowoomba and the Port of Brisbane without a permit.

Last financial year the department assessed 22,032 Class 1 applications ([see glossary page 253](#)) with an average assessment time of 6 days. This is a 25 per cent reduction in processing times compared to an average of eight days in 2016–17.

In 2017–18 TMR assessed 4,585 Class 2 and 3 applications. The average assessment time reduced from 69 days in June 2017 to 26 days in June 2018. This is a significant reduction of 62 per cent within the regulatory requirement of 28 days.

Regional air services

In 2017–18 TMR regulated seven air routes in Queensland, awarded through a competitive tender process. The regulated air service contracts set minimum service levels, maximum airfare prices, minimum aircraft size, and on-time performance standards along regulated routes, to ensure an appropriate level of service is provided to regional Queensland at an affordable price. During 2017–18, a total of 164,352 passengers travelled on these Queensland Government regulated air services providing valuable access to our more rural customers.

During 2017, the department undertook a refresh of the Long-Distance Passenger Service Review outcomes, to ensure the service levels were still appropriate for regional Queensland given the changes in economic and market conditions. TMR continues to seek feedback on regulated air routes and hold community consultative forums, at varying locations, for each of the regulated routes.

Mapoon Airstrip

During the annual wet season, the unsealed airstrip at Mapoon, near the tip of Cape York Peninsula, becomes unusable for about three to four months. This reduces the reliability of access to an already remote community, which can be life threatening for anyone requiring emergency medical treatment. If the airstrip is closed, patients must be transported by road which, during the wet season, is boggy and very rough.

Through the Community Works component of the Cape York Region Package ([see page 51](#)), the Australian Government and Queensland Government are funding a \$1.6 million project to widen and seal the Mapoon Airstrip and upgrade its facilities. Since 2016–17, \$450,000 of work has taken place, including clearing work and installation of fencing, with the project on track for completion in late 2018.

This project will enable year-round access to Mapoon for the Royal Flying Doctor Service, which will significantly improve the ability to treat and evacuate seriously injured patients. Sealing the airstrip may also bring major economic benefits and job opportunities to the community, by improving access to the rich recreational fishing grounds around Mapoon for tourists and tour operators.



Clearing and fencing preparation works for the Mapoon Airstrip upgrade, July 2017.

Public transport

In 2017–18, TMR provided services across the state, including bus, train, ferry and tram. These services ensure we are creating an integrated transport network to offer customers a high level of connectivity each day. Major investments continue in multiple areas to improve the services provided and expand the existing network.

Throughout the year, the *Passenger Transport Infrastructure Investment Program* delivered \$57 million of investment across Queensland to enable a more connected, integrated network that offers value to customers and makes passenger transport an attractive option for everyone.

Key initiatives included:

- delivery of the first stage of an upgrade to the Helensvale bus station ahead of the GC2018 (see page 86)
- construction of the multi-storey park ‘n’ ride at Mains Road
- opening of Stage 1 of the Murarrie park ‘n’ ride upgrade
- completion of design for new bus stations at Victoria Point Central and Townsville CBD and the new lift to improve access to Queen Street Bus Station Platform 2
- installation of over 130 new text to voice units at South East Queensland bus stations to provide audible real time information for services
- provision of over \$5 million to assist local governments across Queensland in upgrading their bus stops to meet accessibility standards.

In 2017–2018 more than 182 million trips were taken across South East Queensland’s public transport network. This amounts to an extra 5.41 million trips compared with 2016–17, with all modes of public transport (bus, train, ferry, tram) showing an increase.

Importantly, this data does not capture the patronage during the GC2018, with approximately 5.3 million trips taken on the public transport for free during GC2018.

GC2018 was the largest sporting event in Queensland’s history with almost \$1 billion delivered in Gold Coast road and transport investments, including the Gold Coast Light Rail – Stage 2.

Eighty-four per cent of customers using public transport during GC2018 indicated they had a positive experience.

Throughout the state, TMR offers unique services responding to the need of our regional areas including school transport assistance, coordinating services for students with disabilities, administering regional bus, ferry and air service contracts; regulating taxi, limousine and booked hire services, and consulting with community groups to deliver passenger transport infrastructure.

In 2017-18 11.55 million passengers travelled on government contracted rail, bus and air services in regional Queensland.

For specific examples on how we are servicing customers across the state, see the Delivering across Queensland regions section commencing page 46.

Park ‘n’ ride facilities across south east Queensland

In 2017, the Queensland Government committed \$114 million to upgrade park ‘n’ ride facilities in South East Queensland, adding 2300 spaces to the existing 30,000 available spaces.

Nine park ‘n’ ride (see glossary page 255) facilities are set for an increase in parking over the next four years, including:

- Darra train station
- Eight Mile Plains bus station
- Geebung train station
- Greenbank bus station
- Lawnton train station
- Lindum train station
- Salisbury train station
- Springfield Central train station
- Virginia train station.

Design for the Eight Mile Plains park ‘n’ ride upgrade started in April 2018, with the upgrade to provide at least 200 additional parking spaces, increasing the capacity to over 1000 spaces. The upgrade will integrate into the existing northern carpark, utilising land owned by the department. Construction is set to take place through 2018–19 and 2019–20.

Preliminary site investigations and further planning is currently underway for the proposed park ‘n’ ride upgrades at Geebung, Lawnton, Lindum, Springfield Central and Virginia train stations. Pre-feasibility studies have been completed and property negotiations are currently underway for the new park ‘n’ ride facilities proposed at Greenbank bus station, and Darra and Salisbury train stations.

Statewide Operations Interactive Map

Traffic Management Centres (TMC) play a key role in ensuring effective use of the transport network. TMR has developed a powerful new tool, a Statewide Operations Interactive Map, to help TMC operators better manage incidents on the transport network.

The new tool provides a multi-modal view of network operations, improving real time awareness of incidents and the ability to make decisions to mitigate impacts.

The map configures multiple layers and data loads, including Waze Traffic ([see glossary page 256](#)), Queensland Police Service (QPS) traffic incidents, and Bureau of Meteorology weather updates. Since the beginning of 2018, the interactive map has published millions of updates, including 1.7 million from Waze Traffic, 200,000 from QPS, and more than 500,000 real time bus locations. With real time and mobile functionality, as well as Asset Identification search capability, the statewide Operations Interactive Map is helping TMC operators keep our transport network moving.



The statewide Operations Interactive Map is a powerful new tool for Traffic Management Centre operators.

Queensland Road System Performance Plan

The *Queensland Road System Performance Plan* (QRSPP) is a rolling, four-year plan for the Maintenance, Preservation and Operation (MPO) of the state-controlled road network (SCRN). The plan covers both:

- the Maintenance, Preservation and Environment Investment Program—focused on the long-term sustainability of transport infrastructure assets and connectivity, and
- the Road Operations Investment Program—focused on safe, reliable and efficient operation of the SCRN.

The plan has a total allocation of \$3.97 billion over the next four years, including an allowance of \$361 million provided by the Australian Government towards maintenance of the National Land Transport Network. The plan includes performance targets using network level, life cycle costing analysis across 27 investment categories, which were refined in consultation with TMR regions, and their tactical asset management strategies.

Developed within the Queensland Government's Asset Management Planning Framework, TMR's Total Asset Management Plan sets out the predicted long-term performance of transport system assets under the current Transport Infrastructure Portfolio Plan and Schedule ([see page 29](#)) investment levels, plus the investment required to sustain levels of service in the future.



Pavement rehabilitation and overlay, extension of road width and sealing on the Landsborough Highway between Augathella and Tambo.

Major roads upgrades

Pacific Motorway

The M1 Pacific Motorway is a nationally significant corridor that supports interstate and inter-regional passenger and freight movements between South East Queensland and northern New South Wales. Critical sections of the motorway carry over 150,000 vehicles per day, including around 12,000 heavy vehicles.



The M1 Pacific Motorway.

Funding arrangements

Jointly funded by the Australian and Queensland Governments, construction of M1 Pacific Motorway–Gateway Merge southbound lanes to Springwood and six-laning between Mudgeeraba and Varsity Lakes projects are currently underway. Detailed planning for the Exit 57 interchange upgrade at Oxenford is underway, with construction scheduled to commence late-2019.

The Australian and Queensland Governments agreed on a 50:50 funding arrangement to complete the M1 upgrades between Eight Mile Plains and Daisy Hill, and Varsity Lakes and Tugun. The Queensland Government has brought forward its funding contribution for these two upgrades to ensure construction can commence immediately following delivery of the current M1 Pacific Motorway (Gateway Merge and Mudgeeraba to Varsity Lakes) projects. This will provide a rolling program of works that will reduce journey times, improve reliability and increase safety for businesses, commuters, tourists and freight operators. Further details on these projects are included below.

Gateway Motorway to Logan Motorway

TMR is refining the draft Pacific Motorway master plan (Gateway Motorway to Logan Motorway), a three stage delivery program addressing congestion on the M1 corridor between Eight Mile Plains and the Logan Motorway.

Stage 1 of the master plan (Gateway merge to Logan Motorway) encompassing the M1/M3/Gateway Motorway merge upgrade is underway, costing \$190 million (\$75 million funded by the Queensland Government; and \$115 million funded by the Australian Government). Immediately after the Commonwealth Games in April, site establishment works and construction commenced. The project is due for completion in 2020 and will include:

- widening to five southbound lanes between Eight Mile Plains and Rochedale (Exit 19)
- relocation of the existing bus entry from the Eight Mile Plains Bus Station onto the Pacific Motorway
- replacement of a four lane overpass on a realigned Underwood Road.

Funded by a \$16 million investment by the Queensland Government, a business case is being developed for Stage 2 of the Pacific Motorway master plan (Gateway Motorway to Logan Motorway). It will include up to five northbound lanes from Eight Mile Plains to Daisy Hill and the South East Busway Extension (from School Road to Springwood bus station), and a new bus station and park 'n' ride at Rochedale.

The planned business case for Stage 3 will address the M1 southbound capacity from Springwood to Loganholme. The project will include road widening, ramp consolidation and managed motorway technologies to increase traffic flow and improve safety.

Mudgeeraba to Varsity Lakes upgrade

TMR has progressively upgraded the M1 as part of the Pacific Motorway Nerang to Tugun Master Plan. Delivery of the Master Plan has been progressive since 2008, with widening and interchange upgrades as funding became available in priority order, based on traffic volumes and cost benefits.

A \$197.5 million project, jointly funded by the Australian and Queensland Governments, to widen the Mudgeeraba (Exit 79) to Varsity Lakes (Exit 85) section, will include the following improvements:

- one additional lane in each direction between Robina (Exit 82) and Varsity Lakes (Exit 85)
- a fourth northbound lane from Robina (Exit 82) to The Link Way (Exit 80)
- new and upgraded existing road pavements
- lengthening entry and exit ramps
- reconstructing two bridges over Mudgeeraba Creek and the creek's overflow
- enhancing the Varsity Lakes interchange, including a new combined southbound exit ramp to Stapley Drive (Exit 84) and Reedy Creek Road (Exit 85), and a new bridge to provide additional lanes.

Work to construct a public utilities access track and install CCTV cameras was completed in February 2018. Major on-road works commenced in April 2018 and is expected to be completed by early 2020. It will provide additional traffic capacity to meet demand, improve travel time reliability and access on and off the motorway, while also minimising the potential for crashes on this section.



Pacific Motorway Robina Interchange (Exit 82).

Varsity Lakes to Tugun upgrade

The Queensland Government has invested approximately \$6.9 million in this year's QTRIP ([see glossary page 255](#)), allowing TMR to refine existing plans for upgrading the motorway section between Varsity Lakes and Tugun. The design for the 10-kilometre stretch includes:

- widening from four to six lanes in each direction
- improved interchanges at Burleigh (Exit 87), Tallebudgera (Exit 89) and Palm Beach (Exit 92)
- widening of the Tallebudgera Creek and Currumbin Creek Bridges
- managed motorway initiatives, such as ramp signalling from Nerang South (Exit 73) to Tugun (Exit 95).

The upgrade is estimated to cost approximately \$1.03 billion and will reduce congestion, cater to demand, provide increased freight efficiency, and reduce maintenance costs. Project timing and funding arrangements are subject to negotiations with the Australian Government.



Pacific Motorway Currumbin Creek Bridge.

Oxenford Interchange Exit 57

The Queensland Government has committed \$25 million to upgrade the Oxenford Interchange (Exit 57).

Since opening the interchange 20 years ago, Oxenford and the surrounding suburbs have experienced exponential growth in both commercial and retail precincts. The interchange currently experiences heavy congestion and vehicles queuing on the Pacific Motorway shoulder in order to avoid motorway traffic. The upgrade will:

- improve safety for the motorway off-ramp traffic by reducing queuing
- alleviate congestion at the interchange and adjacent intersections
- establish reliable access for freight movements to and from commercial precincts.

The planning phase is underway and the detailed design began in July 2018. Construction is expected to commence in late 2019.

The Bruce Highway

Funding to future-proof the Bruce Highway

In November 2017, the Queensland Government announced the *Future-proofing the Bruce* policy, which commits to establishing a Bruce Highway Trust, with a total investment of \$1 billion annually (based on an 80:20 Australian and Queensland Governments funding arrangement) to identify investment priorities for the Bruce Highway.

Key commitments include:

- \$10 million over two years from 2019–20 for the Trust to develop a 15 year vision and five year action plans
- \$200 million towards the \$1 billion Cooroy to Curra (Section D) project
- \$36 million towards the \$180 million Douglas to Bohle section of the Townsville Ring Road (Stage 5) project
- \$450 million over three years (2021–22) for a *Boosting the Bruce* program
- \$175 million over four years (2021–22) for targeted productivity boosting, safety and flood resilience projects
- \$30 million over two years (2019–20) to deliver wide centreline treatments and establish more rest areas
- \$2.5 million to reduce the distance between electric vehicle charging stations ([see page 125](#)).

In April 2018, the Australian Government announced \$800 million (80 per cent funding) towards the Cooroy to Curra (Section D) project. The 2018–19 Federal Budget confirmed this funding from 2022–23 onwards, as part of a further \$3.3 billion commitment to the Bruce Highway from 2023–24 to 2027–28. The Queensland Government, through TMR, is working with the Australian Government to confirm future investment priorities in this nationally significant corridor.

Bruce Highway Upgrade Program

The Queensland and Australian Governments are delivering a 10-year (2013–14 to 2022–23), \$8.5 billion program of works to upgrade the Bruce Highway — the state's major north-south freight and commuter corridor that connects Brisbane to Cairns over 1677 kilometres. The Australian Government has committed \$6.7 billion and the Queensland Government has committed \$1.8 billion to this vitally important program of works, to improve safety, flood resilience and capacity.

The program has now completed its fifth year of delivery, with:

- 295 projects completed
- 127 projects in the design phase or under construction
- 32 projects in the planning phase.

More projects are regularly being added to the program's scope of works as budget allows, delivering greater benefits for Queensland motorists and businesses.

You can view all the Bruce Highway projects on our interactive map: tmr.qld.gov.au/BruceHighway



Bruce Highway Upgrade Program Tinana overpass completed in late 2017.

Bruce Highway Upgrade – Boundary Road interchange

In September 2017, TMR completed the \$100.4 million Boundary Road interchange upgrade project which included constructing a new six lane bridge over the Bruce Highway at Narangba. The Australian Government committed \$80.3 million to the project, with the Queensland Government contributing \$20.1 million in an 80:20 split.

The new bridge was constructed north of the former overpass and features longer on and off-ramps to improve safety for motorists, and a new shared user path for pedestrians and cyclists. The upgrade has improved safety, eased congestion and increased capacity to cater for future traffic volumes.

Bruce Highway Upgrade – Cooroy to Curra (Section C)

In early 2018, the Bruce Highway – Cooroy to Curra (Section C: Traveston to Woondum) project was completed, ahead of schedule. Section C was jointly funded by the Queensland (\$76.8 million) and Australian Governments (\$307.4 million).

The 10.5 kilometre project has doubled the capacity of the highway and increased the speed limit, to ease congestion and reduce travel times for motorists. Section C has delivered a safe and resilient road environment with centre barriers to prevent head on collisions, increased overtaking opportunities, and new interchanges to allow safe entry and exit from the highway.

Flooding of the old highway resulted in lengthy delays and closures so the upgrade has been built out of the flood plain to withstand major flood events.

For more information: tmr.qld.gov.au/Projects/Name/B



Cooroy to Curra (Section C) from Tandar Road overpass looking north.

Bruce Highway Upgrade – Cooroy to Curra (Section D)

The detailed design for Section D: Woondum to Curra, was completed in 2017–18. Section D is the final link in the 62 kilometre Bruce Highway – Cooroy to Curra upgrade. The detailed design and property acquisition for the project was jointly funded by the Australian Government (\$52 million) and the Queensland Government (\$13 million).

The project has now received the full construction funding of \$1 billion (\$800 million from the Australian Government and \$200 million from the Queensland Government), which will enable the project to proceed to delivery.

Preparations have commenced for construction of Section D which will introduce four lanes of median separated highway on a new 26 kilometre alignment, 42 bridges (at 23 locations), three interchanges and a bypass of the city of Gympie. These developments will lower the crash rate by providing motorists with safe, flood free travel between Cooroy and Curra.

Bruce Highway Upgrade – Tinana interchange

The new Bruce Highway interchange at Tinana was completed in September 2017. The project was jointly funded by the Australian (\$30.4 million) and Queensland Governments (\$7.6 million). The works involved constructing a northbound off-ramp and overpass structure, with both through lanes of highway traffic travelling under the new overpass. The new interchange will provide lasting benefits to motorists, business and industry by improving safety and traffic efficiency, and improving access to the Fraser Coast, one of Queensland's premier tourist destinations.

The project also included installation of traffic signals at the Gympie Road and Lindah Road intersection, and construction of dedicated right-turn lanes on Gympie Road. The new signalised intersection will cater for the additional motorists who are using the new southbound off-ramp to Lindah Road West, after the previous off-ramp to Gympie at the old interchange was removed. The signals were switched on in July 2018.



Looking north over the Tinana interchange on the Bruce Highway. Image provided courtesy of Georgiou Group.

Bruce Highway Upgrade – Caloundra Road to Sunshine Motorway

Construction activities have continued on the \$812.95 million Bruce Highway upgrade between Caloundra Road and the Sunshine Motorway. Construction is scheduled for completion in late 2020.

The project includes implementation of an Australian first, innovative Diverging Diamond Interchange (DDI) design (see glossary page 254) and caters for future traffic growth. Other benefits include tackling congestion, enhancing capacity, improving safety and providing active transport connections. An additional advantage is the DDI design allows right turning traffic and through traffic to move through the interchange

simultaneously. When the project is complete, the speed limit on the upgraded highway will be returned to 110 kilometres per hour.

The Australian Government funded \$650.36 million and the Queensland Government contributed \$162.59 million in an 80:20 split. The Bruce Highway will be upgraded to six lanes between Caloundra Road and the Sunshine Motorway. The project includes major upgrades to both interchanges and the delivery of a two-way service road for local traffic on the western side of the highway between Steve Irwin Way and Tanawha Tourist Drive.

For more information visit: tmr.qld.gov.au/Projects/Name/B/Bruce-Highway-Caloundra-Road-to-Sunshine-Motorway-upgrade

CASE STUDY

Australian first design lowers environmental impact

The original 2010 planning layout required a 35 hectare portion of the former Beerwah State Forest. In 2013, this was reduced to 24 hectares. During the development of the design layout between 2015 and 2016, the contractor continued to refine the design and secured a further reduction to the impact on the forest area to only six hectares.

In an Australian first, this upgrade will transform the Caloundra Road interchange into a DDI. This innovative design will minimise the project footprint, reducing the significant impact on koalas, while still meeting the above project requirements and benefits.

Warrego Highway

The Warrego Highway Upgrade Program (WHUP) comprises 15 projects being delivered between Toowoomba and west of Miles from 2014 to 2019. The \$635 million investment is jointly funded by the Australian (\$508 million) and Queensland Governments (\$127 million) on an 80:20 funding arrangement.

These improvements are essential to the region's economic growth and will benefit the agriculture, resources and tourism industries. The Warrego Highway upgrades will contribute to the nation's productivity by increasing efficiency, safety and reliability of the national road network.

In 2017–18 we completed:

- Toowoomba to Oakey Duplication Stage 2—created two lanes in each direction to ease congestion and added a new overpass for safer access to the highway.
- Oakey to Miles Safety Upgrade Package 1—installed wide centreline treatments and new town entry treatments at four locations.
- Brigalow to Chinchilla Upgrade—included widening three existing overtaking lanes and wide centreline treatments.
- Jingi Jingi Creek Bridge Upgrade—replaced damaged culverts with a new concrete bridge to improve road safety and flood immunity.
- Oakey to Dalby overtaking lanes—reduced interval distance of overtaking lanes along 50 kilometres of the highway.
- Jondaryan to Sabine Road intersection upgrade—intersection improvements to accommodate or improve heavy vehicle movements, reduce vehicle queues and risk of accidents, and allow freight vehicle access.
- Toowoomba to Oakey Duplication Stage 1—provided separation between opposing traffic streams, intersection upgrades and new turning lanes to improve motorist safety and capacity.

In 2017–18 works continued on:

- Dalby Eastern and Western Access Upgrade Projects
- Oakey to Miles Safety Upgrade (Packages 2,3 and 5)
- Dalby to Miles overtaking lanes
- Drillham to Palardo Upgrade
- Miles Western Access Upgrade
- Chinchilla Open Level Rail Crossing
- Chinchilla Heavy Vehicle Route Strategy (planning project)
- Toowoomba to Oakey Duplication Stage 3 (Kingsthorpe to Oakey) (planning project).

For more information visit: tmr.qld.gov.au/Projects/Featured-projects/Warrego-Highway-Upgrade-Program













Opposing westbound and eastbound overtaking lanes, as part of the Oakey to Dalby Overtaking Lanes project.

DELIVERING ACROSS QUEENSLAND REGIONS

When referring to ‘our network’ we consider not only the many transport modes, such as those covered in the previous section, we also consider the network of services we provide the state.

Throughout the following section we have contextualised our delivery of a single integrated network by showing a sampling of our services and highlight achievements across the state. Included for each region is a geographic map, fast facts and project achievements, displaying the diversity in how ‘we do business’—connecting communities and contributing to Queenslanders’ quality of life.

Fast fact icon	TMR network services
State controlled road	 Roads controlled and managed by the State (see glossary page 256) including, state strategic roads, regional roads and district roads (not including the National Land Transport Network or local roads).
National Land Transport Network	 TMR supports the delivery of a sustainable and safer National Land Transport Network (see glossary page 254) by building and preserving the network, which contributing to the state’s and the nation’s social, economic and environmental wellbeing.
Bridges	 TMR is responsible for construction, rehabilitation and maintenance of bridges supporting the road network.
Priority enabled intersections	 Road intersections equipped with technology that enables emergency vehicles to trigger traffic light sequence change. For more information (see page 105).
Calls to QLDTraffic (13 19 40)	 QLDTraffic (see glossary page 255) phone services providing traffic and travel information, enabling motorists and commuters to plan their journeys.
Port arrivals	 TMR oversees the safe and efficient movement of ships ≥ 50 meters length in Queensland ports and waterways.
Vehicle and machinery registrations	 Total amount of vehicles and machinery (excluding trailers) registered with the department as at 30 June 2018.
Driver testing	 Practical driving tests undertaken throughout 2017–18 by a driving examiner in a TMR Customer Service Centre or Queensland Government Agency Program (see appendix 5).
Driver Reviver locations	 Driver reviver sites are rest areas for all travellers. The sites are operated by a variety of service organisations, community groups and community minded individuals, supported locally by Queensland Police Service and TMR. TMR own some of the driver reviver sites and are responsible from maintaining those sites.
Face-to-Face interactions	 Interactions were customers have come into a customer service centre and undertaken an interaction/service with a TMR customer service operator.

In our regions

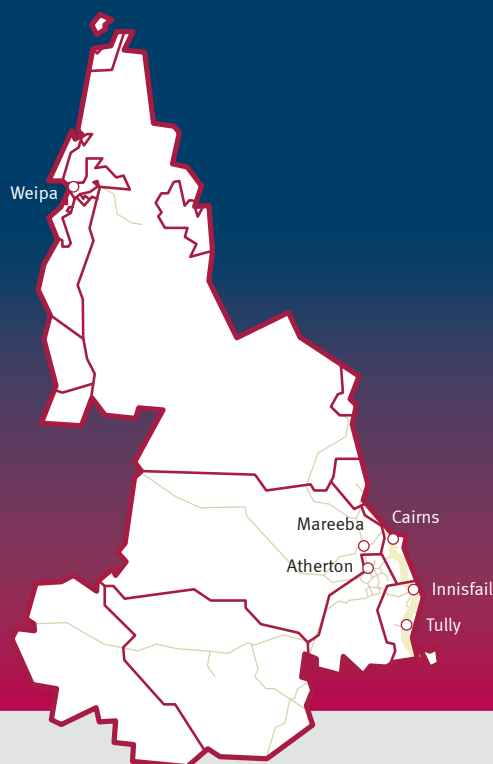
FAR NORTH

273,158 KM²

Area covered

5.7%

Population of Queensland



7181

Driver tests conducted



323

Bridges



217,985

Face-to-face interactions



2941 KM

State-controlled road



217 KM

National Land Transport Network



114

Priority enabled intersections



17,399

Calls to QLD Traffic (13 19 40)



2

Driver Reviver locations



1953

Port arrivals



233,805

Vehicle and machinery registrations

Regional highlights

Smithfield Bypass project

- Commenced \$152 million project to design and construct a new bypass road at Smithfield, to significantly improve traffic flow between McGregor Road and Yorkeys Knob Road, north of Cairns.
- Construction is expected to be complete by late 2020.
- tmr.qld.gov.au/Projects/Name/S

Henry Ross Lookout upgrade

- Scenic Lookout Upgrade Program funded the construction of a weather shelter, extended walkway, upgraded fencing and minor landscaping of embankment ([see page 49](#))

Indigenous Driver Licencing Program

- Remote licencing and identification services to over 20 remote communities
- Program aims to achieve positive health and social wellbeing outcomes ([see page 48](#))

Peninsula Developmental Road

- Extension of bitumen seal along Peninsula Developmental Road (PDR) to provide better community access for vital local services. ([see page 51](#)).

Bill Fulton Bridge duplication

- Bridge duplication on Cairns Western Arterial Road to improve safety and traffic flow.

- A \$34.2 million project funded by the Queensland Government and completed in December 2017.
- tmr.qld.gov.au/Projects/Name/C

Fearnley Street boat ramp and walkway

- \$1.3 million upgraded boat ramp and floating walkway in Cairns.
- Completed the four lane ramp and new floating walkway which better caters for the local rowing club in March 2018.

Port Douglas dredging

- Completed dredging in boat harbour under the MIF ([see page 36](#)).
- Around 50,000 cubic metres has been removed to improve navigation access for recreational and commercial users.

Far North covers an area of about 273,158 square kilometres, or around 15.8 per cent of Queensland and is the northernmost part of the state. Extending from the Torres Strait Islands in the north, to the top of the Cardwell Range in the south, and from Cairns in the east to Croydon in the west, this district is home to around 5.7 per cent of Queensland's total population. Far north Queensland supports a significant agricultural sector and a number of significant mines and many national park areas.

Home to World Heritage sites including The Great Barrier Reef and the Wet Tropics of Queensland, the far north is the only area of Australia that is also home to the two oldest continuous cultures on the planet, that of the Aboriginal and Torres Strait Islander peoples.

Indigenous Driver Licensing Program

The Indigenous Driver Licensing Program was established in 2007 to combat low licensing rates in remote far north Queensland communities. The program hopes to lower incarceration rates/recidivism linked to non-compliance with licensing requirements for Aboriginal and Torres Strait Islander peoples. Additionally, the program aims to increase economic participation to achieve positive health and social wellbeing outcomes for local communities.

TMR provides remote licensing and identification services to over 20 remote communities across northern Queensland, including the Gulf, Cape and Torres Strait. During 2017–18, we:

- conducted bi-monthly visits to the Lotus Glen Correctional Facility secure complex to deliver Learner Licence testing and issue licence renewals and Adult Proof of Age cards for eligible prisoners, to assist their transition back into the community.
- identified, educated and supported stakeholders in the development of initiatives focused on transitioning novice drivers from learner to provisional licence status.
- identified several communities located in the Cassowary Coast region and the vicinity of Mount Isa that are not serviced by TMR and have scheduled 'Licensing Open Day' activities to occur in Mount Isa and Tully.
- supported community-led learner licensing activities in locations across northern Queensland, including learner licence testing at events focused on assisting disengaged youth and disadvantaged persons.

For more information visit: tmr.qld.gov.au/Community-and-environment/Indigenous-programs/



Barry Lea, Driver Examiner/Principal Customer Service Officer running a driver licensing workshop for students at Woree State High School

Bill Fulton Bridge completion

In December 2017, TMR completed a \$34.2 million project to duplicate the Bill Fulton Bridge on Cairns Western Arterial Road. Duplication of the bridge has improved traffic flow on Cairns Western Arterial Road by removing the need for traffic to merge from two lanes into one, on either side of Bill Fulton Bridge. Signalisation of the Brinsmead Road intersection, which was also undertaken as part of the project, has significantly improved safety for road users—particularly those accessing a nearby local school. The project has also improved flood immunity and resilience of Cairns' road network in the event of flooding on Captain Cook Highway, when high volumes of commuter traffic is diverted along Cairns Western Arterial Road.

This highly anticipated project was funded by the Queensland Government's \$180 million Significant Regional Infrastructure Projects Program.



Duplication of Bill Fulton Bridge was one of the highest priority infrastructure projects in Cairns for many years.

Smithfield Bypass

In October 2017, the department commenced work on the Smithfield Bypass Project, with two shortlisted tenderers participating in an early contractor involvement process. Once completed, the project will improve safety, ease congestion, and provide a more efficient travel route for motorists and industry along this section of the highway. The project provides vital community infrastructure for the northern beaches of Cairns and supports future growth of the area.

The Queensland Government has committed \$152 million to fund the project, with construction on track to commence in late 2018 and be operational by late 2020. The project involves constructing a new 3.8 kilometre long road between McGregor Road roundabout and Yorkeys Knob Road roundabout as an alternate route to the Captain Cook Highway.

In addition to the new bypass road, works include:

- an overpass at McGregor Road roundabout
- Yorkeys Knob roundabout replaced with a signalised intersection
- improve Cairns Western Arterial Road roundabout with signalised double right turns
- an exit and entry ramp connecting McGregor Road
- wide centre line treatment ([see glossary page 256](#)) and an off-road cycle pathway.

For more information visit: tmr.qld.gov.au/Projects/Name/S



Looking south along the alignment of the future Smithfield Bypass Road, which passes around Cattana Wetlands.

Henry Ross Lookout upgrade

In 2017, TMR completed a \$300,000 upgrade of Henry Ross Lookout, an iconic tourist attraction on the Kuranda Range section of Kennedy Highway, north of Cairns. The project was funded under the Queensland Government's \$3.2 million Scenic Lookout Upgrade Program and included construction of a weather shelter, extended walkway, updated fencing and minor landscaping of the embankment.

As part of the upgrade, TMR worked with the Rotary Club to install a replica of the Battle of the Coral Sea commemorative plaque, erected at the site in 1952. The original plaque was stolen from the site before being found by a member of the public in 2014. However, it was too badly damaged to be reinstated. As 2018 marks the 75th anniversary of the Battle of the Coral Sea, reinstatement of this memorial site has added great significance to the Henry Ross Lookout upgrade.



With sweeping views over Smithfield and northern Cairns, Henry Ross Lookout on Kuranda Range is an iconic stop for many tourists.

Pollution response exercise in Torres Strait

TMR will be hosting a two-part pollution response exercise in the Torres Strait in late 2018. Preparation work for the exercise commenced in 2017–18, with a heavy focus on local community engagement and involvement. Through this exercise, those involved will be tested and trained to ensure effective response to potential marine pollution incidents in Queensland waters.

It will be a national, multi-agency and multi-jurisdictional event, involving two phases:

- Phase one—a strategic discussion exercise that will test the consequence management, community engagement and communication arrangements in an oil-spill scenario
- Phase two—an operational field exercise that will run through the response arrangements to a significant oil spill within the Torres Strait.

Local Fare Scheme

The Local Fare Scheme was established by TMR in July 2015 and aims to improve the standard of living and connectivity in remote parts of far north Queensland. The scheme is administered in collaboration with participating airlines and partnership with local councils throughout Cape York, Mornington Island, Doomadgee and the Torres Strait.

By providing a discount of up to \$400 off a return fare for eligible residents, it makes air travel to access health, education and employment facilities and social and recreational opportunities more affordable where no alternative transport options are available.

The scheme was expanded to a 12-month trial from July 2017 to include Weipa Town Authority, Mornington Island and Doomadgee. The scheme has achieved over 8000 discounted travel bookings during the financial year, and also allows for additional air service for large community events such as cultural celebrations and sporting tournaments.

Cairns real time rollout

In November 2017, ticketing equipment was replaced on buses to ensure Cairns customers had access to the same level of real time information provided across the South East Queensland TransLink network with data integrated into the Journey Planner and service tracking available using the MyTransLink app (see [page 97](#)) and TransLink website—both of which have been tested by Vision Australia and Guide Dogs Australia partners to ensure accessibility.

The benefits delivered as part of this implementation are:

- reliable customer experience
- real time data feed
- improvements to timetables
- reduced revenue leakage due to equipment faults
- Passenger Information Displays (PIDs) were upgraded to support the real time rollout.

CASE STUDY

Bama Civil Projects

Bama Civil, a fully Indigenous owned company trained in road construction by the department, has won two contracts for PDR projects in 2018. These contracts include the Ten Mile Creek sealing project and the South of Duck Holes Creek project.

This is the first instance of the company being awarded contracts. Bama Civil had also been subcontracted to TMR on the South of Moorehead and South of Musgrave projects as a means of building capability through training and practical experience. These contracts will support an average of 20 jobs, assisting in employing and upskilling the local workforce.



Sealing works at Ten Mile Creek

Savannah Way

TMR understands the significance the Savannah Way is a tourist route linking Cairns in Queensland with Broome in Western Australia. In Queensland, the route includes state roads, such as the Kennedy Highway and sections of local government roads between Normanton and the Queensland–Northern Territory border. This route supports aquaculture,

livestock and horticulture activities. Over the past five years, the Queensland Government has delivered about \$75 million worth of capital works projects on sections of the Savannah Way.

In 2018, based on 50:50 funding arrangements, TMR sought federal funding of \$1.1 million for two bridge strengthening projects on the Gulf Developmental Road section of the Savannah Way, as part of the Heavy Vehicle Safety and Productivity Program (HVSP). The two bridge strengthening initiatives submitted were Little River Bridge (Croydon–Georgetown) and Routh Creek Bridge (Georgetown–Mount Garnet), with total project costs of \$2.18 million. These initiatives will maintain and improve freight productivity, reduce maintenance costs and extend the life of the bridges. HVSP funding for these projects is expected to be announced in late 2018.

Cape York Region Package

In 2017–18, the \$260.5 million Cape York Region Package (CYRP) delivered improved safe access and provided significant economic benefits for remote communities on Cape York Peninsula. In 2017, approximately 40 kilometres of the PDR was sealed through the CYRP across the following projects:

- Archer River to Wulverton Station
- Coen South
- Laura Racecourse to Little Laura.

TMR completed a review of the 2017 PDR Contract Works against the following three Key Result Areas (KRA). We have met the first two KRA's and are on target to meet the third area. These KRA's will also be used against 2018 works.

1. minimum core training and upskilling requirements for Indigenous and non-Indigenous
2. implementation of an Indigenous Economic Opportunity Plan (IEOP) and minimum 15 per cent of Contract Direct Cost Amount (CDCA)
3. local industry participation.

Works planned for 2018 are:

- Piccaninny Black Soil
- Telecom Tower to Archer River
- Fairview to Kennedy (Fairview West) Part A.

When work on the CYRP concludes at the end of June 2019, a total of 173 kilometres will have been sealed under this program, leaving a little over 200 kilometres remaining unsealed.

In addition to CYRP, the Queensland Government has provided \$4.5 million to seal the remaining section of Endeavour Valley Road between Cooktown and Hope Vale. Through this project, TMR is providing training to crews from Hope Vale Aboriginal Shire Council to help develop technical skills and workforce capability.

Work is also continuing in eight remote Cape York communities to upgrade critical transport infrastructure and boating facilities. These works are also providing safer, all weather roads for remote Indigenous communities, with economic development and continued education and training opportunities for local Indigenous staff.

For more information visit: tmr.qld.gov.au/Projects/Name/C

CASE STUDY

Keeping the Cape Connected

In addition to the improved access and safer roads mentioned, in 2017 CYRP provided a total of 71 Indigenous people employed on production projects. This equated to 54 per cent of the workforce.

As part of the development, the department in partnership with the Cape York Land Council is offering 12 high school scholarships (worth \$2250 each) and six tertiary scholarships (worth up to \$40,000 each) in the 2017–19 calendar years. These scholarships provide assistance with educational expenses to encourage students and facilitate participation in ongoing education and learning opportunities. Tertiary scholarship students are studying in fields related to TMR business such as construction management, engineering, communications and finance. The scholarships are eligible to Aboriginal and Torres Strait Islander peoples with a traditional or historical connection to country around the local PDR.

This initiative complements TMR's aim to improve social outcomes for Aboriginal and Torres Strait Islander peoples and local communities by providing better access to health services, employment, and education and training opportunities.

In our regions

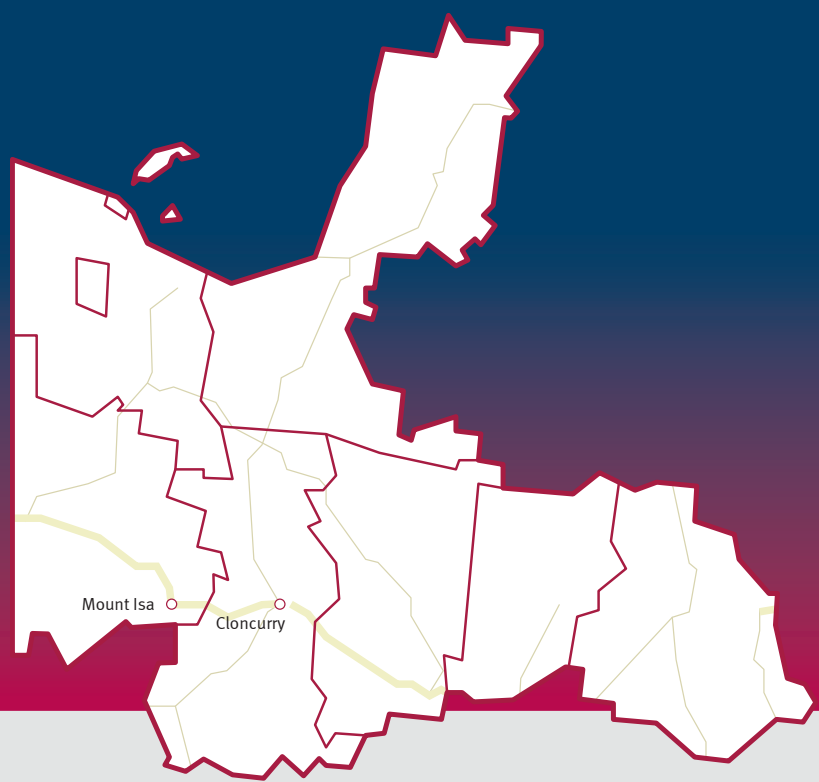
NORTH WEST

307,833 KM²

Area covered

0.6 %

Population of Queensland



127

Driver tests conducted



4

Driver Reviver locations



2551 KM

State-controlled road



1024 KM

National Land Transport Network



26,004

Vehicle and machinery registrations



87

Bridges



1487

Calls to QLD Traffic
(13 19 40)



7843

Face-to-face interactions



15

Port arrivals

Regional highlights

Road Safety Awards

- Pilot program to provide infant car seats to educate communities on safety benefits of having children restrained while travelling (see page 53).

Flinders Highway pavement rehabilitation—Hughenden

- This project addressed pavement deficiencies and rehabilitated a section of the Flinders Highway on the eastern entrance to Hughenden, with benefits including improved drainage, property access, intersections and kerbing in the urban area.

- The \$6.9 million project commenced in March 2017 and was completed in March 2018.

Mount Isa-Duchess Road and Thomson Road signalisation

- The project improved the safety of the intersection with new traffic lights, signalised pedestrian crossing and upgrades to footpaths.
- Delivered under the Safer Roads Sooner (SRS) (see glossary page 256) which is part of the Targeted Road Safety Program, this \$931,000 project commenced in November 2017 and was completed in January 2018.

Goldring Street asphalt works—Richmond

- An important connection road, the Flinders Highway (Goldring Street) provides access to several key services and businesses in Richmond. This project corrected several pavement failures including cracking, rutting and potholes, through the main street of Richmond to deliver improved rideability, drainage and aesthetics.
- The \$3.9 million project commenced in February 2017 and was completed in December 2017.

The North West region covers an area of 307,833 square kilometres, or around 17.8 per cent of Queensland. Extending from the Gulf of Carpentaria in the north, to Kynuna in the south, and from Torrens Creek in the east to the Northern Territory border in the west, the area is home to around 0.6 per cent of Queensland's total population.

North west Queensland is one of the world's richest mineral-producing regions. Supporting this industry, as well as active agricultural, tourism, transport and logistics sectors, the region includes about 2551 kilometres of state-controlled roads (see [glossary page 256](#)) and about 1024 kilometres of the National Land Transport Network (see [glossary page 254](#)).

Australian Road Safety Awards

TMR's Road Safety Manager (Northern), Ms. Rachel Coulson, was nominated for an award after her team piloted a program with the Doomadgee community, to provide infant car seats to local families to reduce the high number of unrestrained children in vehicles. In addition to making access to infant car seats easier, Rachel and her team worked to educate the community on the safety benefits of having children restrained while traveling in vehicles.



Community education session on infant car seats.

Sealing Kennedy Developmental Road

Investment in Kennedy Developmental Road will improve travel time on this important supply chain. The progressive sealing and widening works will boost economic productivity in northern Queensland and overall economic confidence in the area, by creating jobs and enhancing rural and regional liveability through improved access to essential services.

Some 18.5 kilometres of road has been sealed between The Lynd and Hughenden, and 3.32 kilometres widened between Mount Garnet and The Lynd on the Kennedy Developmental Road, as part of a major \$53.32 million upgrade under the Northern Australia Roads Program (NARP) (see [glossary page 255](#)).

During 2017–18, \$16 million was spent on the Kennedy Developmental Road under the NARP works. The \$600 million NARP enables upgrades to high priority roads in northern Australia, essential to the movement of people and freight, to support economic development in northern Queensland.

The project is jointly funded by the Australian (\$42.66 million) and Queensland (\$10.66 million) Governments and is expected to be completed in March 2020.

Flinders Highway pavement rehabilitation through Hughenden

The Flinders Highway provides access from the eastern seaboard to western Queensland towns, such as Hughenden. The \$6.9 million pavement rehabilitation in Hughenden prepared the town for the 2018 tourist season.

Rehabilitation works were undertaken on the eastern approach to the town, to encourage more self-drive tourists to stop in Hughenden and enjoy the natural wonders of the Flinders Shire. This project was funded by the Australian and Queensland Governments.



Rehabilitation work on Flinders Highway through Hughenden

Revitalising Richmond

The town centre of Richmond has been revitalised with the Goldring Street asphalt works. The road surface was showing signs of fatigue and pavement failure including cracking, rutting and potholes.



Completed works to Goldring Street, Richmond.

The \$6.1 million project improved asphalt resurfacing and significantly improved the travelling surface as well as the aesthetics of the town. As an important strategic route, the Flinders Highway provides access to several key services and businesses in Richmond, as well as being the main thoroughfare between Townsville and Mount Isa.

Mount Isa–Duchess Road and Thomson Road intersection upgrade

New traffic lights, a signalised pedestrian crossing and upgraded footpaths at the intersection of the Mount Isa–Duchess Road and Thomson Road welcomed Mount Isa students back for the start of the 2018 school year.

This \$931,000 project has significantly improved safety for pedestrians, motorists and cyclists, particularly students attending four local schools nearby.

CASE STUDY

Myuma–TMR alliance

TMR has been working closely with the Myuma Group, Myuma Pty Ltd, a not-for-profit Indigenous training organisation in north west Queensland. The ongoing relationship between TMR and Myuma has supported skills development and qualifications among Aboriginal and Torres Strait Islander peoples in rural and regional Queensland. TMR funded projects have enabled Myuma members to build and grow their experience, leading to further employability and greater community outcomes.

Works delivered in conjunction with Myuma in 2017–18 include:

- Gregory Downs–Camooweal Road
- routine maintenance performance contract works
- progressive sealing of priority section
- supported the training and development of two local Ganalidda Garawa people prior to the commencement of construction of Beames Brook Bridge
- Wills Developmental Road.

In our regions

NORTHERN

80,249 KM²

Area covered

4.8 %

Population of Queensland



2

Driver Reviver locations



218

Bridges



161,784

Face-to-face interactions



1140 KM

State-controlled road



521 KM

National Land Transport Network



148

Priority enabled intersections



9460

Calls to QLDTraffic (13 19 40)



5995

Driver tests conducted



659

Port arrivals



199,374

Vehicle and machinery registrations

Regional highlights

Haughton River Floodplain Upgrade project

- Flood immunity and safety improvements across 13.5 kilometres of the Bruce Highway have been undertaken to reduce the frequency and extent of road closures during flood events (see page 57).
- The contractor was procured in March 2018 to commence construction in late 2018.

Cattle Creek and Frances Creek bridge upgrades

- Construction of two new higher level bridges and flood immunity improvements along a 5.8 kilometre section of the Bruce Highway, south of Ingham. The upgrade will reduce the frequency and extent of road closures during flood events (see page 56).

Townsville to Torrens Creek pavement widening

- Approximately 6.5 kilometres of works to improve safety for road users, and reduce road maintenance costs between Townsville and Charters Towers.

- In June 2018, construction commenced on this \$17 million project jointly funded under the NARP (see glossary page 255).
- tmr.qld.gov.au/Projects/Name/F

Riverway Drive duplication (Gollogly Lane to Allambie Lane)

- Duplication of a three kilometre section of Riverway Drive in Townsville, between Gollogly Lane and Allambie Lane.
- The \$43.8 million project will provide travel time reliability and improved safety for road users and pedestrian.
- Expected to be completed by late 2018.
- tmr.qld.gov.au/Projects/Name/R

The Northern region covers an area of about 80,249 square kilometres, or around 4.6 per cent of Queensland. It extends from the Cardwell Range in the north to 50 kilometres south of Lake Buchanan, and from Townsville in the east to the west of Charters Towers. The district is home to around 4.8 per cent of Queensland's total population. The district looks after about 1140 kilometres of state-controlled roads ([see glossary page 256](#)) and about 521 kilometres of the National Land Transport Network ([see glossary page 254](#)). The major industries are tourism, agriculture, fishing, beef, dairy, horticulture and mining.

Townsville CBD Bus Station

The new bus station in Ogden and Hanran Streets will provide improved facilities for customers and create a dedicated centralised public transport hub in the city.

TMR has contributed \$4 million to the project, with Townsville City Council managing the design and construction. The bus station, with improved customer accessibility, safety and comfort, will provide access to Flinders Street, Ross Creek, future waterfront redevelopments and the new stadium.

The design was completed in early 2018 with construction works starting in August 2018. The station is expected to be complete in early 2019, weather and construction conditions permitting.



Artist's impression of Townsville CBD Bus Station.

Cape River Bridge upgrade

During 2017–18 the Cape River Bridge upgrade project progressed construction of a new, higher and wider bridge over the Cape River as well as upgrades to two kilometres of road approaching the bridge. The \$34.6 million project on the Gregory Developmental Road between Emerald and Charters

Towers, will deliver vital flood immunity, freight reliability and safety improvements on the inland freight route, benefiting both industry and regional communities.

The previous low and narrow Cape River Bridge was regularly closed during the annual wet season, with an average closure time of 121 hours. Gregory Developmental Road functions as an alternative north-south inland route during flood events impacting the Bruce Highway. Therefore, road closures significantly impact economic development in mining, agriculture and tourism industries in regional Queensland due to increased costs, travel time delays and safety concerns.

The Cape River Bridge upgrade is funded by the Queensland Government and is scheduled to be completed in late 2018.

For more information visit: tmr.qld.gov.au/Projects/Name/G

Keeping communities connected

Following Severe Tropical Cyclone Nora in March 2018, TMR utilised its traffic camera network to provide real-time situational awareness advice on key access routes impacted by the weather event. The Bruce Highway between Ingham and Townsville was subsequently closed due to major flooding at Cattle Creek.

A planned operation between TMR, Queensland Police Service (QPS) and Hinchinbrook Shire Council was undertaken to resupply the Ingham community, providing vital resources to the town. Once flood waters had receded to a safe level, QPS escorted supply trucks from Townsville, through remaining floodwaters north of Cattle Creek and on to Ingham. Recognising and utilising these valuable partnerships with our stakeholders, and accessing our camera infrastructure, TMR was able to support the local community impacted by this severe weather event.

Bruce Highway Bridge upgrade (Cattle Creek and Frances Creek)

The \$118.9 million Bruce Highway Bridge upgrade (Cattle Creek and Frances Creek) project made excellent progress during 2017–18. Upgrades included a new higher-level bridge and approaches at Cattle Creek, a new wider bridge at Frances Creek and upgrades to the Frances Creek rest area and driver reviver site.

The project, which includes construction of 5.8 kilometres of road and bridge infrastructure, will deliver significant improvements to the national highway and reduce weather related closures during the north Queensland's annual wet season. These closures previously had significant impacts on businesses and surrounding communities that rely on the highway to access essential services in regional centres.

Construction on the project commenced in April 2017 and will be completed by late 2018, weather permitting. The Australian Government is contributing \$95.1 million to the project and the Queensland Government is contributing \$23.8 million.

For more information visit: tmr.qld.gov.au/Projects/Name/B

Haughton River Floodplain upgrade project

Floodwater breakouts on the Haughton River Floodplain, located 50 kilometres south of Townsville, result in closures on the Bruce Highway, which significantly affects locals, tourists, transport operators and other road users.

A contract for design and construction of the \$514.3 million Haughton River Floodplain upgrade project, was awarded in March 2018. Detailed design and other pre-construction activities will continue until construction works commence in late 2018.

As a result of the project, the Bruce Highway will be less affected by floods, with 13.5 kilometres of pavement to be constructed on a new alignment and construction of five bridges, including a wider and higher level Haughton River bridge to replace the existing narrow bridge.

The project will improve motorist safety due to the:

- upgrading of intersections
- constructing of two overpasses of sugarcane tramway open level crossings
- realigning of the Bruce Highway at the Reed Beds (to improve visibility)
- installation of wide centre line treatments ([see glossary page 256](#)).

This project is jointly funded by the Australian and Queensland Governments, with commitments of \$411.5 million and \$102.8 million, respectively.

For more information visit: tmr.qld.gov.au/Projects/Name/H

Townsville Eastern Access Rail Corridor

In April 2018, Building Queensland publicly released a detailed business case on the Townsville Eastern Access Rail Corridor (TEARC), an 8.3 kilometre rail freight line to connect the Mt Isa to Townsville rail line, and the North Coast rail line at Cluden directly to the Port of Townsville.

The detailed business case found current demand does not support the construction of an economically viable TEARC at present, but looking forward, the department is taking steps now to protect the corridor for future use.

The TEARC project, which was originally conceived during the State's mining boom (2005–2013) to lift capacity for forecast future rail demand, was refocused under the Townsville City Deal in 2016 to support the drive to make the Port of Townsville a more competitive proposition.

Protecting TEARC now will help support future development of the Port of Townsville and the future freight link will form an important part of the overall integrated transport system that will serve the city of Townsville and its surrounds.

In our regions

MACKAY/ WHITSUNDAY

90,362 KM²

Area covered

3.5 %

Population of Queensland



3863

Driver tests conducted



163,547

Vehicle and machinery registrations



2221 KM

State-controlled road



450 KM

National Land Transport Network



54

Priority enabled intersections



295

Bridges



2021

Calls to QLD Traffic
(13 19 40)



115,519

Face-to-face interactions



1775

Port arrivals

Region highlights

Buoy Mooring pilot

- Two successful Buoy Mooring Proof of Concepts (PoC) were delivered to update the current system to administer 6000 buoy moorings.

Mackay Ring Road (Stage 1)

- Construction of an 11.3 kilometre bypass of the Mackay urban area commenced in October 2017.
- The Australian and Queensland Governments provided \$497.4 million funding (see page 59).

Peak Downs Highway (Nebo–Mackay)–Eton Range Realignment

- The introduction of a split carriageway with four lanes.
- The Australian and Queensland Governments provided \$189.3 million funding.
- Construction commenced April 2016 with completion due in June 2019.

Timber bridge replacements

- Completed the replacement of four timber bridges on Peak Downs Highway at Fiery Creek, Lonely Creek, Boundary Creek and Cut Creek (see page 59).

Vines Creek Bridges, Mackay Slade Point Road

- The replacement of two double lane bridges.
- The Queensland Government provided \$28 million funding.
- The completed inbound bridge was opened to traffic in February 2018.

Bruce Highway (Bowen–Ayr)–Sandy Gully Bridge Upgrade

- Replacement of Sandy Gully bridge and upgrade of approaches to improve flood immunity and capacity (see page 59).

The area of Mackay/Whitsunday covers about 90,362 square kilometres. It extends from north of Bowen to south of St Lawrence, and west to Clermont and the Bowen Basin. The local area is home to around 3.5 per cent of Queensland's total population. The district looks after about 2221 kilometres of state-controlled roads (see glossary page 256) and 450 kilometres of the National Land Transport Network (see glossary page 254).

Mackay Ring Road (Stage 1)

Construction on the \$497.4 million Mackay Ring Road (Stage 1) project, jointly funded by the Australian and Queensland Governments, began in October 2017.

A key benefit of the project will be to reduce hazardous and heavy loads travelling through the city centre and improve the operation of local, regional and national road networks.

The 11.3 kilometre, two lane rural highway deviation includes construction of:

- 13 new bridges
- major overpasses of local roads and the rail network
- underpasses for local traffic and farming activities.

The project also paves the way for the first 2.6 kilometres of the Walkerston Bypass. Construction of Stage 1 of Mackay Ring Road is scheduled for completion in mid-2020.

For more information visit: tmr.qld.gov.au/Projects/Name/M

Peak Downs Highway Timber Bridges Replacement Project

Four timber bridges on the Peak Downs Highway have been replaced with concrete structures to improve the reliability and efficiency of a vital link for central Queensland communities. The replacement bridges at Fiery, Lonely, Boundary and Cut Creeks, now have improved load bearing capacity to enable better freight efficiency and ensure the region can cater for future growth. The increased width of the new bridges also provides greater separation between heavy vehicles and other motorists, creating a safer environment for all road users.

Built to Q50 flood immunity (see glossary page 255), the new Boundary Creek Bridge will help keep the highway between Eton and Nebo open during wet weather events.

The \$70 million project, jointly funded by the Australian and Queensland Governments, commenced construction in September 2017 and reached practical completion in February 2018. Works will continue around some of the bridge sites until late 2018, weather permitting, to remove the timber bridges and regenerate the previous roadway.

For more information visit: tmr.qld.gov.au/Projects/Name/P



Peak Downs Highway Timber Bridges replacement project (Fiery Creek).

CASE STUDY

Working out loud

TMR has been 'working out loud' on the Mackay Ring Road project by using the internal communication tool Yammer (see glossary page 256). Through Yammer the project team is sharing the project's progress with colleagues across the State, including updates on challenges, learnings and innovations throughout delivery.

Over 25 posts have been shared by TMR's senior leaders and the project team, as well as over 60 images and videos showing the progress of the project. Reaching staff located in surrounding regional offices as well as Brisbane based teams, Yammer has allowed the whole organisation to watch the development of the Mackay Ring Road.

Sandy Gully Bridge and approaches upgrade

Completed in December 2017, a major upgrade to the Bruce Highway at Sandy Gully was delivered, to improve the flood immunity and capacity north of Bowen.

The \$57.5 million project, funded by the Australian and Queensland Governments, as part of the \$8.5 billion Bruce Highway Upgrade Program, will provide Q50 flood immunity (see glossary page 255) from the rail overpass at Merinda through to Euri Creek.

In May 2018, the Australian Government committed an additional \$3.3 billion in Australian Government funding for continued upgrades of the Bruce Highway.

As this section of highway is both a busy tourist route and vital industrial link, the Sandy Gully Bridge and approaches upgrade will help keep the community and economies moving through significant weather events.

Public transport services

The extension of TransLink's bus services to Mackay Airport, have been embraced by the community with more than 17,000 trips recorded on route 303 from November 2016 to November 2017.

The number of tertiary students catching public transport in Mackay has dramatically increased (91 per cent) following the upgrade of Mackay's bus network in November 2016.

Two-thirds of the 203 bus stops requiring upgrading for the *Disability Discrimination Act 1992* standards (see glossary page 254) are completely funded by TMR's Passenger Transport Accessible Infrastructure Program (see page 94).

Updated buoy mooring approach

The current system for administering around 6000 buoy moorings in Queensland rivers and estuaries has been updated to allow customers to quickly and easily locate, book, renew and pay for a buoy mooring online—while also helping streamline and standardise administration, compliance and reporting across the State. This system will better align the department's buoy mooring processes for greater consistency and standardisation.

In October 2017, a two stage approach began to develop a Proof of Concept (PoC) activity.

Stage one was completed over a six-week period. The department worked collaboratively with two successful vendors through discovery workshops, to leverage marketplace innovation and design a possible end-state application. By February 2018, two successful PoCs were delivered.

Stage two of the procurement involved a closed tender process for the development and implementation of the end-state application. A contract was awarded in June 2018 and the system is expected to be delivered by December 2018.

The solution is expected to deliver:

- a centralised system for customers, buoy mooring permit management and administration and reporting of all buoy moorings across the state
- a more cost-effective, supportable and sustainable solution
- the ability to integrate with core departmental systems
- an online self-service system that provides more convenience for customers and removes manual processes
- greater alignment with customer expectations.

PoCs and collaborative supplier relationships showcase how TMR is striving to engage with its supply markets differently to enable and support a more innovative and agile way of working to deliver better outcomes for customers, faster.

Peak Downs Highway (Nebo to Mackay)–Eton Range Realignment Project

The \$189.2 million Eton Range Realignment project is jointly funded by the Queensland and Australian Governments. The project aims to improve the safety and reliability of the Peak Downs Highway, which is the only designated B-double route from Mackay west to the Northern Bowen Basin.

Works include widening from two to four lanes, a split carriageway and partial realignment of the existing Eton Range crossing, which will reduce the need to close the range when used by oversized vehicles.

Construction began in April 2016 and, in January 2018, a small section of the new 'up' alignment was completed and opened to traffic. Construction is due to be completed in mid-2019, weather permitting.

TMR's Facebook page shared a progress video to showcase the significance of this major realignment project, using this platform for open discussion and engagement with the Queensland community. Watch the aerial footage here: facebook.com/TMRQld/videos/1659487110760832/

For more information visit: tmr.qld.gov.au/Projects/Name/E

In our regions

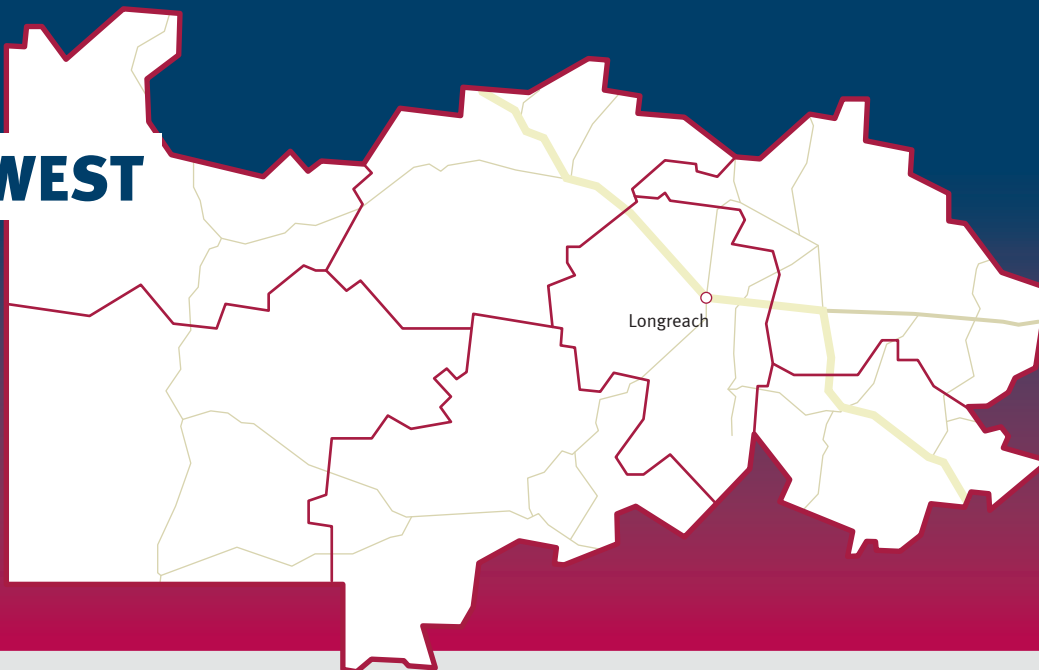
CENTRAL WEST

369,650 KM²

Area covered

0.2 %

Population of Queensland



879

Driver tests conducted



47,753

Face-to-face interactions



3682 KM

State-controlled road



693 KM

National Land Transport Network



78

Bridges



3

Driver Reviver locations



12,505

Vehicle and machinery registrations



409

Calls to QLDTraffic (13 19 40)

Region highlights

Landsborough Highway

- This is a \$12.5 million project, to widen and rehabilitate approximately 11 kilometres of highway between Blackall and Barcaldine.
- The works will improve freight efficiency and safety along the Landsborough Highway.
- tmr.qld.gov.au/Projects/Name/B

Kennedy Developmental Road (Winton–Boulia)

- This is a \$2.1 million project to widen and rehabilitate 4.5 kilometres of road between Winton and Boulia.

- The works will improve freight efficiency and safety.

Clermont-Alpha Road

- This is a \$8.71 million project to progressively seal sections of road between Clermont and Alpha.
- The project was funded under the Northern Australia Beef Roads Program ([see page 62](#)).

Outback Way progressive sealing

- This is a \$6.25 million project to pave and seal sections of Donohue Highway between Boulia and Tobermorey.

- It is the first of five projects funded, as part of the Australian Government's \$100 million commitment to seal the Outback Way (provided on an 80:20 funding arrangement with Boulia Shire Council).

Tourism connection

- Upgraded route leading tourists to the Age of Dinosaurs museum, Winton ([see page 95](#)).

The Central West District covers an area of about 396,650 square kilometres, or around 22.9 per cent of Queensland and is home to Queensland's agricultural, mineral and natural resource wealth. It extends from near Kynuna in the north to the South Australia border in the south, and from the Drummond Range east of Alpha to the Northern Territory in the west. The district is home to around 0.2 per cent of Queensland's total population. The district looks after about 3682 kilometres of state-controlled roads ([see glossary page 256](#)) and about 693 kilometres of the National Land Transport Network ([see glossary page 254](#)).

Landsborough Highway, Barcaldine South Upgrade

Improving freight efficiency and safety is the focus of a project underway on the Landsborough Highway between Blackall and Barcaldine.

The \$12.5 million project commenced in March 2017 and includes widening approximately 11 kilometres of the highway, installing drainage structures to improve flood immunity, fitting street lighting and upgrades to the intersection and rest area.

The project is being jointly funded by the Australian and Queensland Governments and is expected to be completed in August 2018.

Clermont–Alpha Road pave and seal project

Work commenced in March 2018 to seal almost 17 kilometres of the Clermont–Alpha Road.

The \$8.71 million project is funded as part of the \$100 million Northern Australia Beef Roads Program ([see glossary page 255](#)) and recognises the importance of the regional road in unlocking northern Australia's livestock commodity.

The project is one of many set to improve the resilience of cattle supply chains while also improving safety, and reducing travel times, vehicle operating and maintenance costs.

Outback Way progressive sealing project

The Australian Government has committed up to \$100 million under the Outback Way program ([see glossary page 255](#)) to deliver 13 priority projects to upgrade key sections of the 2800 kilometre route between Western Australia and Queensland. Five of the identified projects will be delivered in Queensland.

The first of the Outback Way upgrades in Queensland is a \$6.25 million project, which commenced in March 2018, and includes widening and sealing approximately 18 kilometres of road. This project is jointly funded with the Queensland Government and TMR is expecting project completion in late 2018, weather permitting.

In our regions

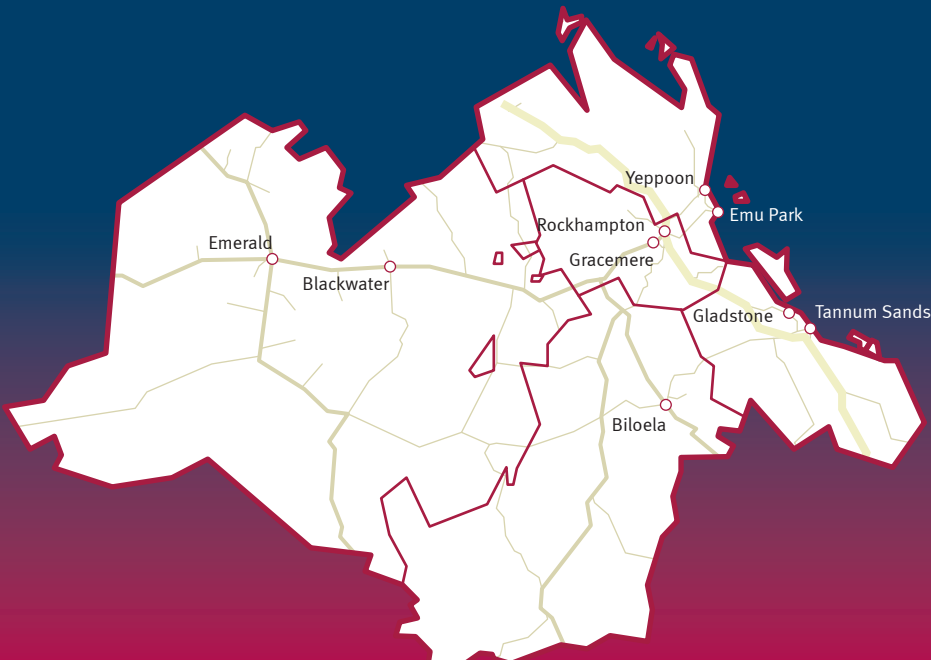
FITZROY

117,813 KM²

Area covered

4.6 %

Population of Queensland



3

Driver Reviver locations



107

Priority enabled intersections



180,392

Face-to-face interactions



3163 KM

State-controlled road



366 KM

National Land Transport Network



310

Bridges



6063

Driver tests conducted



3508

Calls to QLDTraffic (13 19 40)



1913

Port arrivals



198,196

Vehicle and machinery registrations

Regional highlights

Bruce Highway Upgrade Program

- Over \$60 million of works completed in Fitzroy.
- Works included wide centre line treatment, intersection upgrades and a new heavy vehicle rest area.
- tmr.qld.gov.au/Projects/Featured-projects/About-the-Bruce-Highway-Upgrade-Program

Burnett Highway Widening

- \$10 million of road widening between Thangool and Lawgi.
- Six new school bus stops established.

Heavy vehicle safety

- \$25.5 million road safety and access upgrades along Gregory Highway.
- Upgrades include overtaking lanes, intersection upgrades, road widening and decoupling facility ([see page 64](#)).

Palm Tree Creek Realignment

- A \$1.3 million realignment of Fitzroy Developmental Road.
- This included a single lane, low immunity bridge replaced with a new high level structure.

Dawes Range Reconstruction

- A \$1.1 million Gladstone-Monto Road reconstruction at the Dawes Range.
- Delivered through the NDRRA ([see glossary page 255](#)) following Ex-Tropical Cyclone Debbie in 2017.
- 1800 tonnes of material were needed to reinstate the Dawes Range alignment and road drainage.

Yeppoon branch line

- Upgrading the 1.9 kilometre track and sleepers and replacing two timber bridges
- \$4.1 million to restore the line to enable transportation of livestock by rail.

The Fitzroy district covers an area of about 117,813 square kilometres, or around 6.8 per cent of Queensland. It extends from north of Capella to south of Taroom, and from Gladstone in the east, to west of Emerald. The district is home to around 4.6 per cent of Queensland's total population. The district looks after about 3163 kilometres of state-controlled roads (see [glossary page 256](#)) and about 366 kilometres of the National Land Transport Network (see [glossary page 254](#)). The coastal regions of Fitzroy are the gateway to the southern Great Barrier Reef and boast rainforests, beaches, and the economic and industry hubs of Gladstone and Rockhampton.

Regional Roads and Transport Groups

Woorabinda is one of five Aboriginal Shire Councils (ASCs) that participate as full members of a Regional Roads and Transport Group (RRTG) (see [glossary page 255](#)). Woorabinda ASC has been a member of Bowen Basin RRTG since 2015.

By working with RRTG member councils, ASCs have realised benefits including decision making authority over funding, increased support from other councils, growing maturity levels in asset and program management, and issues being considered in the broader regional context.

With the active support of the Bowen Basin RRTG, Woorabinda ASC has:

- participated in a joint reseal project
- undertaken an asset condition assessment and gap analysis for project identification
- developed a 10-year plan for roads and other projects.

Bowen Basin RRTG has set the benchmark for ASC participation in the Roads and Transport Alliance (see [glossary page 255](#)).

Dawson Highway timber bridge replacement project

In April 2018, TMR completed the \$40 million Dawson Highway project to replace five, long standing timber bridges with new concrete structures between Calliope and Biloela in central Queensland.

Replacing the bridges at Nine Mile Creek, Catfish Creek, Sheep Station Creek, Maxwellton Creek and Doubtful Creek has resulted in a wider Dawson Highway at these locations, increasing safety for all road users. The weight limitations in place on these timber bridges had been a major inhibitor to the region's freight

operations, with some vehicles needing to travel hundreds of additional kilometres via Rockhampton. Now open to traffic, the new concrete structures will increase freight efficiency and open up new transport opportunities for the region.

The bridge upgrades have also significantly improved flood immunity and safety on the Dawson Highway. The five new bridges have delivered Q50 flood immunity (see [glossary page 255](#)) on the Dawson Highway at each location. Prior to the upgrades, the timber bridges were subject to regular closures due to flooding. The project was funded through the Queensland Government State Infrastructure Plan (see [glossary page 256](#)).

For more information visit: tmr.qld.gov.au/Projects/Name/D

Gregory Highway Heavy Vehicle Safety and Productivity Program

In March 2018, we completed over \$25.5 million of safety and access upgrades on the Gregory Highway, under the Heavy Vehicle Safety and Productivity Program (HVSPP).

The Gregory Highway is recognised as the heavy vehicle industry's preferred north-south high productivity freight route, with the potential to move heavy vehicles away from the Bruce Highway. The Gregory Highway upgrades have delivered a more resilient and productive freight network, capable of ensuring that growth in agricultural business, mining and construction can be met through improved access for heavy vehicles.

The Central Queensland HVSPP included:

- upgrades to retro Corry Road and Cotherstone Road intersections with the Gregory Highway to cater for Type 2 road trains
- replaced culvert structures at Retreat Creek overflow and Theresa Creek overflow
- construction of a new decoupling facility for road trains north of Emerald
- construction of three heavy vehicle stopping places on the Gregory Highway
- three new Gregory Highway overtaking lanes between Emerald and Clermont
- nine kilometres of road widening, between Capella and Clermont, increasing the Gregory Highway width to nine metres.

For more information visit: tmr.qld.gov.au/Projects/Name/G

Rockhampton Ring Road planning

The Rockhampton Ring Road (RRR) is the key piece of road infrastructure (see glossary page 255) recommended in the *Fitzroy River Floodplain and Road Planning Study* (December 2011), which investigated long term solutions for Bruce Highway flooding, and impacts on freight, road and rail transport in and around the city of Rockhampton.

This RRR planning phase will deliver a defined corridor, catering for a parallel road and rail corridor to help address growing traffic volumes and move heavy freight and high traffic volumes off suburban Rockhampton streets, making them safer for all users.

The identified RRR corridor will integrate with major infrastructure already completed in central Queensland. This includes Yeppen North and Yeppen South projects, as well as current works in development including the Rockhampton Northern Access Upgrade and Capricorn Highway–Rockhampton to Gracemere Duplication.

For more information visit: tmr.qld.gov.au/Projects/Name/R

Yeppoon branch line

The Queensland Government has committed \$4.1 million to restore the Yeppoon Branch Line. A revitalised rail line will help to strengthen Rockhampton's beef industry by increasing opportunities for regional producers to transport livestock by rail.

The project involves upgrading 1.9 kilometres of track and sleepers, as well as replacing two timber bridges with modern concrete culverts.

This upgrade will enable cattle producers in north west and central west Queensland to again transport livestock by rail direct to the abattoir. Queensland Rail will undertake the works, with completion expected mid-2019.

In our regions

WIDE BAY/ BURNETT

48,599 KM²

Area covered

6 %

Population of Queensland



7

Driver Reviver locations



118

Priority enabled intersections



270,636

Face-to-face interactions



2689 KM

State-controlled road



272 KM

National Land Transport Network



295

Bridges



6974

Calls to QLDTraffic
(13 19 40)



6335

Driver tests conducted



38

Port arrivals



272,553

Vehicle and machinery registrations

Regional highlights

Maryborough–Hervey Bay Road and Urraween Road intersection

- Signalising the intersection to control vehicle and pedestrian movements and providing dedicated turn and bicycle lanes to improve safety and efficiency for all road users ([see page 67](#)).

Pialba–Burrum Heads Road, Scrub Hill Road and Wide Bay Drive intersection

- Realigned Scrub Hill Road and Wide Bay Drive to create a signalised cross road intersection to improve efficiency and create a safer environment for all road users.

- Major works started in January 2018 and are due to be completed by early 2019. This \$26 million project is funded under the Royalties for the Regions program ([see page 68](#)).

Bruce Highway upgrade north of Tiaro

- A six kilometre upgrade (overtaking lanes and intersection upgrades) was completed in April 2018.
- The \$16.55 million jointly funded project has improved safety at multiple intersections by separating through and turning traffic and providing safer overtaking opportunities.

Australian Road Safety Awards

- Developed presentation for seniors to assist with road safety matters that affect them.
- Due to success TMR extended the program across Queensland ([see page 67](#)).

New services in Gayndah

- New transportation services previously offered at another location on specific days are now available at Queensland Government Agent Program (QGAP) ([see page 68](#))

Wide Bay/Burnett covers an area of around 48,599 square kilometres and encompasses the local government areas of Bundaberg, Cherbourg, Fraser Coast, Gympie, North Burnett and South Burnett. This district is home to around 6 per cent of Queensland's total population. The district looks after 2689 kilometres of state-controlled roads (see glossary page 256) and about 272 kilometres of the National Land Transport Network (see glossary page 254). It is supported by a strong range of established industries including primary production (sugar cane, small crops, beef dairy and timber), fishing, tourism and mining. It is also renowned for its diverse landscapes, from coastal plains to rural hinterland, and is home to an abundance of significant natural and built attractions.

Australian Road Safety Awards

Mr. Wayne Crofts, Road Safety Manager Southern, was recognised at the Australian Road Safety Awards, receiving an Encouragement Award. Wayne and his team developed a presentation for seniors groups, to help them with road safety matters that directly affect them. Following the great success of roadshows that were held across the Wide Bay region, the program is now assisting seniors across Queensland.

Maryborough–Hervey Bay Road and Urraween Road intersection

The drive towards Hervey Bay has been improved through the delivery of the \$12.5 million Maryborough–Hervey Bay Road and Urraween Road intersection upgrade, completed in November 2017. Prior to upgrading, the intersection had the highest crash rate for the district. The project has delivered traffic signals, bicycle lanes and controlled pedestrian crossings, providing a safer intersection for all road users that now has dedicated turning lanes.



Aerial photo of upgraded Urraween Road intersection.

Pialba–Burrum Heads Road, Scrub Hill Road and Wide Bay Drive intersection

Works commenced in early 2018 at the Pialba-Burrum Heads Road, Scrub Hill Road and Wide Bay Drive intersection to improve safety and efficiency. The Queensland Government allocated \$26 million to install traffic signals and realign Wide Bay Drive and Scrub Hill Road into a cross road configuration. The project will greatly improve traffic movements during peak morning and afternoon times when there are two schooling communities accessing the intersection. Work is scheduled to be completed by early 2019.

For more information visit: tmr.qld.gov.au/Projects/Name/P

Bruce Highway upgrade north of Tiaro

Motorists are enjoying safer travelling conditions after a \$16.55 million, six kilometre upgrade of the Bruce Highway north of Tiaro was completed in April 2018. Works involved constructing dedicated turning lanes and a new northbound overtaking lane, wide centre line treatment (see glossary page 256) works and extending an existing southbound overtaking lane. The project was jointly funded with the Australian Government contributing \$13.24 million and the Queensland Government contributing \$3.31 million.

New local services in Gayndah

Supporting our customers in regional Queensland is a key focus for TMR. In June, TMR unveiled renovations and launched new services at the Queensland Government Agent Program (QGAP) office in Gayndah. Licensing services, previously managed by the local police station and only offered on specific days, are now available Monday to Friday. This transition will also free up local police to focus on their core duties.

The Regional Services Outlet program is a joint initiative between TMR and the Department of Justice and Attorney-General, that focuses on improving government services in regional locations.

The Gayndah QGAP office is the 27th site to transition services from the local police station to the Courthouse in the last 18 months.

For more information visit: qld.gov.au/transport/contacts/centres



Mr Wayne Gormley (QGAP Manager) and Ms Cindy Mill (TMR Customer Service Centre Manager) in front of the Courthouse QGAP office.

In our regions

NORTH COAST

10,546 KM²

Area covered

17.1 %

Population of Queensland



1

Driver Reviver locations



16,950

Driver tests conducted



1240 KM

State-controlled road



129 KM

National Land Transport Network



724,700

Vehicle and machinery registrations



370

Priority enabled intersections



73,974

Calls to QLDTraffic (13 19 40)



444,429

Face-to-face interactions



413

Bridges

Regional highlights

Caloundra Road to Sunshine Motorway

- Continued construction upgrading the Bruce Highway to increase capacity. This will ease congestion, significantly reduce delays and improve safety on this stretch of highway (see page 70).
- Upgrade the Bruce Highway to six lanes, including a major upgrade to the Sunshine Motorway interchange and reconfiguring the Caloundra Road interchange in to a diverging diamond interchange (see glossary page 254).
- Construction is due for completion late 2020, weather permitting.

- \$812.95 million is being jointly funded by the Australian Government (\$650.36 million) and Queensland Government (\$162.59 million).

Boundary Road interchange

- New interchange to improve safety, ease congestion and cater for future traffic volumes.
- Construction was completed on this jointly funded project in September 2017.
- tmr.qld.gov.au/Projects/Name/B

Rothwell intersection upgrade

- A new intersection to provide a more efficient link between Anzac Avenue and Deception Bay Road as well as improved access to the new Rothwell station precinct.
- Construction was completed on this jointly funded project in late November 2017.
- tmr.qld.gov.au/Projects/Name/R

Pelican Park boat ramp and walkway

- Upgraded boat ramp and new floating walkway at Clontarf to improve boating access for a variety of recreational vessels.
- \$1.1 million as part of the MIF (see page 36).

The North Coast District covers an area of about 10,546 square kilometres, or around 0.6 per cent of Queensland. This area extends from Cooroy in the north of the district, to Fernvale in the south and from Bribie Island in the east to west of Esk. The North Coast is home to around 17.1 per cent of Queensland's total population. The district looks after about 1240 kilometres of state-controlled roads (see glossary page 256) and about 129 kilometres of the National Land Transport Network (see glossary page 254).

Bruce Highway Upgrade—Caloundra Road to Sunshine Motorway

Continued construction of the Bruce Highway upgrade, expanding from four to six lanes between Caloundra Road and the Sunshine Motorway. The construction includes an upgrade to the interchanges at Caloundra Road and Sunshine Motorway, which is being jointly funded by the Australian and Queensland Governments. The project will see the implementation of an Australian first, innovative diverging diamond interchange (DDI) design. One of the major advantages of a DDI design, is that it allows right-turning traffic and through traffic to move through the interchange simultaneously. This will ease congestion, significantly reduce delays and improve safety. The project will deliver critical safety benefits to motorists, improve efficiency, reduce traffic congestion and ensure this section of highway can cater for future traffic growth.

Bruce Highway upgrade—Boundary Road interchange

Construction was completed in September 2017 for the \$100.4 million Boundary Road interchange upgrade on the Bruce Highway at Narangba, six months ahead of schedule. This project was jointly funded by the Australian (\$80.3 million) and Queensland Governments (\$20.1 million). The upgrade has improved safety, eased congestion and increased capacity to cater for the future volume of traffic in this area.

Benefits of the upgrade included:

- a new six lane bridge over the highway to increase capacity and ease congestion
- longer on and off-ramps to improve safety for motorists entering and exiting the highway
- improved bridge clearance to avoid the need for high loads detouring on other roads
- a new shared user path increasing safety for pedestrians and cyclists.

Rothwell intersection upgrade

The existing Rothwell roundabout at Redcliffe Road (Anzac Avenue) and Deception Bay Road, has been converted to a multi-lane signalised intersection, with pedestrian crossings and cycle lanes. This project was jointly funded by the Australian and Queensland Governments and Moreton Bay Regional Council.

The upgrade provides an efficient traffic corridor linking Anzac Avenue and Deception Bay Road, and provides safe access to the Rothwell station precinct.

The upgraded intersection provides:

- increased safety and reliability for motorists, local residents, cyclists and pedestrians
- designated cycle lanes throughout the intersection
- signalised pedestrian crossings and paths throughout, and adjacent to the intersection
- decreased travel times for motorists by easing congestion and increasing capacity.

Sunshine Coast University Hospital access improvements

TMR has allocated \$22 million in funding through the State Infrastructure Plan to improve access to the new Sunshine Coast University Hospital (SCUH) at Birtinya. Several projects have been prioritised and endorsed by an inter-agency Queensland Government taskforce, for the access improvements including works on Kawana Way, Kawana Way Link Road (also known as Caloundra-Mooloolaba Road) and Nicklin Way.

The detailed design has been completed and tender awarded for the construction of an upgrade of Nicklin Way between Main Drive and Waterview Street, which is scheduled to begin late-2018. An additional northbound traffic lane will be introduced on Nicklin Way from just south of Main Drive through to Waterview Street, allowing more traffic to clear the three intersections on each signal cycle. Traffic turning right from Nicklin Way into Main Drive will be allocated more green arrow time to cater for the additional traffic heading towards the hospital.

Nicklin Way intersections at Main Drive, Production Avenue and Waterview Street will be upgraded, including introducing traffic signals at Production Avenue to improve safety and efficiency.

The upgrade will also include provision for active transport and provide a left-out lane from Production Avenue and Technology Drive to Kawana Way, which will distribute traffic more evenly across this section of the network. While some on street informal parking will need to be removed for safety reasons, the upgrade provides indented on street parking on Nicklin Way, where it is safe and cost effective to do so.

Beerburrum to Nambour Rail Upgrade Project

The Beerburrum to Nambour Rail Upgrade Project is part of the Queensland Government's progressive upgrade of the North Coast Line to improve safety, efficiency and reliability. This 39 kilometre section of the North Coast Line is a single track, bi-directional rail line with passing loops at stations. The ability of this section of the line to effectively meet current and future freight and passenger transport demand, is restricted by the single track and sub-optimal rail alignment.

The communities along this section of the North Coast Line were consulted on the reference design as part of the detailed business case during the second half of 2016 and will be further consulted as part of the detailed design development, once a contractor has been appointed.

When constructed, the project will deliver travel time savings for commuter services, long distance passenger services and freight services. It will attract more passenger and freight customers through efficient, accessible and reliable rail infrastructure ([see glossary page 255](#)), therefore reducing congestion on the busy Bruce Highway. Upon completion, the more integrated transport system will have additional car parks at key stations along the line as well as additional bus and rail interchange facilities at Landsborough. The rail duplication will result in fewer delays to services in this section of line because of increased track capacity.

To date, the Australian Government has committed \$390 million towards the project, which forms part of the National Land Transport Network, and the Queensland Government has contributed \$160.8 million, allowing the project to begin procurement and detailed design activities. Indicative total project cost is subject to confirmation. Project timing, potential staging and funding arrangements are subject to negotiations with the Australian Government.

In our regions

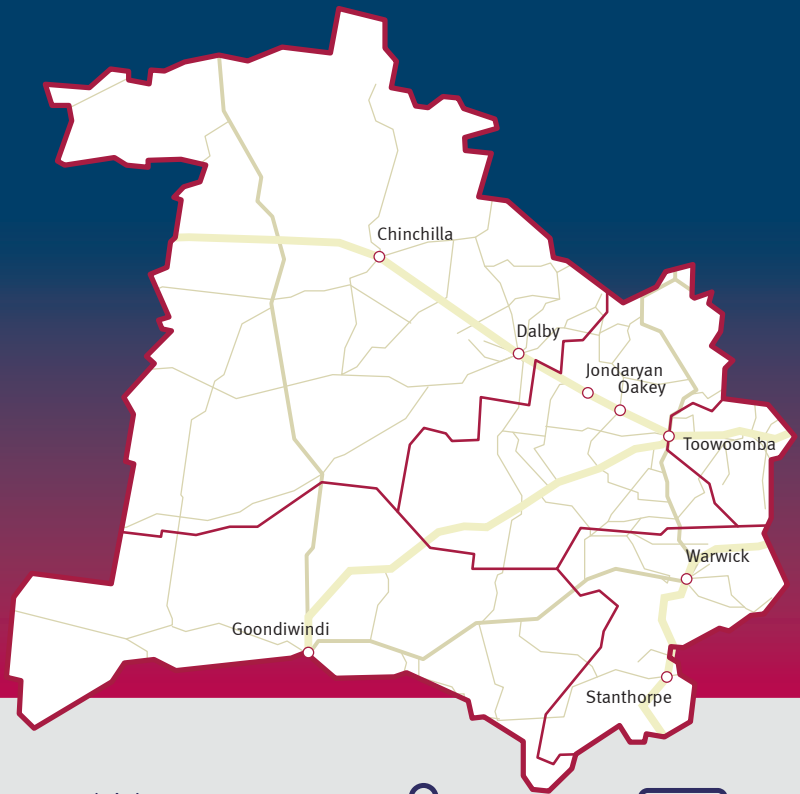
DARLING DOWNS

79,661 KM²

Area covered

5.8 %

Population of Queensland



6

Driver Reviver locations



6151

Driver tests conducted



3845 KM

State-controlled road



687 KM

National Land Transport Network



277,583

Vehicle and machinery registrations



97

Priority enabled intersections



3033

Calls to QLDTraffic (13 19 40)



235,551

Face-to-face interactions



225

Bridges

Regional highlights

Ellangowan Nature Refuge

- Threatened bullock jewel butterflies spotted in nature refuge ([see page 73](#)).

Warrego Highway Upgrade Program

- Upgrade the Warrego Highway between Toowoomba and west of Miles to support the region's economy.
- The \$160 million Toowoomba to Oakey Duplication Stage 2 (Charlton to Kingsthorpe) was completed in April 2018, extending the four lane highway from the Stage 1 project west of Charlton, a further five kilometres to Kingsthorpe growth ([see page 73](#)).

Toowoomba Second Range Crossing

- Enhance liveability for the region's residents and provide a safer, faster crossing of the Toowoomba Range.
- Completed the arches for the New England Highway arch bridges.
- Installation of bridge decks and girders on all bridges in the western section.
- Viaduct pier and headstock construction is nearing completion and Super T girders are in place on 12 of 22 spans.
- Reported to TMR that local participation of 82 per cent to the end of May 2018 ([see page 74](#)).

QPP supports local industry

- Standing offer arrangement for 14 local suppliers, valued at about \$2.6 million per annum ([see page 74](#)).

The district of Darling Downs covers an area of about 79,661 square kilometres, or around 4.6 per cent of Queensland. This area extends from Wandoan in the north of the district, to the New South Wales border in the south, and from Hatton Vale in the east to Glenmorgan in the west. The district is home to around 5.8 per cent of Queensland's total population.

The district looks after about 3845 kilometres of state-controlled roads (see glossary page 256) and about 687 kilometres of the National Land Transport Network (see glossary page 254), which supports a diverse array of industries including: retail; tourism; sport; education; manufacturing; freight and construction; agriculture including beef cattle, fruit, dairy cattle, sheep, poultry, viticulture, cotton and grain; and mining including coal, oil and gas.

Ellangowan Nature Refuge

TMR manages the Ellangowan Nature Refuge, north-east of Leyburn in the state-controlled road reserve. This nature refuge was declared in the road reserve in 1999, to protect the vegetation that supports the critically endangered bulloak jewel butterfly (*Hypochrysops piceatus*). At the time, it was thought that this was the only habitat and site for the butterfly and the district takes pride in conservation of this site. A 20 year review was recently undertaken by Dr. Don Sands, an eminent, ex-CSIRO entomologist with a long history at the site, to determine if the butterfly and its habitat are still present. Because of the careful management of the site, five individual bulloak jewel butterflies were identified on four occasions in February and March, indicating this butterfly is still using the nature refuge.

The review highlighted the critical importance of the site for the survival of the endangered butterfly and the need for the scientific community, local community, local government and TMR to work together. The nature refuge continues to be threatened by invasive weeds and timber felling for firewood and turnery, but the low technology, minimal intervention approach adopted by TMR has worked to conserve endangered species. The most positive outcome of the review process was the identification of a very small new area of 17 bulloak trees that contained the butterfly.

For more information on the bulloak jewel butterfly visit: ehp.qld.gov.au/wildlife



The bulloak jewel butterfly.

Warrego Highway Upgrade Program

The Warrego Highway upgrades will contribute to the nation's productivity by increasing efficiency, safety and reliability of the National Land Transport Network (see glossary page 254). These improvements are essential to the region's economic growth and will benefit the agriculture, resources and tourism industries.

The Warrego Highway Upgrade Program (see page 44) comprises 18 projects being delivered between Toowoomba and west of Miles from 2014 to 2019. The \$635 million investment is jointly funded by the Australian (\$508 million) and Queensland (\$127 million) Governments on a 20:80 funding arrangement.

For more information visit: tmr.qld.gov.au/Projects/Featured-projects/Warrego-Highway-Upgrade-Program

Local suppliers keep the transport network running

The Queensland Procurement Policy (see page 144) ensures a fair and reasonable opportunity for local suppliers to deliver goods and services for government.

Transporting quarry products to where they are needed around Queensland is expensive and in some cases not viable. Local suppliers allow us to put Queenslanders first when securing value for money—recognising that value is more than price paid.

The department established a standing offer arrangement for the provision of quarry products to support the future infrastructure program of works within TMR's Downs South West region. Fourteen local suppliers successfully tendered to be part of this arrangement, valued at an estimated \$2.6 million per annum over the next 33 months.

Miles Driver Reviver site upgrade

Motorists and volunteers are now enjoying upgraded facilities at the Miles Driver Reviver site including a modern building, new barbeque area, extra seating, and landscaped gardens. A small event was held at the site in May 2018 to celebrate 27 years of keeping drivers safe. The event also signified the official opening of the new facilities and gifting of the old hut to the Western Downs Regional Council and the State Emergency Service.



Miles Driver Reviver event celebrating 27 years.

Toowoomba Second Range Crossing

TMR is delivering the Toowoomba Second Range Crossing (TSRC), a 41 kilometre long toll road that will pass Toowoomba on its northern side, linking the Warrego Highway at Helidon Spa in the east and the Gore Highway at Athol in the west (via Charlton).

The project is being delivered under a Public Private Partnership arrangement with Nexus Infrastructure, with an indicative total cost of \$1.606 billion. This includes Australian Government contributions of \$1.137 billion, with the balance funded by the Queensland Government.

It will provide commercial vehicles with an alternative crossing of the Toowoomba Range, to improve freight efficiency and driver safety, relieve pressure on roads in the Toowoomba and the Lockyer Valley regions, and enhance liveability for the region's residents.

Project progress to date:

- earthworks are 95 per cent complete.
- 24 bridge sites are 92 per cent complete. Viaduct pier and headstock construction is nearing completion and Super T girders are in place on 12 of 22 spans.
- the first foamed bitumen was laid on the toll road in February 2018 and asphalt surfacing began in March 2018.

- construction of six interchanges is progressing. The Gore Highway interchange bridge at Athol and the Mort Street interchange bridge at Cranley are 98 per cent complete, and the Warrego Highway eastern interchange bridge at Helidon Spa is 52 per cent complete. The other interchange bridges at Boundary Street (Cranley), Toowoomba-Cecil Plains Road (Wellcamp) and the Warrego Highway western interchange are complete.
- the first permanent traffic lights are in place at the new intersection of Gowrie Junction Road and the realigned Ganzer Road. Work is progressing on traffic lights on the Warrego Highway at Nass and Wirth Roads, Charlton.
- importantly for local industry and jobs, Nexus report local participation of 82 per cent to the end of May 2018, being the total dollar value of contracts awarded. This exceeds Nexus' own target of 76 per cent participation from the wider Toowoomba and Lockyer valley region.

Project benefits:

- avoids up to 18 sets of traffic lights in Toowoomba, reducing travel time.

- the 30 metre deep cutting through the Toowoomba Range removes the need for a tunnel and will allow over-dimension vehicles and all classes of dangerous goods vehicles to use TSRC.
- improved freight efficiency by redirecting up to 80 per cent of heavy and super heavy commercial vehicles away from the existing Toowoomba CBD.
- reduced vehicle operating costs by ensuring a maximum gradient of 6.5 per cent across the Toowoomba Range, a significance decrease from the existing range crossing.

In January 2018, Nexus encountered a geotechnical issue in a 650-metre long embankment on the escarpment in the Lockyer Valley. Nexus worked with geotechnical experts and design specialists to develop a solution for the embankment.

The proposed remedial solution requires a large earthworks operation (2.85 million cubic metres) to remove the embankment built to date, undertake foundation treatment works and reconstruct the embankment.



Toowoomba second range crossing map

In our regions

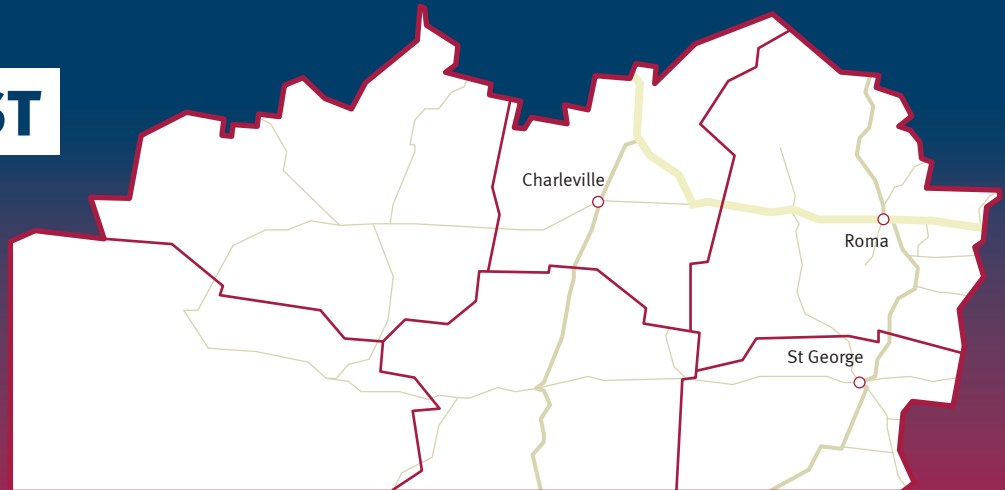
SOUTH WEST

319,854 KM²

Area covered

0.5 %

Population of Queensland



347

Driver tests conducted



84

Bridges



3531 KM

State-controlled road



418 KM

National Land Transport Network



27,142

Vehicle and machinery registrations



514

Calls to QLDTraffic (13 19 40)



17,438

Face-to-face interactions



2

Driver Reviver locations

Regional highlights

Truckie Toolbox Talk

- Around 60 heavy vehicle industry representatives attended Roma talks ([see page 77](#)).

Warrego and Landsborough Highways intersection

- Improvements totalling \$1.576 million to safety and quality of this vital intersection ([see page 77](#)).

Tourism connection

- Upgraded route leading tourists to the Hell Hole Gorge National Park, Quilpie ([see page 95](#)).

Innamincka Road

- Work has commenced on paving and sealing a missing link of the Innamincka Road, linking with the Dig Tree Heritage site, Birdsville races, Innamincka National Park and the Strzelecki Track.
- This work is jointly funded with the Bulloo Shire Council.

Quilpie-Adavale Road

- Work has commenced on upgrading priority sections of the Quilpie-Adavale Road to a sealed standard, linking Diamantina Development Road to Hell Hole National Park.

- This work is jointly funded with the Quilpie Shire Council.

Carnarvon Highway Upgrades

- Various pavement widening works have been continuing at various locations on the Carnarvon Highway, between Injune and Rolleston, as well as St George and Surat sections.
- This work has been jointly funded with the Australian Government.

The South West district covers an area of about 319,854 square kilometres, or around 18.4 per cent of Queensland. It extends from north of Augathella to the New South Wales border in the south, and from east of Jackson to the South Australia border in the west. The district is home to around 0.5 per cent of Queensland's total population. The district looks after about 3531 kilometres of state-controlled roads ([see glossary page 256](#)) and about 418 kilometres of the National Land Transport Network ([see glossary page 254](#)).

Intersection improvements for Warrego and Landsborough Highways

In May 2018 TMR started works at the intersection of the Warrego and Landsborough Highways to improve the quality and safety of the intersection. Work was completed in mid-July 2018.

These works, totalling \$1.576 million, have addressed deficiencies in the pavement at the intersection, including improving the drainage, which prior to the works, saw about 200–300 mm of water ponding across both lanes of the Warrego Highway following rain events in the area. This is a hazard to motorists and caused accelerated pavement deterioration.

Truckie Toolbox Talk

In September, TMR transport inspectors and representatives from across the department joined officers from Workplace Health and Safety Queensland, the Department of Agriculture and Fisheries and Ergon Energy to hold a Truckie Toolbox Talk at the Roma Saleyards.

The event provided the heavy vehicle industry, particularly stock transport operators and sales agents, an opportunity to ask questions and learn more about industry requirements.

Around 60 industry representatives attended the Roma talks—which also included a third talk at the Roma inspection pads on 7 September 2017. TMR received great feedback on these events.

In our regions

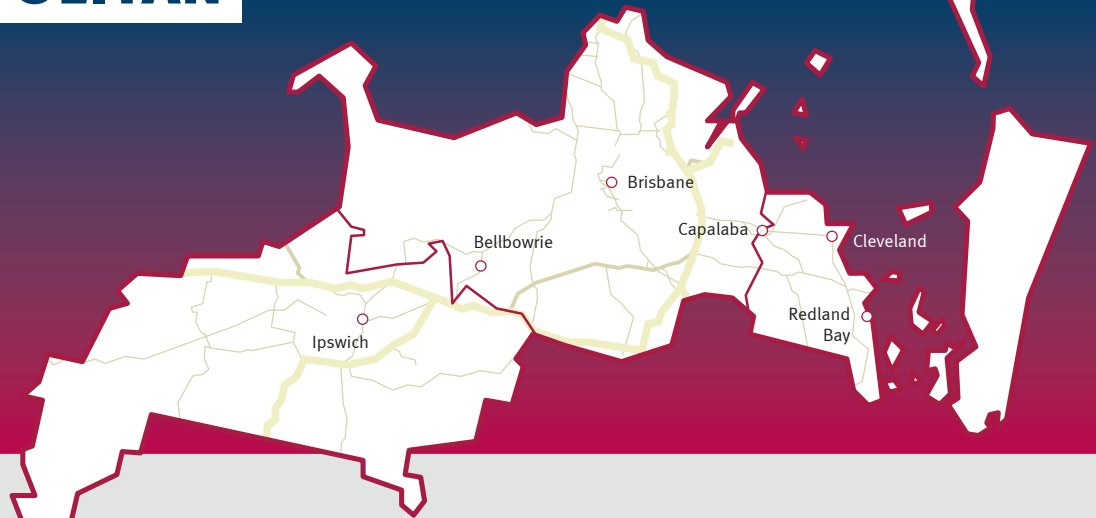
METROPOLITAN

2,968 KM²

Area covered

31.8 %

Population of Queensland



454

Bridges



44,307

Driver tests conducted



44,307

Face-to-face interactions



438 KM

State-controlled road



89 KM

National Land Transport Network



490

Priority enabled intersections



1

Driver Reviver location



112,018

Calls to QLDTraffic
(13 19 40)



2526

Port arrivals



1,289,857

Vehicle and machinery registrations

Regional highlights

Veloway 1

- Vital link for cyclists encouraging active transport options (see page 79).

Gateway Upgrade North

- \$1.143 billion jointly funded motorway upgrade reducing congestion, improving safety and increasing efficiency of the motorway network.
- Construction is underway and due for completion in late 2018 (see page 82).

Summers Road interchange upgrade

- Preconstruction has commenced on the \$65 million interchange upgrade to improve efficiency and reliability for freight, commuter and public transport users.
- The interchange also provides safe connectivity for active transport users and access to Darra rail station (see page 79).

Ipswich Motorway Upgrade: Rocklea to Darra

- Motorway upgrade, improving reliability, safety and connectivity for all road users and improving flood immunity over Oxley Creek.

- Construction is underway on the \$400 million jointly funded upgrade due for completion in late 2020 (see page 80).

Coorparoo Square

- Mixed-use Transit Orientated Development which incorporates access to future busway and bus capacity along Old Cleveland Road (see page 84).

Northern Transitway

Committed \$53 million to deliver on-road bus priority along the Gympie Road Corridor (see page 81).

The Metropolitan region covers an area of about 2968 square kilometres, or around 0.2 per cent of Queensland. This area is divided by the Brisbane River and extends from Mount Glorious in the north of the district, to Logan City in the south, and from Point Lookout in the east, to west of Helidon and the major centre of Ipswich. The district is home to around 31.8 per cent of Queensland's total population. Although Metro is small in geographic area, it consists of 438 kilometres of the state-controlled road network (see glossary page 256), 89 kilometres of the National Land Transport Network (see glossary page 254), marine infrastructure, busway assets and cycleways.

Connecting Brisbane

Connecting Brisbane, which was released in June 2017, is a joint initiative of the Queensland Government and Brisbane City Council (BCC) providing the vision for Brisbane's future public transport system. Important reforms in *Connecting Brisbane* will pave the way for transport system improvements to meet growing transport demand. It explains how Queensland's two biggest public transport projects—Cross River Rail (see page 84) and Brisbane Metro—will turbo-charge the evolution of Brisbane's public transport system.

Connecting Brisbane includes two main tasks:

- provide infrastructure, particularly at the core of Brisbane's public transport system, to overcome existing capacity constraints and provide improved access to key destinations.
- improve services by providing 'turn up and go' high-frequency trunk services supported by extensive feeder services.

TMR worked closely with the Department of State Development, Manufacturing, Infrastructure and Planning, BCC and Australian Government counterparts to develop this strategic roadmap.

For more information visit: dndmip.qld.gov.au/infrastructure and search 'Connecting Brisbane'.

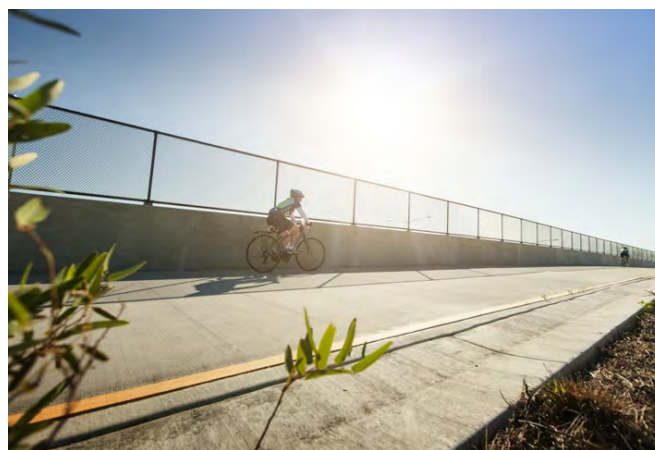
Veloway 1

The Veloway 1 (V1) is a critical and high quality cycle facility that provides a separated option for cyclists to travel between Brisbane City and Eight Mile Plains, parallel to the Pacific Motorway.

V1 Stage E will commence in late August 2018 and provide a vital link from Birdwood Road to the existing V1 facilities at Gaza Road to ensure a safe and dedicated commute for cyclists. The V1 will help promote an active and healthy lifestyle.

The steady growth in cyclists using the V1 means fewer cars on the Pacific Motorway and busy local roads, benefitting cyclists and motorists.

For more information visit: tmr.qld.gov.au/Projects/Name/V



Cyclist using Veloway 1.

Sumners Road interchange upgrade

In September 2017, the Queensland Government committed \$65 million of funding to upgrade the Sumners Road interchange. The project will deliver a number of benefits, including:

- increasing the traffic capacity through the interchange
- signalised intersections at each end of the bridge to control traffic movements
- timing of traffic signal phases to be altered as needed to cater for the growing amount of traffic passing through the interchange and to keep traffic flowing
- safer facilities for pedestrians and cyclists with shared pathways and on-road cycle lanes, dedicated crossing facilities and links to the surrounding local network and the Centenary Motorway bikeway.

For more information visit: tmr.qld.gov.au/Projects/Name/S

Cycling Infrastructure Policy

An updated *Cycling Infrastructure Policy* for Queensland was released in July 2017. The policy is an important mechanism to deliver the Queensland Government's vision for more cycling, more often, and TMR's vision of a single integrated transport system accessible to everyone. The policy requires cycling infrastructure to be included in road and other transport projects on the priority routes identified in TMR's *Principal Cycle Network*. This is a very cost-effective way of accelerating the delivery of important cycling infrastructure.

Cycling Infrastructure—Ipswich Motorway Upgrade: Rocklea to Darra (Stage 1)

The detailed design for the Rocklea to Darra Stage 1 project includes a new protected, two-way bikeway from Granard Road to Oxley Creek, shared paths on the new bridges over Oxley Creek, and cycleway access via the underpass to Granard Road.

This section of the Ipswich Motorway is a vital connection between important employment centres and will help complete a missing link in the western cycling corridor to enable extra cycle trips every week.

Physical separation from traffic also makes it safer and faster for cyclist commuters, enhancing safety and reliability, and enabling active travel through the area.

Providing these facilities is part of major works along the Ipswich Motorway, which will connect with other completed upgrades along the Western Corridor.

For more information visit: tmr.qld.gov.au/Projects/Name/I and tmr.qld.gov.au/Travel-and-transport/Cycling

Upper Kedron bus service

In June 2018, the extension of route 367 into the Ellendale development at Upper Kedron was launched. The extension connects the growing community to rail services at Ferny Grove rail station and the Great Western Super Centre in Keperra. For the first time for this route, services are now provided on Saturdays. These changes have increased choice, mobility and accessibility for this growing community.

Chermside Bus Layover Project

As part of the Chermside Bus Layover Project, the Vellnagel's Blacksmith shops will be relocated. In 2006, the site was sold to Dixon Homes, who retained the original blacksmith's forge when they refurbished the whole site as a sales office.

The layover design relocates Vellnagel's Blacksmith shop, raising it off the ground and using the façade to incorporate the drivers' facility. This solution provides a sustainable outcome in the reuse of materials as well as a heritage link to the site, as it maintains a visual frontage to Gympie Road.



The original Vellnagel's Blacksmith shop.

Ipswich Motorway Upgrade

The Queensland and Australian Governments have committed to funding the \$400 million Ipswich Motorway–Rocklea to Darra (Stage 1) project, in a 50:50 split.

This project will improve traffic flow and reduce congestion along this corridor to create more reliable, consistent travel times and improve the motorway's flood immunity by constructing higher bridges over Oxley Creek. The upgrade will also improve safety on the motorway with improved sight distances, safer access to and from the motorway, and enhanced local connectivity for all road users, pedestrians and cyclists by reducing the need for local trips on the motorway.

Construction is well underway and on track to be completed by late 2020. Construction commenced following the sod turning event in October 2017. Construction on the first of seven bridges commenced in April 2018.

For more information visit: tmr.qld.gov.au/Projects/Name/I

CASE STUDY

Digital modelling for efficiency

TMR is working to achieve greater efficiencies in infrastructure building, by implementing Building Information Modelling (BIM) (see glossary page 253)—a new way of working on major projects. BIM enables project teams to collaborate more effectively using a shared digital model. Project team members contribute information to the model and have access to drawn information from the model, leading to more informed and better decision making. This modelling allows better value for money through increased cost savings, improved data capture, reduced rework and enhanced productivity.

TMR aims to implement BIM on all major projects by 2023, and is currently developing programs of work focusing on processes and standards, technology solutions, and staff development. The project is also supporting several BIM pilot projects across the State, including the Ipswich Motorway (Rocklea to Darra) and Mudgeeraba to Varsity Lakes.

For more information visit: tmr.qld.gov.au/business-industry/Technical-standards-publications/Building-Information-Modelling



BIM view over Randolph and Suscatand Streets intersections, Rocklea, on the Ipswich Motorway Upgrade.

North Brisbane Bikeway

The North Brisbane Bikeway is a critical cycle corridor for greater Brisbane, connecting the CBD through to Cherside.

This high quality dedicated bikeway is being delivered by TMR in partnership with BCC, and will encourage more cycling, more often, across all ages.

Stage 1B between Federation Street, Bowen Hills and Somerset Street, Windsor opened in 2016 and early pre-construction activities for Stages 2 and 3 have commenced. Stages 2 and

3 will run from Somerset Street, Windsor to Rigby Street, Woolloowin, and include priority pedestrian and cycle crossings at a number of intersections.

For more information visit: tmr.qld.gov.au/Projects/Name/N

Northern Transitway

The Queensland Government has committed \$53 million to deliver on-road bus priority along the Gympie Road Corridor (see glossary page 255), from Sadlier Street, Kedron to Hamilton Road, Cherside. The Northern Transitway will support high frequency on-road bus services, enable more reliable travel times, improve safety and capacity, and assist in managing congestion on the corridor and the broader transport network.

Detailed design for the Northern Transitway will commence in late-2018, which will include public consultation and engagement with BCC. Contract award is planned for late-2019, with construction to commence in early 2020.

Centenary Motorway bridge

In September 2017, the \$4 million Centenary Motorway bridge duplication planning study and business case was announced. The Queensland Government funded commitment to deliver a business case is progressing well and on track to be delivered by mid-2019.

In June 2018, a further \$16 million was invested by the Queensland Government to complete the detailed design and commence early construction.

The new, three lane northbound Centenary Bridge will improve safety and reduce traffic congestion, with provision for active transport.

The construction of this critical infrastructure is a key step in the staged upgrading of the Centenary Motorway.

Everton Park Link Road

The Queensland Government will fund the \$26 million intersection upgrade to create a new road linking South Pine and Stafford Roads in Everton Park. This project will improve traffic flow, reduce congestion along South Pine and Stafford Roads, and improve connectivity for the local cycle network.

Detailed design is scheduled to be completed in mid-2019.

For more information visit: <https://www.tmr.qld.gov.au/Projects>

Scarborough Boat Harbour barge

TMR is proposing the re-establishment of a barge service to one of Queensland's top tourist hubs, Moreton Island. In November 2017, the Queensland Government announced a commitment of \$4 million from TMR's Marine Infrastructure Fund (see page 36) towards delivering infrastructure required for a service to commence. The associated economic potential will be an excellent outcome for both the Scarborough and island community.

TMR has commenced preliminary investigations into delivering a road and breakwater, while working with Queensland Parks and Wildlife Service to progress a tender (to be released in July 2018) seeking market interest in operating a barge service. A successful proponent will be required to invest in works including dredging and construction of ramp infrastructure and, subject to delivery, may commence services to Moreton Island from 2020–2021.

For more information visit: tmr.qld.gov.au/Community-and-environment/Planning-and-development/Boat-harbours

Gateway Upgrade North

Work is expected to be completed in late 2018 on the \$1.143 billion Gateway Upgrade North (GUN) project. The GUN Project is jointly funded by the Australian Government contributing \$914.18 million and the Queensland Government providing \$228.54 million, in an 80:20 split.

The upgrade will ease congestion and improve safety on one of Queensland's busiest motorways, which provides a critical transport corridor for more than 83,000 vehicles each day.

The project includes widening the motorway to three lanes in each direction between Nudgee and Deagon, reconfiguring major interchanges at Nudgee and the Deagon Deviation, and construction of an off-road pedestrian and cycle path from Nudgee to Bracken Ridge.

Major construction work is well underway. During 2017–18, significant project milestones achieved include:

- completion of widening and upgrading of all 13 bridges across the project, including opening of the new Nudgee Road overpass and interchange
- completion of the new, dedicated Deagon Deviation to Redcliffe
- relocation of the final high voltage tower
- construction of pavement and drainage.

For more information visit: tmr.qld.gov.au/Projects/Name/G

Active transport benefits

The Gateway Upgrade North project is delivering a fully separated active transport alternative along the entire length of the project.

Identified as a high priority cycle route in the SEQ Principal Cycle Network Plan (see page 30), a key design element is to provide pedestrians and cyclists with upgraded connectivity along the full length of the project.

Once completed, the project will deliver a continuous separated shared path, with upgraded crossings and improved connectivity to existing local active transport networks.

The new facility features five covered rest areas including lighting, seating and water stations (at two locations) for people and pets, providing an opportunity for pathway users to rest and enjoy the area's natural surrounds.

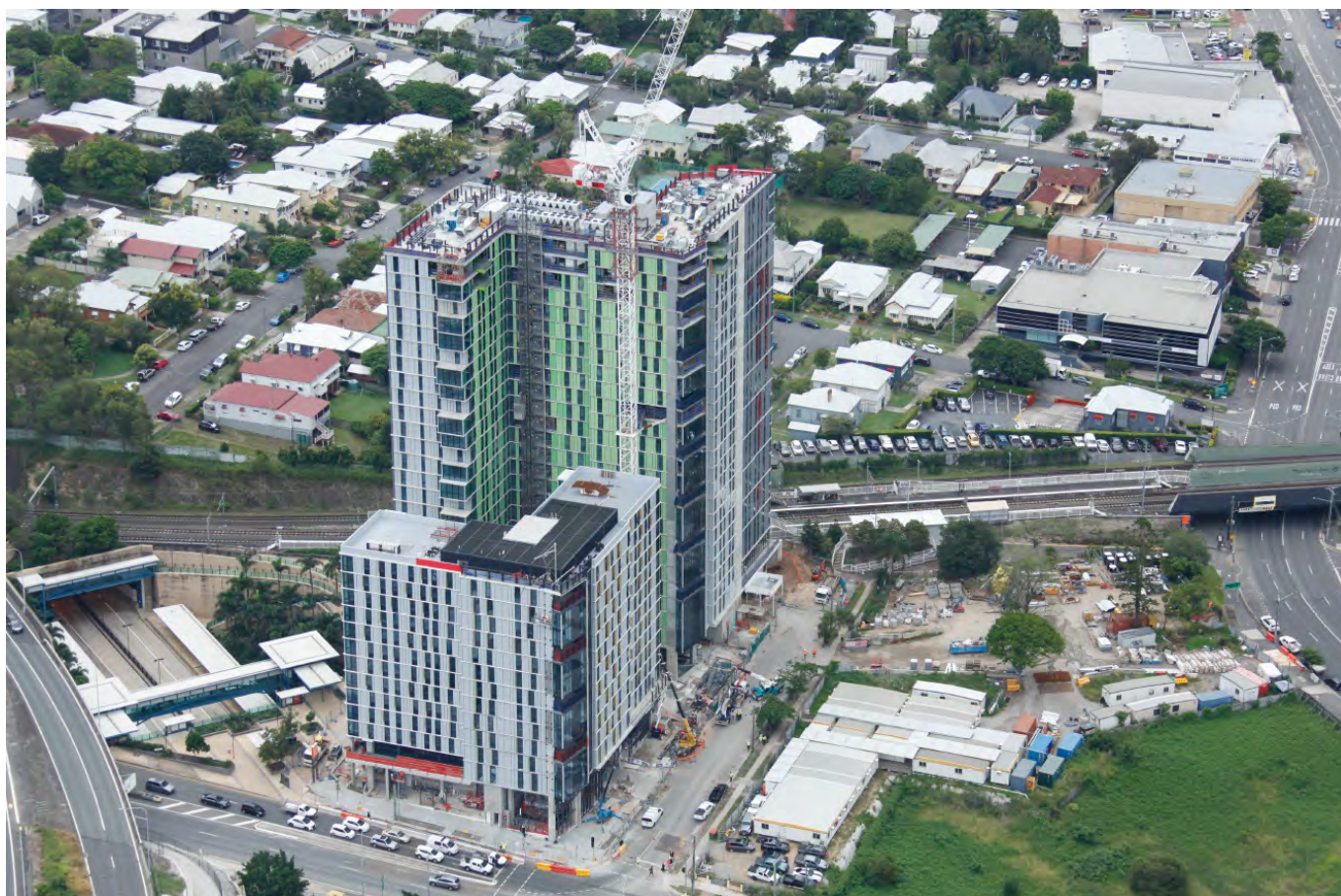
These new and upgraded pathways will significantly improve conditions for pedestrians and cyclists and enable better, safer connections to existing local networks on the north side of Brisbane, including the Jim Soorley Bikeway at Nudgee and the Deagon Deviation bikeway at Bracken Ridge.

For more information visit: gatewayupgradenorth.com.au/design/active-transport/

Buranda Transit Oriented Development

TMR is implementing an infrastructure agreement with Queensland Rail and developer Wee Hur Holdings Ltd, for the construction of the Buranda Transit Oriented Development (TOD). Wee Hur Holdings Ltd started construction of stage one in 2016. The stage one development consists of housing for approximately 1600 students, retail and café outlets and has direct access onto the Busway plaza. The site is at the junction of the South East Busway and the Buranda rail station. Stage one is due to open mid to late-2018.

For more information visit: tmr.qld.gov.au/Community-and-environment/Planning-and-development/



Buranda Transit Oriented Development.

Coorparoo Square Transit Oriented Development

Opened in November 2017, Coorparoo Square is a mixed-use TOD development that includes 366 residential units located across three towers and has cinemas, retail and cafés located below. As part of the construction, provision was made to enable access into the future Eastern Busway (see glossary page 253) located below the development, as well as for the future bus capacity along Old Cleveland Road.

For more information visit: tmr.qld.gov.au/Community-and-environment/Planning-and-development/



Coorparoo Square Transit Oriented Development.

Cross River Rail tunnel geotechnical investigation

Underground geotechnical investigations conducted by TMR's geotechnical section are a major component of the Early Works program for the Cross River Rail project.

A total of 40 borehole test sites were completed in late-2017, with an additional 42 boreholes requested by the Cross River Rail Delivery Authority scheduled for delivery throughout 2018. The test sites span over 50 locations with the deepest hole drilled to date at Kangaroo Point, which reached a depth of 66 metres.

Borehole drilling along the proposed project alignment helps to identify any soil, rock or other features that may impact tunnelling works or station construction. TMR has also completed a variety of complex in situ tests to help provide accurate sub-surface ground condition data for future works. The new round of testing involves angled boreholes to assist in rock core logging and ground water testing. These geotechnical site investigations are critical to inform the construction and alignment of the new Cross River Rail stations.



Drilling at the base of Kangaroo Point cliffs—the future tunnel will pass under this area.

In our regions

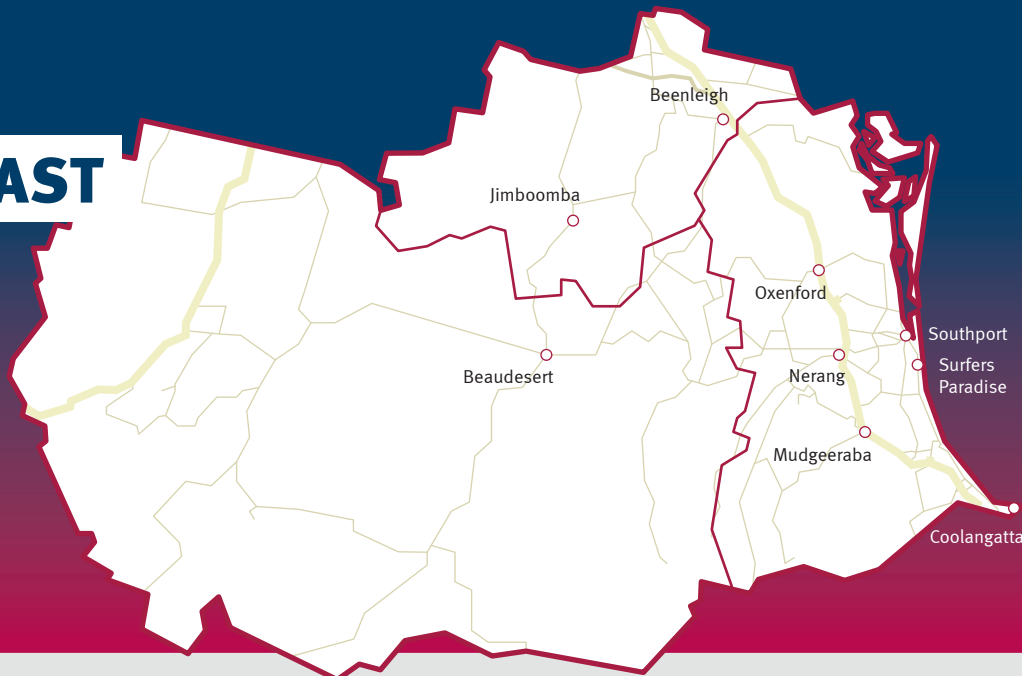
SOUTH COAST

6,548 KM²

Area covered

19.4 %

Population of Queensland



331

Bridges



33,792

Driver tests conducted



33,792

Face-to-face interactions



919 KM

State-controlled road



130 KM

National Land Transport Network



585

Priority enabled intersections



42,918

Calls to QLDTraffic (13 19 40)



3

Port arrivals



2

Driver Revider locations



827,547

Vehicle and machinery registrations

Regional highlights

M1/M3 Gateway Merge

- Major upgrade including increasing the southbound lanes between Eight Mile Plains and Rochedale (Exit 19) to ease high levels of congestion and provide reliable travel times.
- Construction has commenced on the jointly funded \$190 million project, due to be completed mid- 2020.
- tmr.qld.gov.au/Projects/Name/P

M1 Mudgeeraba to Varsity Lakes Upgrade

- Commenced construction on widening approximately 5.7 kilometres of road and upgrading the Varsity Lakes interchange.
- This jointly funded \$197.5 million project will reduce travel time and congestion, improve safety, and increase traffic flow.
- tmr.qld.gov.au/Projects/Name/P

Park 'n' ride upgrades

- 81 new car parks have been added to Varsity Lakes train station (in addition to the existing 305).

Logan Water Collaboration

- Collaborated with Logan Water to minimise impacts of works on state-controlled roads ([see page 87](#))

The South Coast district is one of the fastest growing regions in the south-east corner of Queensland. South Coast covers 6587 square kilometres from the New South Wales border in the south to Springwood in the north, and as far west as the Cunningham Highway, west of Boonah. This includes 919 kilometres of state-controlled roads (see glossary page 256) and 130 kilometres of the National Land Transport Network (see glossary page 254).

Helensvale Bus Station upgrade

Funded by the Passenger Transport Infrastructure Investment Program, the first stage of the \$14.3 million Helensvale Bus Station revamp was opened in March 2018, ensuring the transport hub allowed seamless transfers at Helensvale for visitors and locals during the GC2018 (see page 20).

A comprehensive package of works has been completed, providing new bus shelters, improved pedestrian safety, improved signage, bus facilities and upgraded park 'n' ride facilities (see glossary page 255) to include additional parking spaces. Helensvale is the key transfer point for passengers travelling between Brisbane and the Gold Coast, and making the connection between rail, tram and bus seamless was a priority.

The final stage is under construction, and will deliver further upgrades to the park 'n' ride facility, including additional accessible parking bays, upgrades to the kiss 'n' ride facility and new cycle storage facilities. The project will be completed in late 2018.

Commonwealth Games road network improvements

A \$160.7 million package of road network improvements was delivered to cater for current and future traffic volumes on the Gold Coast and to keep the Gold Coast moving during the GC2018.

The following upgrades were completed in January 2018:

- six-laning Southport–Burleigh Road (High Street, Ferry Road, Bundall Road, Bermuda Street) from Southport to Broadbeach Waters, including intersection upgrades
- signalling the intersection of Labrador–Carrara Road (Ross Street) and Ashmore Road

- extending the six lanes of Olsen Avenue to Southport–Nerang Road, including intersection upgrades
- additional capacity along Nerang–Broadbeach Road at the Gooding Drive roundabout
- improving the intersection of Smith Street Motorway and Kumbari Avenue.

These upgrades have seen improvement in the flow of traffic, congestion relief and increased pedestrian and cycle use.

CASE STUDY

New technique improving sound and safety

Road users and residents are enjoying a much quieter drive, thanks to a new pavement rehabilitation technique trialled at Bermuda Street, Burleigh Waters.

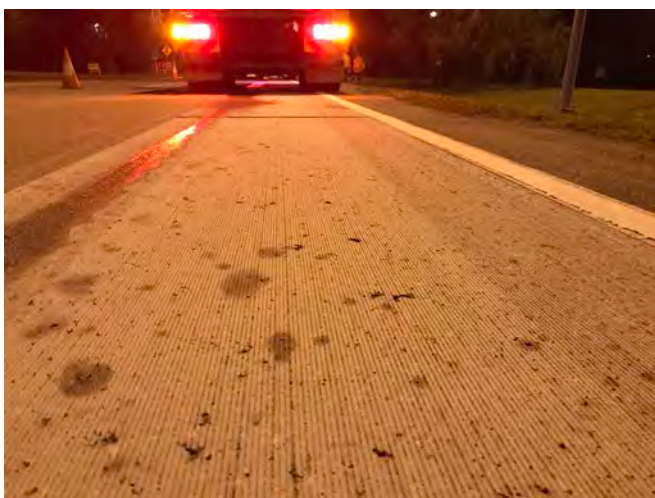
Excessive local traffic noise had been largely attributed to the 'slapping' of vehicle tyres hitting uneven transverse joints in the rough concrete pavement. Both the noise and roughness levels were causing significant inconvenience to road users, local residents and businesses. The 'slapping' noise also became a safety concern as it sounded like a flat tyre, causing unfamiliar road users to stop on the narrow roadside to check.

A longitudinal concrete diamond grinding technique was trialled in July 2017 to remove the unevenness or 'steps' on transverse concrete joints and to retexture the concrete pavement. The diamond grinding successfully removed the majority of the unevenness and uniformly retextured the concrete pavement, reducing the roughness.

After two conventional grinding runs, the slapping noise was completely eliminated, with the reported noise reduction the equivalent of dropping the traffic volume by 50 per cent.



Longitudinal grinding machine.



Close-up of the ground concrete pavement surface on Bermuda Street, Burleigh Waters.

Mount Lindesay Highway

The Queensland and Australian Governments are supporting a \$78 million program of works on the Mount Lindesay Highway with a focus on improving safety, flood resilience and capacity. The Queensland Government has committed \$62 million to this program of work to be delivered over four years (2018–2021) and it is currently in detailed design phase. This includes the \$20 million, four-laning of Mount Lindesay Highway from Camp Cable to Johanna Street, Jimboomba. The Australian Government has committed \$16 million towards a safety project at North Maclean.



Mount Lindesay Highway – Jimboomba (Johanna Street to Camp Cable Road Intersection, looking north).

Additional works include:

- Park Ridge South four-laning (Rosia Road to Stoney Camp Interchanges)
- safety improvement project including a new service road at North Maclean and a signalised intersection at Greenbank Road
- safety improvement project including a new service road at South Maclean and a signalised intersection at Stockleigh Road
- \$3.2 million for planning business cases—South Street to Johanna Street, Jimboomba and Stoney Camp Road to Jimboomba.

Construction is expected to be completed by late-2021, weather permitting.

For more information visit: tmr.qld.gov.au/Projects/Name/M

Logan Water Collaboration

Memoranda of Understanding (MoUs) with public utilities further mutual goals of troubleshooting, sharing information, improving safety outcomes, and seeking out opportunities to save time and money. This year TMR signed a MoU with Logan Water (LW), strengthening the cooperative commitment between organisations. This MoU will provide the foundation for collaboration between TMR and LW, minimising the impacts of works on state-controlled roads, enabling efficient and effective delivery.

For more information visit: tmr.qld.gov.au/business-industry/Business-with-us/Alliances

Rail infrastructure

Gold Coast Light Rail – Stage 2

On December 2017, passenger services on the extended Gold Coast Light Rail (GCLR) system commenced. The 7.3 kilometre Stage 2 extension runs from Helensvale (heavy) rail station and connects with Stage 1 at the Gold Coast University Hospital light rail station.

The GCLR is now 20.3 kilometres long with 19 stations connecting Broadbeach South to rail at Helensvale station using 18 trams.

The G: link trams carry an average of 25,991 passengers daily.

In May 2018, the department received the Government Partnership Excellence Award at the National Infrastructure Awards. The award was received in conjunction with City of Gold Coast, Commonwealth Government; GoldLinQ Consortium comprising: Bombardier, CPB Contractors and Keolis Downer,

for the Stage 2 extension of GCLR, and it recognised the department's approach to developing effective partnerships to deliver vital infrastructure for Queensland.

Gold Coast Light Rail – Stage 3A

The proposed Stage 3A extension of the GCLR is a dual light rail track of 6.6 kilometres in the centre of the Gold Coast Highway running from Broadbeach South light rail station to Burleigh Heads.

The Queensland Government, in partnership with the City of Gold Coast, are working to identify the Stage 3A reference alignment. The Queensland and Australian Governments are jointly funding (\$5 million each) the detailed business case with the City of Gold Coast, with Queensland Government leading the development. The reference design will be used to finalise the detailed business case.

The detailed business case will be completed by the end of 2018 for government consideration of the proposed route, station locations, procurement, cost of construction and budget implications. Should the Stage 3A project progress to construction, it would take approximately three years to build.

For more information visit: tmr.qld.gov.au/Projects/Name/G



Gold Coast Light Rail Stage 2 Opening event.

