

Integrated Transport Network

Highlights

- Continued to progress implementation of Regional Transport Plans across the state.
- Continued to deliver Queensland Transport and Roads Investment Program infrastructure projects, including more than \$1.4 billion investment over four years for initiatives critical to reducing road trauma and saving lives.
- Progressed planning for transport infrastructure and services to support the Brisbane 2032 Olympic and Paralympic Games.
- Expanded the Principal Cycle Network to include Burke, Carpentaria, Cloncurry, Doomadgee, Flinders, McKinlay, Mornington, and Richmond local government areas.
- Continued delivery of new, upgraded, and improved recreational boating facilities and infrastructure through the Marine Infrastructure Fund.
- Launched the *Zero Emission Vehicle Strategy 2022–2032* together with the first *Zero Emission Vehicle Action Plan 2022–2024*.
- Announced a further \$2.75 million investment to deliver an additional 18 new Queensland Electric Super Highway sites.
- Continued to provide seven government subsidised regulated air routes for regional Queensland, providing valuable access to air travel for rural and remote customers.
- Completed stage three of the Queensland Government's reform program *Queensland's Personalised Transport Horizon – Five Year Strategic Plan for Personalised Transport Services 2016–21*.
- Continued to invest in improving and extending networks for walking and riding bikes through the Active Transport Investment Program.
- Continued planning, design and building of park 'n' ride facilities to connect people with public transport.
- Continued delivery of the \$13 billion Bruce Highway Upgrade Program, with 432 projects completed.
- Continued work on the Cape York Region Package Stage Two program to upgrade priority transport infrastructure and roads on the Cape York Peninsula.
- Completed Butcher Creek bridge replacement on the Burke Developmental Road (Cloncurry–Normanton).
- Completed construction of the Houghton River Floodplain upgrade on the Bruce Highway, between Horseshoe Lagoon and Palm Creek.
- Commenced construction of the Walkerston Bypass on the Peak Downs Highway.
- Completed construction of new bridge at Tchanning Creek on Roma–Condamine Road.
- Continued South West Regional Economic Enabling Fund works, including completion of projects on the Carnarvon Highway and Roma–Condamine Road.
- Completed Stage One of the new Springfield Central train station multi-storey park 'n' ride facility.
- Continued construction on Gold Coast Light Rail Stage Three between Broadbeach South and Burleigh Heads.



To read more about the strategies and indicators of success linked to these strategic priorities, see pages 10–13.

Planning best value investments for our future transport needs

Queensland Transport Strategy

Designing a transport network for the future, requires the continuing development and implementation of long and medium-term strategies and integrated plans to maximise Queensland's long-term economic growth and prosperity.

The *Queensland Transport Strategy* provides a 30-year vision, harnessing emerging transport trends to continue to move people and products safely and efficiently into the future. It puts customers first and articulates TMR's plan for maximising the benefits of future transport opportunities for all Queenslanders.

There are five customer focused outcomes:

- Accessible, convenient transport
- Safe journeys for all
- Seamless, personalised journeys
- Efficient, reliable and productive transport for people and goods
- Sustainable, resilient and liveable communities.

The strategy continues to provide the long-term vision for the transformation of the state's transport system to respond to customer preferences, global trends, and emerging technology.

Regional Transport Plans

Queensland's suite of *Regional Transport Plans* (RTPs) defines the priorities for developing Queensland's transport system. It outlines the planning actions that will guide future investment over a 15-year horizon, in a way that supports regional goals for the community, economy, and environment.

The RTPs consider all modes of transport, regional, demographic and industry changes, local government land use and transport planning. They respond to relevant regional plans and have informed the *State Infrastructure Strategy*. The RTPs cover the entire state and supports TMR's vision of 'creating a single integrated transport network accessible to everyone'.

TMR continues to progress implementation of all RTPs across the state. Plans for Mackay Isaac Whitsunday, North West, Central West, South West, Far North, Northern, Fitzroy, Wide Bay Burnett, Darling Downs and South East Queensland are available on TMR's website.

For more information

<https://www.tmr.qld.gov.au/About-us/Corporate-information/Publications/Regional-Transport-Plans>

Queensland Transport and Roads Investment Program (QTRIP)

TMR's focus remains on the continued delivery of QTRIP. The four-year rolling program provides a pipeline of transport and road infrastructure projects to support accessible, sustainable and efficient connections across the state's transport network.

Ongoing investment outlined in QTRIP progresses the connection of people, places, goods, and services safely and efficiently across Queensland.

QTRIP 2022–23 to 2025–26 highlights include:

- More than \$1.4 billion invested over four years towards dedicated and targeted initiatives critical to reducing road trauma and saving lives, including an additional funding boost under the Road Safety Program in partnership with the Australian Government.
- Continuing to work in partnership with the Australian Government on key projects across the state such as:
 - \$2.598 billion Logan and Gold Coast Faster Rail (Kuraby to Beenleigh) upgrade
 - \$2.163 billion Coomera Connector (Stage One), Coomera to Nerang
 - \$1.065 billion Rockhampton Ring Road
 - \$1 billion Pacific Motorway Varsity Lakes to Tugun upgrade
 - \$1 billion Cooroy to Curra Section D
 - \$481 million Bruce Highway, Cairns Southern Access Corridor (Stage Three), Edmonton to Gordonvale
 - \$280 million investment over four years under the Roads and Transport Alliance for the Transport Infrastructure Development Scheme
 - \$268.8 million for bike riding, walking, and active transport infrastructure such as cycleways, shared paths, green bridges, and rail trails.



For more information

<https://www.tmr.qld.gov.au/QTRIPonline>

Transport Infrastructure Asset Management Policy

TMR reviewed and republished its *Transport Infrastructure Asset Management Policy* during 2021–22.

TMR has a strategic role in leading a safe and accessible transport network that contributes to our economic development and enhances the quality of life for all Queenslanders. Long-term sustainable asset management is essential to fulfilling this role and delivering cost-effective transport infrastructure services.

TMR will manage state transport infrastructure assets sustainably by:

- implementing international best practice benchmarks for asset management
- delivering a 'fix it first' approach
- ensuring that whole-of-life costs are considered in infrastructure investment options assessment
- providing fit-for-purpose transport solutions.

For more information

<https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Transport-Infrastructure-Asset-Management-Policy>

Brisbane 2032

Since the Brisbane 2032 Olympic and Paralympic Games were awarded in July 2021, TMR has been progressing planning for transport infrastructure and services to support Brisbane 2032 and contributing to the development of governance and coordination frameworks for the event, including:

- identification of network and service upgrades to support the Brisbane 2032 transport operations
- business case planning for transport infrastructure
- technical transport input into planning for competition venues
- ongoing development of transport models to forecast 2032 travel demand and network performance.

Southern Sunshine Coast Public Transport Strategy

The draft *Southern Sunshine Coast Public Transport Strategy* (strategy) was developed with input from Sunshine Coast Council and sets out a vision for a public transport system on the Sunshine Coast.

The strategy identifies a future public transport network that is connected, safe, accessible, and reliable. Three major corridors were identified:

- coastal corridor between Caloundra and Maroochydore
- central corridor between Beerwah and Maroochydore
- western (North Coast Line) corridor between Beerwah and Nambour.

The strategy also identifies several supporting network connections that link major corridors with key destinations and urban catchments across the southern Sunshine Coast.

Providing the strategic network context, the strategy will inform and provide a plan for future stages of the public transport network's development, including for the Brisbane 2032 Olympic and Paralympic Games.

The community feedback received will play an integral role in shaping the final strategy, with a view to publishing the final version in late 2022.

For more information

<https://www.tmr.qld.gov.au/projects/Draft-Southern-Sunshine-Coast-Public-Transport-Strategy>

Principal Cycle Network expansion and Priority Route Maps

The Principal Cycle Network (PCN) supports and guides the planning, design, and delivery of more cycling infrastructure in more places.

In 2021–22, TMR expanded the PCN to include Burke, Carpentaria, Cloncurry, Doomadgee, Flinders, McKinlay, Mornington and Richmond local government areas. It now covers more locations than ever, with 99.5 per cent of Queensland's population living in a local government area with a PCN Plan.

Alongside the PCN expansion, TMR also published updated Priority Route Maps identifying the delivery priority assigned to principal cycle routes in each local government area. The updated maps will assist TMR and local governments to prioritise investment for bike riding infrastructure projects.

TMR worked closely with local governments to develop the PCN plans and Priority Route Maps to guide the delivery of a safe, direct, and connected cycle network across Queensland.

For more information

<https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Principal-cycle-network>

Marine Infrastructure Investment Program

The Marine Infrastructure Investment Program provides safe, reliable, and efficient recreational boating infrastructure that optimises access to and access on the water for both trailer boats and deep-draught vessels. New and upgraded boating facilities are funded through the Marine Infrastructure Fund, the capital portion of this program.

In 2021–22 a number of strategies to improve program management commenced, including:

- identified business and process improvements to improve maritime asset management
- audit and health checks of procurement processes
- improvements to how information is captured and presented to inform investment decision-making
- transition to 3PCM – data structure, system changes approved and progressed, licences and training completed

- risk management practices established and integrated with maritime infrastructure, procurement, and safety risks
- sustainability essentials tool applied to the Far North Queensland Beacon Replacement Program
- progressed a program management approach to a broader set of maritime assets and infrastructure investments.

Marine Infrastructure Fund

The Marine Infrastructure Fund provides new, upgraded, and improved recreational boating facilities and infrastructure throughout the state.

Recreational boating infrastructure project highlights during 2021–22 included:

- commencement of on-site works for a new boat ramp at Yorkeys Knob on the north side of Cairns
- completion of an upgraded all-tide boat launching facility at Newell Beach near Port Douglas
- completion of dredging works at Cabbage Tree Creek state boat harbour at Shorncliffe, Brisbane
- completion of an all-tide access channel at Molongle Creek, in the southern Burdekin area
- progression of design and approvals to reconfigure and improve recreational boating facilities in Rosslyn Bay boat harbour
- commencement of on-site works for a new boat launching facility at Inkerman Creek, near Port Alma.

Climate change and resilience

TMR is preparing for a changed climate to ensure the transport system is resilient to the effects and impacts of this change.

Extreme weather events have always been a part of Queensland life, but the warming climate is making these events more severe causing greater disruption to the transport system and Queenslanders' ability to travel.

Considering climate risk across TMR's infrastructure, service, and operational decisions will ensure that TMR is planning for and managing for the greater risks that climate change brings.

To improve TMR's overall climate change risk approach, TMR has implemented a new environment enterprise operating risk and completed an agency-wide climate change risk assessment and management project.

TMR will continue to build on these initiatives and embed climate risk consideration across the business.

Advancing Zero Net Emissions for Transport Roadmap

TMR is developing a Zero Net Emission for Transport Roadmap (Transport Roadmap). The Transport Roadmap is one of the

Queensland Government's sectoral roadmaps supporting the delivery of the *Queensland Climate Action Plan* and targets to reduce emissions.

The Transport Roadmap will take a holistic approach to reducing greenhouse gas emissions and will target all modes and infrastructure. The Transport Roadmap will focus on reducing emissions by supporting customers to make different transport choices, facilitating shorter journeys, shifting to more efficient modes and improving the technologies that power the transport system.

It aims to ensure greater uptake of sustainable and low carbon infrastructure, support the climate positive Brisbane 2032 Olympic and Paralympic Games, and create lasting benefits to the climate and community.

Zero Emission Vehicle strategy and action plan

On 16 March 2022, TMR launched the *Zero Emission Vehicle Strategy 2022–2032* (ZEV Strategy) together with the first *Zero Emission Vehicle Action Plan 2022–2024*.

TMR led the development of the ZEV Strategy, in partnership with the Department of Energy and Public Works.

The ZEV Strategy was informed through input from 4700 Queenslanders, as well as direct engagement with over 100 stakeholders from state and local government, transport and energy industries, and the environment and sustainability sectors.

The ZEV Strategy sees an investment of \$55 million to further accelerate electric vehicle uptake across Queensland. Major funded actions include rebates towards purchases of eligible electric vehicles and funding for the rollout of additional electric vehicle charging infrastructure.



For more information

<https://www.qld.gov.au/transport/projects/electricvehicles/zero-emission-strategy>

Queensland Electric Super Highway phase 3

In June 2021, the Queensland Government announced a further \$2.75 million investment to deliver an additional 18 new QESH sites, to complement the *Queensland Zero Emission Vehicle Strategy 2022–2032*.

Phase 3 locations of the QESH lengthen the already extensive QESH network to include several new regional sites. QESH patronage is at an all time high and continues to contribute to emission reductions through its use.

TMR recognises the importance of ensuring an appropriate charging network is available to support greater zero emission vehicle (ZEV) uptake.

The QESH has served as a catalyst for the private sector, local governments, and other parties to provide additional charging infrastructure for ZEV users in Queensland.



For more information

<https://www.qld.gov.au/transport/projects/electricvehicles/super-highway>

Queensland Rail

TMR continued to invest in passenger rail services and rail infrastructure and assets across the state through the Rail Transport Service Contract with Queensland Rail.

In 2021–22, Queensland Rail delivered 376,375 weekly Citytrain services in South East Queensland, which included the continuation of the additional 105 peak shoulder services introduced in response to COVID-19 to support social distancing requirements.

After suspension of some Traveltrain services due to COVID-19 related absences, Traveltrain services were reinstated in regional Queensland, with previous timetables and maximum seating capacity limits restored.

TMR continued to work with Queensland Rail to deliver key rail infrastructure improvements across the network. This included the completion of park 'n' rides at Lawnton, Geebung, Darra, Varsity Lakes, Virginia, Springfield Central and Salisbury Stage One, and Station accessibility upgrades at Dakabin and East Ipswich. Work to progress Lindum and Salisbury Stages Two and Three park 'n' rides and accessibility upgrades at Auchenflower, South Bank, Albion, Buranda and Cannon Hill stations is underway.

Delivery of the North Coast Line Capacity Improvement Project is continuing. This project will increase rail freight capacity on the North Coast Line, which is an important part of the National Land Transport Network in Queensland.



For more information

<https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Rail-services-and-infrastructure>

Cattle rail services

TMR completed a procurement process for statewide cattle rail services and executed a Central and South Transport Services Contract and a North Transport Services Contract with Watco East West for a period of seven years from 2022.

These contracts replace the Livestock Transport Services Contract with Aurizon and the South West Transport Services Contract with Watco East West, which expired on 31 December 2021.

Rail services predominantly transport cattle from regional hubs across the state to processing facilities along Queensland's eastern coastline. Subsidised cattle rail services support regional employment and economic development and mitigate the transport demands on the road network.



For more information

<https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Rail-services-and-infrastructure/Rail-Transport-Contracts-and-Agreements>

Regional air services

TMR continued to provide seven government subsidised regulated air routes in Queensland through air service contracts. The regulated air service contracts set service levels, maximum airfare prices, aircraft size, and on-time performance standards along regulated routes to guarantee an appropriate level of service is provided to regional Queensland at an affordable price.

An extensive, competitive open tender process was held during 2021 and new contracts were effective from 1 January 2022. Seven service contracts were awarded for a five-year period with the option for two further one-year extension periods.

Operators and timetables for these routes remain unchanged, with the exception of the Central One route which connects Roma and Charleville to Brisbane. This route is now serviced by Regional Express Airlines (Rex), with increased frequency offering a greater choice of flight times provided by the operation of smaller aircraft.

In 2021–22, 119,622 passengers travelled on Queensland Government regulated air services providing valuable access to air travel for rural and remote customers.



For more information

<https://www.tmr.qld.gov.au/regionalconnect>

Personalised Transport Horizon

Stage three of the Queensland Government's reform program *Queensland's Personalised Transport Horizon – Five Year Strategic Plan for Personalised Transport Services 2016–21*, has been completed.

This stage involved the ongoing monitoring and evaluation of the industry reforms, and achieved the objectives of enabling a modern, safe, affordable, and accountable personalised transport industry for all Queenslanders.

In 2021–22, TMR:

- delivered significant benefits in safety, choice and flexibility and provided to the industry a sound foundation to respond to new challenges arising from COVID-19

- published the stage three monitoring and evaluation report
- implemented a mediation service for complainants seeking resolution of issues in the personalised transport industry
- engaged with industry and customers about service challenges through the annual personalised transport industry survey.



For more information

<https://www.tmr.qld.gov.au/business-industry/Taxi-and-limousine/Queenslands-Personalised-Transport-Horizon>

Inland Rail

The Inland Rail is a 1700-kilometre freight rail line that will connect Melbourne and Brisbane. The project is being constructed by the Australian Rail Track Corporation (ARTC) on behalf of the Australian Government.

TMR is working collaboratively with ARTC on:

- environmental planning
- independent flood panel
- future proofing the corridor
- statutory approvals
- maximising benefits to businesses and communities
- land acquisition.

TMR has partnered with the Australian Government's Department of Infrastructure, Transport, Regional Development, Communications and the Arts in leading investigations and the development of business cases for key projects within the Bilateral Agreement Rail Studies program.

These projects include:

- Port of Brisbane dedicated freight connection
- South East Queensland Inland Rail intermodal terminal
- passenger rail projects for the Salisbury to Beaudesert and the Toowoomba to Brisbane corridors
- Toowoomba to Gladstone business case.



For more information

<https://www.tmr.qld.gov.au/projects/inland-rail>

Active transport infrastructure

Through the Active Transport Investment Program, TMR continued to invest in improving and extending networks for walking and riding bikes.

In 2021–22, TMR completed the following infrastructure projects:

- design and construction of the Pioneer River North Bank stage one shared path by Mackay Regional Council with a TMR grant of \$1.6 million

- design and construction of the Dunne Road, Yorkeys Knob to Smithfield, shared path by Cairns Regional Council with a TMR grant of \$1 million
- design and construction of the Hilton Terrace shared path by Noosa Shire Council with a TMR grant of \$110,000
- design and construction of stage one of the William Street (Kilcoy) cycle separate facilities by Somerset Regional Council with a TMR grant of \$230,000
- construction of the Bermuda Street shared path from Lake Orr to Heron overpass by Gold Coast City Council with a TMR grant of \$210,000.



For more information

<https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-investment-in-Queensland>

Case Study

Zero Emission Vehicle (ZEV) Strategy

The energy and transport sectors are the two largest carbon dioxide emitters in Queensland. Action in these sectors is critical to protect the environment and contribute to Queensland's economic growth.

Queensland's *Zero Emission Vehicle Strategy 2022–32*, (ZEV Strategy) and its associated *Action Plan (2022–2024)*, were released in March 2022. They set a path for a cleaner, greener transport future while ensuring our energy system can support the transition to ZEVs.

The ZEV Strategy is an important contribution towards Queensland's commitment to zero net emissions by 2050 and includes a \$55 million investment package to support ZEV uptake. TMR is administering a \$45 million ZEV Rebate Scheme to provide 15,000 rebates of \$3000 for eligible electric vehicles (EV).

TMR is also leading a \$10 million EV Charging Infrastructure Co-fund Scheme to provide more public EV fast-charging options for Queenslanders and tourists. The Scheme will further accelerate private investment in EV infrastructure in Queensland—in partnership with local government and private industry—and will complement the existing Queensland Electric Super Highway network.

Implementation of these key initiatives, alongside others being pursued by Queensland government agencies, will ensure a coordinated effort to reduce emissions and deliver less air pollution, quieter neighbourhoods and better health outcomes for our community, wildlife, and the environment.

Investing in passenger transport

Passenger Transport Infrastructure Investment Program

The Passenger Transport Infrastructure Investment Program enables a more accessible, efficient, and integrated network that offers better value to customers and makes passenger transport a more attractive option for everyone.

Key achievements during 2021–22 included:

- made significant progress of the Northern Transitway and Eastern Transitway (Stage One) construction
- commenced construction of the Southern Moreton Bay Islands passenger ferry terminals upgrades in partnership with Redland City Council
- commenced new bus station construction on Takalvan Street, Bundaberg outside Stockland shopping centre
- awarded a new bus station construction contract for Mangrove Road, Mackay beside the Caneland Central shopping centre
- commenced planning to support accessibility upgrades at the Upper Mount Gravatt bus station
- completed and opened a major upgrade of the Morayfield bus station in October 2021
- progressed design for new bus facilities including Cannon Hill, Chermiside (northbound platform), Indooroopilly, Robina, South Bank, and Strathpine
- completed construction of additional bus stops across South East Queensland to support new services and make it easier for customers to access public transport
- provided funding to local governments through the \$20 million four-year Bus Stop Shelter Program to deliver new shelters and improve customer experience.

Park 'n' ride program overview

Park 'n' ride facilities are an important part of the South East Queensland public transport network, enabling people to connect with public transport to access jobs, education, and other essential services in their communities.

Over the next four years, more than 2400 new park 'n' ride spaces will be built as part of the \$172 million park 'n' ride upgrade program, which includes \$46 million from the Australian Government.

These investments will add to the 32,600 plus spaces already available to customers across the network and will play a key part in helping to ease congestion on our road networks as the region continues to grow.

Key achievements during 2021–22 included:

- additional park 'n' ride spaces opened at Greenbank RSL (600), Carseldine (Stage One) (200), and Springfield Central (1100 across the precinct)
- commenced construction of park 'n' ride expansions at Coomera, Ferny Grove (as part of the broader transit oriented development), and Mango Hill train stations
- continued design activities at several locations including Gaythorne, Carseldine (Stage Two), Lindum (southern car park) and Salisbury train stations (Stage Two and Stage Three)
- progressed detailed planning at key park 'n' rides across South East Queensland including Altandi, Birkdale, and Bald Hills train stations, and Queen Street (Southport) light rail station.

For more information

<https://www.translink.com.au/about-translink/projects-and-initiatives/map>

Revenue protection

Fare evasion across South East Queensland's public transport network costs Queenslanders approximately \$31 million per year. Translink's revenue protection team continued to implement recommendations from the 2019 youth fare evasion roundtables including the deployment of 'prevention, detection, and enforcement' strategies.

Translink has dedicated significant resources, including officers from the revenue protection team, to assist the COVID-19 response by undertaking border control duties and managing the passenger transport network to keep our customers and staff safe.

A longer-term revenue protection strategy is currently being finalised and will outline activities to reduce fare evasion. In collaboration with transport service providers Translink are investigating new initiatives to improve revenue protection, safety and security across the public transport network.

Key achievements during 2021–22 included:

- participated in youth justice conferences as part of the prevention and education strategy
- provided a simplified student concessional product and online parent guide
- revamped the Step-Up Program through the delivery of a new education-based training package to connect with youth
- targeted operations at the top 20 locations with reported high rates of fare evasion in progress
- implemented new Revenue Protection Dashboards with integrated datasets to improve the effectiveness of enforcement and officer deployment
- implemented Network Officers (formerly known as customer service officers) on Westside and Park Ridge bus services

- implemented Network Officers in regional urban areas including in Cairns and Townsville
- carried out an annual network-wide study into fare compliance to survey the amount of revenue loss per year
- expanded the Gold Coast area of operations to include two Senior Network Officer teams for better network coverage
- introduced an audit, risk and training team to monitor and report on revenue protection activities to ensure effective management of fare compliance.

Active Transport Investment Program

TMR continued to invest in infrastructure and initiatives through the Active Transport Investment Program to enable and encourage more Queenslanders to ride bicycles and walk for transport, recreation, and health.

Key investments and achievements during 2021–22 included:

- construction of the Barr Creek cycle bridge by Cairns Regional Council with a TMR grant of \$1.94 million
- construction of the Junction Creek cycleway bridge by Douglas Shire Council with a TMR grant of \$800,000
- construction of the Main Street to Patrick Street shared path in Lowood by Somerset Regional Council with a TMR grant of \$350,000
- continued implementation of the *Queensland Walking Strategy 2019–29* to encourage more walking in Queensland
- advanced delivery of the *Queensland Cycling Action Plan 2020–22*, with 14 of the 66 actions completed and the remainder underway or ongoing
- supported 13 innovative, community-driven projects to increase the number of people riding bikes through new Bike Riding Encouragement Program community grants.



For more information

<https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-investment-in-Queensland>

Brisbane Valley Rail Trail Strategic Plan

The Brisbane Valley Rail Trail (BVRT) is an off-road adventure trail that follows the disused Brisbane Valley rail corridor from Wulkuraka, west of Ipswich, to Yarraman, west of Kilcoy. At 161 kilometres, the BVRT is Australia's longest rail trail.

The *Brisbane Valley Rail Trail Strategic Plan* provides direction to stakeholders through identifying infrastructure upgrades, streamlined governance, enhanced promotion and marketing, and focusing on greater economic development in the Brisbane Valley region.

The BVRT continues to experience significant increases in trail users across all of the trail counters located in Moore, Muirlea, Toogoolawah, Fernvale and Esk. Fernvale in particular recorded over 50,000 trail users in 2021 and Esk recorded the highest growth with an increase of 32 per cent in trail users over the year 2020–2021.

Key achievements during 2021–22 included:

- convened ten governance committee meetings
- rehabilitated Coal Creek bridge, north of Esk
- delivered social media campaigns to more than 1.5 million users
- planned and commenced construction of a trailhead construction at Wulkuraka.



For more information

<https://www.tmr.qld.gov.au/BVRT>

Walking action plan

In 2021–22 TMR finalised the first *Action Plan for Walking 2019–21* and released the new *Action Plan for Walking 2022–24*.

The new action plan sets out 35 actions for Queensland Government departments and agencies to help make walking an easy choice for the community.

Key achievements from the first action plan include:

- published Walking Network Planning Guidance to support local governments and TMR plan and prioritise projects around key destinations like schools, public transport stations, and shops
- launched Walking Local Government Grants to kickstart walking planning across the state
- launched a Walking Infrastructure Masterclass to increase capability among planners, engineers, and transport professionals to create attractive, comfortable, safe, accessible, and convenient walking environments.



For more information

<https://www.tmr.qld.gov.au/Travel-and-transport/Pedestrians-and-walking/Queensland-Walking-Strategy/Action-Plan-for-Walking>

Case Study

Brisbane Valley Rail Trail becomes booming tourism asset

The Brisbane Valley railway line ceased operation in 1993, as goods traffic declined and it became too costly to maintain. The railway corridor is 161 kilometres in length, running through four separate council areas and adjoining many private properties including farming and business operations.

The Brisbane Valley Rail Trail (BVRT) was a complex project to reconstruct and maintain as a recreational rail trail. The successful conversion occurred in sections between 2003 and 2018. Each section required resurfacing, bridge reconstruction or rehabilitation, consultation and mediation for adjoining property encroachment, and management agreements for maintenance with council and community groups.

The BVRT is a world-class tourism asset and a potential major drawcard for national and international visitors. There has been a substantial increase in tourists to the region, which has brought welcome relief to small business operators and the rural community that has been hit hard by drought, bushfires, and COVID-19.

The BVRT will continue to provide for regional communities through increased employment and economic development opportunities. The project's success is also inspiring enthusiastic council and community groups throughout Queensland to seek advice for opening new rail trails—for example, the recently opened Boyne to Burnett Inland Rail Trail.

The project was delivered in two stages. Stage one involved the construction of a 42-hectare dredge material disposal and rehandling facility and was completed in March 2021.

Stage two of the project commenced mid-2021 and involved capital dredging works that removed more than 100,000 cubic metres of sediment.

The works were completed mid-2022 under strict Australian Government and Queensland Government environmental approvals. The new channel has been widened to 12 metres and deepened to provide all-tide access out to Cape Upstart and offshore waters.

Upgrade to the Newell Beach boat launching facility

The Newell Beach boat launching facility is located approximately 20 kilometres north of Port Douglas.

The project was committed to by the Queensland Government in 2017 with extensive planning, design, community consultation, and approvals undertaken to allow the onsite works to commence.

Scope of works included dredging, construction of a rock wall, boat ramp upgrade, installation of a fixed walkway, and a fishing platform at the existing boat ramp site at Rankin Street, Newell Beach.

The upgrade works were completed in May 2022 and provide all-tide access. The fixed walkway is best suited to the site conditions at Newell Beach, primarily for wave exposure reasons and to withstand severe weather events.

State boat harbours

TMR owns and manages eight state boat harbours located at Manly, Cabbage Tree Creek (Shorncliffe), Scarborough, Mooloolaba, Snapper Creek (Tin Can Bay), Urangan (Hervey Bay), Rosslyn Bay (Yeppoon), Bowen, and Nelly Bay ferry terminal (Magnetic Island).

These assets form part of TMR's maritime network and promote recreational and commercial boating businesses and activities, by providing a location for the maritime industry to grow and thrive.

The harbours provide public marine facilities for the community, such as boat ramps, pontoons, amenities, kayak washdown bays, and car-trailer unit parking.

These public facilities are managed sustainably through a proactive maintenance schedule to ensure the facilities are fit for purpose, safe, compliant, and continue to meet the demands of the boating public.

Marine infrastructure

Cabbage Tree Creek dredging

The Cabbage Tree Creek state boat harbour is located approximately 30 kilometres north of Brisbane. TMR commenced maintenance dredging works to the entrance channel of the harbour in February 2022 and completed the works mid-2022.

The dredging campaign provided significant improvements to the channel depth, which was further impacted by the flood event that occurred in South East Queensland in early-2022.

Sediment and water quality monitoring was undertaken prior to and during the dredging to avoid any environmental impacts. The material was placed at the approved Mud Island dredging material placement area.

Molongle Creek dredging

The Queensland Government invested in the \$9 million dredging project to provide all-tide access at Molongle Creek located approximately 60 kilometres south of the Burdekin Shire.

Major projects

Bruce Highway Upgrade Program

The Australian and Queensland governments are committed to delivering a \$13 billion Bruce Highway Upgrade Program over 15 years (2013–14 to 2027–28) based on an 80:20 funding arrangement.

The program began in 2013 to improve safety, flood resilience and capacity on the Bruce Highway between Brisbane and Cairns. The program is now in its ninth year and 2021–22 highlights included:

- completing 432 projects
- completing six flood improvements
- delivering 86 projects in the design phase or under construction (53 construction, 33 design)
- developing 33 projects in planning phase.

Key highlights included:

- installing 213 kilometres wide centre line treatment (in addition to 667 kilometres of wide centre line treatment delivered on the Bruce Highway under other funding programs)
- installing 165 protracted right-hand turns
- installing 32 signalised intersections
- installing 372 kilometres of roadside barriers
- installing 88 overtaking lanes
- duplicating 39.2 kilometres of highway.



For more information visit:

<https://www.tmr.qld.gov.au/projects/programs/bruce-highway-upgrade-program>

Queensland Transport and Roads Investment Program industry briefing 2021

In August 2021, TMR hosted the QTRIP industry briefing event. The event was delivered in a hybrid format of in-person and virtual attendees due to COVID-19 impacts.

The event provided industry with:

- an overview of QTRIP 2020–21 to 2023–24
- a greater understanding of current initiatives
- upcoming Transport System Planning Program, and
- updates to strategic procurement practices.

Region-specific presentations showcased significant projects and packages of work to be released to industry during 2021–22, the likely budgets available and the timing of the work entering the market, as well as indicative material and resource demands.

This annual briefing ensures industry partners remain confident in TMR's ability to continuously deliver a planned program of work, despite continued challenges and uncertainty being experienced across all industries.

Positive feedback received from attendees demonstrated TMR's commitment to strengthening partnerships and improving the way TMR does business.



For more information visit:

<https://www.tmr.qld.gov.au/About-us/Corporate-information/Publications/Queensland-Transport-and-Roads-Investment-Program/QTRIP-industry-briefings>

Our Regions

Far North

Fast Facts

3155^{KM}

State-controlled road**

232^{KM}

National Land Transport Network*

4422

Vehicle and machinery registrations

98

Boating infrastructures

12

Community safety events held

324,676

Vehicle and machinery inspections completed

324

Bridges**

9,638

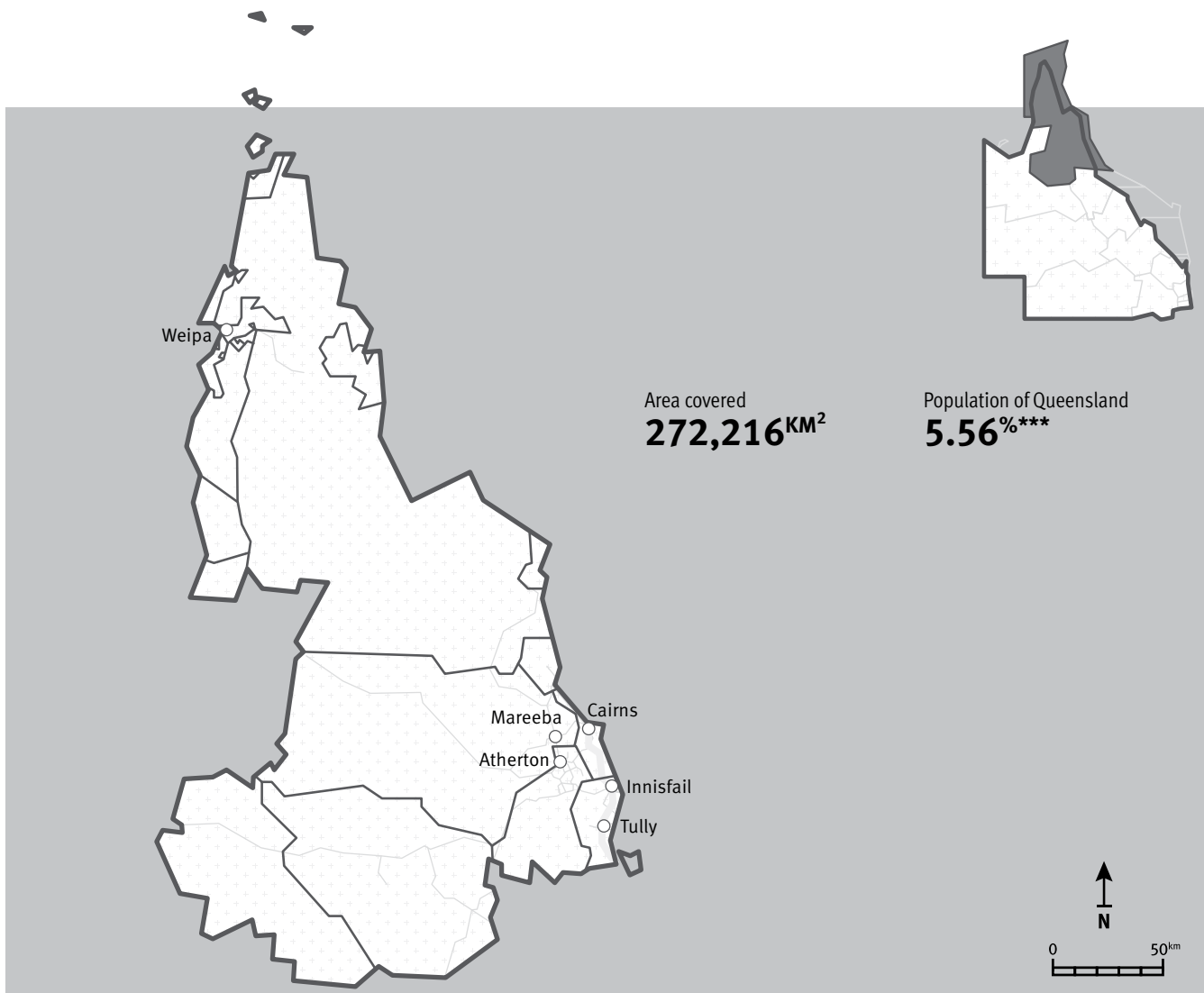
Driver licence tests conducted

210,803

Customer face-to-face interactions

137

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022

Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Continued work on the Cape York Region Package Stage Two program to upgrade priority land transport infrastructure and roads on the Cape York Peninsula.
- Completed construction of the Yarrabah Jetty.
- Continued duplication of the Bruce Highway, Cairns Southern Access Corridor (Stage Three) Edmonton to Gordonvale project.
- Progressed master planning for the Cairns Ring Road (Cairns CBD to Smithfield) project.
- Progressed detailed design for the Cairns Western Arterial Road, Redlynch Connector Road to Captain Cook Highway, duplication project.

Bruce Highway, Cairns Southern Access Corridor (Stage Three), Edmonton to Gordonvale project

The \$481 million Edmonton to Gordonvale project is the largest transport infrastructure project in Far North Queensland.

TMR is progressing construction of a 10.5 kilometre upgrade and duplication of the Bruce Highway between Edmonton and Gordonvale to improve safety on this section of highway by widening it to four lanes.

This complex project includes a 4.5 kilometre realignment and upgrade of the Queensland Rail North Coast line, more than 10 kilometres of new service roads, new road and rail bridges, a pedestrian overpass, a road overpass, a dedicated high-speed off-road cycleway, and relocation of cane rail.

Public submissions were invited to name project infrastructure, with 10 names announced in February 2022, five in the Yidinj dialect, reflecting the area's rich history and First Nations culture.

The project is jointly funded by the Australian and Queensland governments on an 80:20 basis and is expected to be completed by mid-2023, weather permitting.



For more information

<https://www.tmr.qld.gov.au/projects/Bruce-Highway-Cairns-Southern-Access-Corridor-Stage-3-Edmonton-to-Gordonvale>

Cairns Ring Road (Cairns CBD to Smithfield)

The \$359 million Cairns Ring Road project will reduce travel times, improve safety, and increase capacity on the Captain Cook Highway between the Cairns CBD in the south and Smithfield in the north.

The project builds on the success of the Smithfield Bypass and Cairns Western Arterial Road, Harley Street intersection upgrades.

Master planning for the project is underway and expected to be completed in mid to late-2023. A program of construction timeframes will be developed once the staging options are identified.

Upgrades will include road widening, intersection upgrades, intelligent transport systems, and improvements for active and public transport.

The project is jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information visit:

<https://www.tmr.qld.gov.au/projects/cairns-ring-road-cairns-cbd-to-smithfield>

Case study

Milestones reached in far north's largest road and rail project

Stage Three of the Cairns Southern Access Corridor upgrade on the Bruce Highway in Far North District has passed significant milestones.

In collaboration with key industry stakeholders, MSF Sugar, cane growers, landowners, and cane farming contractors, the cane rail infrastructure included construction of six new cane rail sidings, reconstruction of key cane rail links between the southern network at Gordonvale and northern network at Redlynch, and two new cane rail signals.

With all cane rail works required to be completed by June 2021, wet weather delayed works commencing until late January 2021 and wet weather in April and May again delayed works. Fortnightly meetings held between TMR, HSA Group and MSF Sugar assisted in planning and rescheduling works over the reduced construction period.

Regular one-on-one meetings with cane growers, landowners and harvest contractors were also held to coordinate works and through close consultation with all stakeholders the cane harvest season commenced on time.

Cairns Western Arterial Road, Redlynch Connector Road to Captain Cook Highway, duplication

TMR is progressing detailed design for the \$300 million Cairns Western Arterial Road, Redlynch Connector Road to Captain Cook Highway, duplication project.

Construction will occur in three stages with Stage One (Lake Placid Road to Captain Cook Highway) commencing in mid-2023, weather

permitting. Construction schedules for Stage Two (Redlynch Connector Road to Harley Street) and Stage Three (Harley Street to Lake Placid Road) will be determined after detailed design is complete.

The project will duplicate the rail overpass at Redlynch and the Kamerunga Bridge over the Barron River. It will also duplicate the remaining single lane sections of Cairns Western Arterial Road—between Redlynch Connector Road and the Captain Cook Highway—to a four-lane dual carriageway.

The project is jointly funded by the Australian and Queensland governments on an 80:20 basis.

 **For more information visit:**

<https://www.tmr.qld.gov.au/projects/cairns-western-arterial-road-redlynch-connector-road-to-captain-cook-highway-duplication>

Cape York Region Package Stage Two

Cape York Region Package Stage Two is a \$237.5 million program of works to upgrade priority land transport infrastructure and roads on the Cape York Peninsula between 2019–20 and 2023–24.


The Kennedy to Rocky Creek project reached practical completion in August 2021, sealing about 11.2 kilometres of the Peninsula Developmental Road north of Laura.

Two projects to extend the seal on the Aurukun Access Road were completed in December 2021, sealing about 14 kilometres of crucial primary access for the remote community of Aurukun.

TMR also progressed the delivery of the Musgrave to Red Blanket (Part A), Archer River Crossing Southern Approach and Merluna to York Downs (Part B) projects.

In April 2022, TMR awarded a contract for construction of a new bridge over Archer River, which will significantly improve safety and flood immunity for road users and the local community.

The CYRP Stage Two project is jointly funded by the Australian and Queensland governments on an 80:20 basis and is programmed for completion in mid-2024.

 **For more information**

<https://www.tmr.qld.gov.au/projects/cape-york-region-package-stage-2>

Case study

Yarrabah local artist's work brings local jetty to life

In early-2022, crews applied the finishing touches to the new Yarrabah jetty and associated land-based infrastructure in the Aboriginal community of Yarrabah, south of Cairns in Far North Queensland.

Since the project's initiation, TMR identified the need for close engagement with the people of Yarrabah to ensure the project delivered infrastructure that met the needs of the community. To achieve this, TMR sought opportunities to make the project unique to Yarrabah and its culture.

The local fauna of Yarrabah is an important part of the identity of the local Gunggandji Traditional Owners. To recognise this, the project team engaged a Gunggandji artist to develop original artworks depicting culturally significant fauna. The artworks have been permanently stencilled into the jetty's concrete deck to provide a unique aesthetic and visual connection to Gunggandji totems. The original artworks were also incorporated into project signage, which included stories featuring the totems and their cultural significance to the Gunggandji people.

By recognising the Gunggandji Traditional Owners' special connection to country and incorporating that sense of connection into the jetty design, a 'fit for purpose' infrastructure solution was delivered and strengthened the department's relationship with the local community.

Local Fare Scheme

The Local Fare Scheme (LFS) is an airfare subsidy program that has been in place since 2015. The LFS is aimed at improving social connectivity and access to essential services for residents in remote parts of Far North Queensland. The scheme is administered in collaboration with participating airlines and in partnership with local councils throughout Cape York, the Torres Strait and selected location in the Gulf of Carpentaria.

From 1 July 2022 the LFS has been revised to provide additional benefits for customers after consultation with key stakeholders. The scheme has also been extended for 6 years until 30 June 2028, providing much needed certainty for the people who gain benefit from the scheme.

The updated scheme features the following benefits:

- One-way fares can now be booked, allowing much greater flexibility for travel and payment with up to \$200 discount per one-way flight.

- Passengers can now travel throughout the LFS region allowing travel to all locations within the scheme which is particularly beneficial to eligible residents in remote locations.
- A reduced eligibility period has been introduced which means people only need to be residents in the LFS region for 12 months instead of three years in order to be eligible for the scheme benefits (with the exception of Weipa which remains at three years).
- Eligible residents can now take their eligibility paperwork with them and continue accessing the scheme when moving from one community to another.
- Bookings will now be able to be made online or by phone.

The changes introduced from 1 July 2022 will greatly benefit the users of scheme by providing greater flexibility in travel and payment options and reduced restrictions and administration. The residents of the most remote communities in the outer Torres Strait Islands will gain a positive benefit from the changes, being able to access subsidised fares on flights connecting through to Cairns for the first time.

The Scheme will continue to provide assistance to residents of the Mount Isa Renal unit and the Lena Passi Women's shelter with subsidised trips to their home communities and, in collaboration with the Cairns Police, will provide assistance to residents wishing to return to their home communities from Cairns.

Approximately 23,500 LFS trips were booked in 2021–22, an increase on the prior year of about 12 per cent.

While the 2021–22 numbers are still approximately 18 per cent below the pre-COVID numbers of the 2018–19 year, bookings continue to increase and a substantial increase in travel is forecast in the 2022–23 year as people take advantage of the more relaxed travel and eligibility conditions introduced on 1 July 2022.



For more information

<https://www.tmr.qld.gov.au/Travel-and-transport/Local-Fare-Scheme-Far-North-Queensland.aspx>

Yarrabah Jetty

Construction of the 165-metre-long Yarrabah Jetty was completed in April 2022.

The new jetty infrastructure provides the Yarrabah community with improved access to marine activities and includes a floating pontoon to maximise accessibility during varying tides in Mission Bay.

TMR in consultation with Yarrabah Aboriginal Shire Council and the local community successfully implemented strategies to provide the community with economic and job opportunities during planning and construction.

Initiatives included employment and local business opportunities, in sea and land monitoring, equipment hire, and the inclusion of locally produced art installations.

The project was fully funded by the Queensland Government.



For more information

<https://www.tmr.qld.gov.au/projects/yarrabah-jetty-design-and-construct>

Our Regions

North West

Fast Facts

3576^{KM}

State-controlled road**

1024^M

National Land Transport Network*

1674

Vehicle and machinery registrations

4

Boating infrastructures

3

Community safety events held

37,761

Vehicle and machinery inspections completed

87

Bridges**

1241

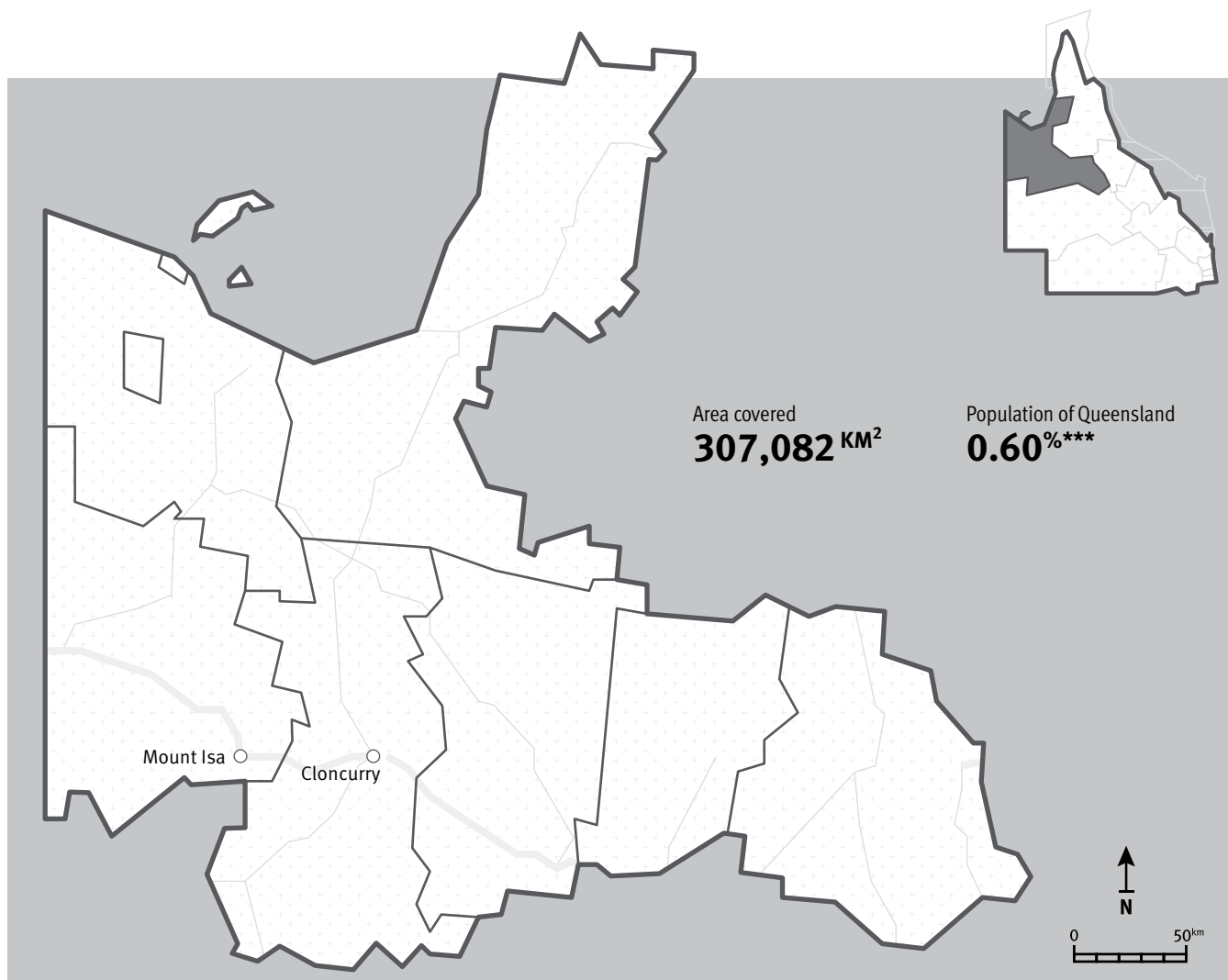
Driver licence tests conducted

29,495

Customer face-to-face interactions

12

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022

Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Completed Butcher Creek bridge replacement on the Burke Developmental Road (Cloncurry–Normanton).
- Completed sealing to Phosphate Hill turn-off on the Cloncurry–Dajarra Road and widened existing priority narrow sealed sections.
- Completed progressive sealing of the Burke Developmental Road (Normanton–Dimbulah).
- Continued progressive sealing 48 kilometres of priority sections of the Kennedy Developmental Road (The Lynd–Hughenden).
- Completed safety upgrades on the Barkly Highway (Cloncurry–Mount Isa).

The Cloncurry–Dajarra Road, widen and seal priority sections and progressive sealing

Three projects were completed along Cloncurry–Dajarra Road.

This road functions as a key inter-regional route and is a vital transport link for the movement of cattle, mining, and products like fuel and freight.

The completion of the program also supports local communities, and industries and provides a more reliable and efficient route with improved access to vital services, increasing economic growth and employment opportunities.

Improvement works included:

- widening of 13 kilometres of existing narrow sealed sections to two lanes
- progressively sealing an additional 11.96 kilometres of unsealed sections
- re-alignment of the Sandy Creek floodway located around 76 kilometres south of the intersection with the Barkly Highway.

The works will complete the sealing and widening from the intersection of the Barkly Highway through to the intersection of the Phosphate Hill Mine.



For more information visit:

<https://www.tmr.qld.gov.au/projects/cloncurry-dajarra-road-improvement-works>

Barkly Highway safety upgrade

TMR completed an innovative and cost-effective road safety project on the Barkly Highway, 11 kilometres east of Mount Isa, as part of the High-Risk Roads initiative in late December 2021.

The works included widening a 4 kilometre section of the Barkly Highway and improving safety.

These upgrades will ensure key freight roads efficiently connect agricultural and mining regions to ports, airports, and other transport hubs, keeping the economy moving by improving travel and freight reliability.

The project was fully funded by the Queensland Government through its Targeted Road Safety Program.

The state funded High Risk Roads initiative is designed to address key safety concerns on the state-controlled road network identified for the whole of a road segment or link.

Kennedy Developmental Road progressive sealing

Approximately 48 kilometres of the Kennedy Developmental Road is being progressively sealed between The Lynd and Hughenden as part of the Roads of Strategic Importance Program.

TMR is working with both Etheridge Shire and Flinders Shire Councils to complete the \$50 million progressive sealing and widening project. This will improve rural and regional liveability by improving access for essential services and delivering significant benefits for the community.

The upgrades will also improve road safety by providing an eight-metre-wide route that caters for heavy freight loads and has improved flood immunity.

Once completed, only 10 kilometres of road will remain unsealed along the Kennedy Developmental Road between The Lynd and Hughenden.

The project is jointly funded by the Australian and Queensland governments on an 80:20 basis. Construction is scheduled to be completed by December 2023, weather permitting.



For more information visit:

<https://www.tmr.qld.gov.au/projects/kennedy-developmental-road-the-lynd-to-hughenden-upgrade>

Burke Developmental Road pave and seal project

The Burke Developmental Road pave and seal project was completed in June 2022.

Between Normanton and Dimbulah, 24 kilometres of road sealing works were delivered by the Carpentaria Shire Council, linking the communities of the gulf region to north and north west Queensland.

Key achievements in 2021–22 included:

- a sealed road surface of 8 metre width
- improved reliability and efficiency of freight movements
- improved safety conditions for all road users.

The Burke Developmental Road is a link for the gulf communities, providing access to essential services and supplies from major regional centres located in eastern Queensland, as well as providing connections to the broader national road network such as the Barkly and Flinders highways.

The project is jointly funded by the Australian and Queensland governments on an 80:20 basis as part of the Australian Government Shovel Ready Infrastructure Investment Program.

 **For more information visit:**

<https://www.tmr.qld.gov.au/projects/burke-developmental-road-normanton-dimbulah-pave-and-seal>

Butcher Creek Bridge replacement

The Butcher Creek Bridge replacement project on the Burke Developmental Road between Cloncurry and Normanton was completed in late-December 2021.

The two-lane bridge supports local traffic by improving safety, flood immunity, and traffic flow on the Burke Developmental Road. Works also included the realignment of Burke Developmental Road to connect the new bridge to the existing road network.

The bridge replacement has also improved freight efficiencies, while recognising the importance of road infrastructure to support the agricultural, mining, tourism, and freight industries.

The project was fully funded by the Queensland Government through its *Economic Recovery Strategy: Unite and Recover for Queensland Jobs*.

 **For more information visit:**

<https://www.tmr.qld.gov.au/projects/burke-developmental-road-cloncurry-normanton-butcher-creek-replace-bridge>

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Our Regions

Northern

Fast Facts

1666^{KM}

State-controlled road**

521^{KM}

National Land Transport Network*

4092

Vehicle and machinery registrations

56

Boating infrastructures

7

Community safety events held

277,366

Vehicle and machinery inspections completed

222

Bridges**

7133

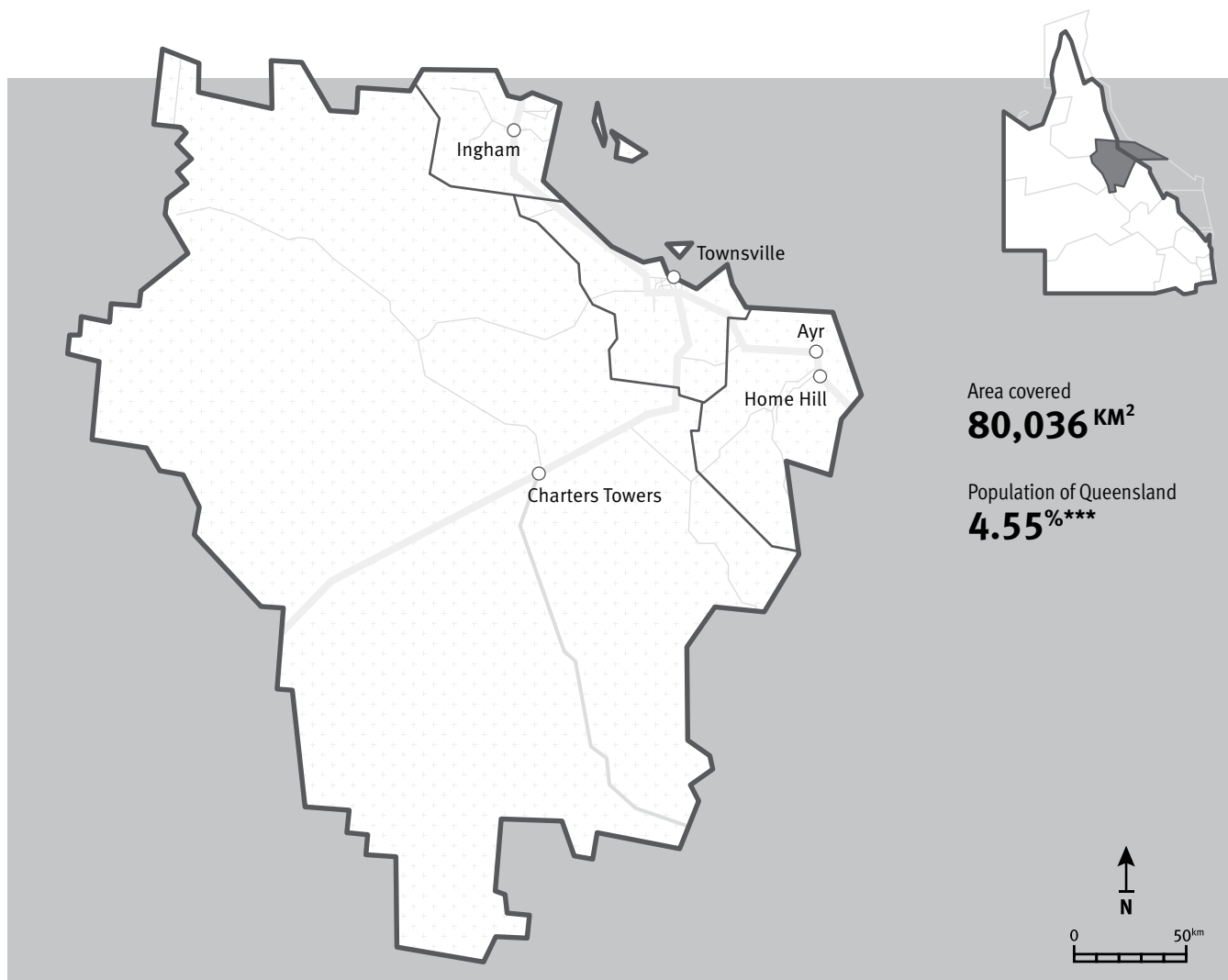
Driver licence tests conducted

167,594

Customer face-to-face interactions

164

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022
Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Completed construction of the Houghton River Floodplain upgrade on the Bruce Highway, between Horseshoe Lagoon and Palm Creek.
- Commenced pavement widening on Gregory Developmental Road (Charters Towers–The Lynd), between Marble Creek and Christmas Creek and Airport Drive and Lucky Springs Road.
- Continued construction of the Townsville Ring Road (Stage Five) project to duplicate the existing Ring Road, between Vickers Bridge and Shaw Road.
- Commenced culvert upgrade on Gregory Developmental Road (Charters Towers–The Lynd) Porphyry Road (Greenvale).
- Completed construction of the Bruce Highway (Townsville–Ingham) Hechts Road to Easter Creek safety upgrades at Bambaroo.
- Continued construction of the Townsville Northern Access Intersections upgrade project on the Bruce Highway, between Veales Road and Pope Road.

Townsville Ring Road (Stage Five)

Construction continued on the Townsville Ring Road (Stage Five) project to deliver improved road safety, efficiency, and travel time reliability for freight and passenger vehicles on the Bruce Highway in Townsville.

The project includes duplication of a six-kilometre section of the Townsville Ring Road, between Vickers Bridge and Shaw Road and construction of a new interchange at Beck Drive, improving access to and from the growing Upper Ross area.

Works completed during 2021–22 included:

- major earthworks
- service relocations
- drainage upgrades
- structural works across the project site
- installation of all bridge piles
- installation of deck units for the project's four major structures—bridges over the Bohle and Little Bohle rivers, and overpasses at Beck Drive and Hervey Range Developmental Road.

In the foundations of the project's two bridges and two overpasses, 192 pre-cast reinforced concrete piles were used, measuring up to 28 metres in length and weighing up to 18 tonnes each.

The \$230 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information

<https://www.tmr.qld.gov.au/projects/townsville-ring-road-stage-5>

Houghton River Floodplain Upgrade

During 2021–22, TMR opened more than 13.7 kilometres of new Bruce Highway to traffic between Ayr and Townsville, as part of the Houghton River Floodplain Upgrade project.

Between August and October 2021, traffic commenced travelling on:

- new wider and higher bridges over Horseshoe Lagoon, the Houghton River, and Pink Lily Lagoon.
- new highway overpasses of cane rail lines at Upper Houghton/Hodel Road and Shirbourne Road
- two new bridges over previously flood-prone pavement at Healeys Lagoon and Ironbark Creek (the Reed Beds).

The project also included reconfiguration and safety improvements of nine local intersections onto the new Bruce Highway.

The project reached practical completion in June 2022. Ancillary works as part of the project will be ongoing until August 2022, weather permitting.

The project was jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information

<https://www.tmr.qld.gov.au/projects/bruce-highway-houghton-river-floodplain-upgrade-construct-bridges-and-approaches>

Gregory Developmental Road package of works

In July 2021, TMR commenced a program of work to strengthen pavement and widen narrow sections of Gregory Developmental Road, between Charters Towers and The Lynd.

The three projects include:

- pavement widening and strengthening between Marble Creek and Christmas Creek
- pavement widening and strengthening between Airport Drive and Redbank Creek
- upgrade of a major culvert under Gregory Developmental Road near Porphyry Road, Greenvale.

The pavement widening projects will improve safety and efficiency for all road users, particularly the large proportion of heavy vehicles that travel the inland route.

The culvert under Gregory Developmental Road, at Porphyry Road, will also be upgraded to improve drainage and flood resilience.

All three projects are due to be completed in late-2023, weather and construction conditions permitting, with a total investment of \$45.5 million jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information visit:

<https://www.tmr.qld.gov.au/projects/gregory-developmental-road-charters-towers-lynd-package-of-works>

Townsville Northern Access Intersections upgrade

Construction on the Townsville Northern Access Intersections upgrade project continued in 2021–22, to improve safety, efficiency, and travel time reliability for the 14,000 freight and passenger vehicles that travel along this section of the Bruce Highway.

Crews started constructing the second bridge over Black River in July 2021 with piling works completed by the end of July. These works included 18, 1.5-metre-wide steel piles, varying in length from seven to 17 metres, driven into the riverbed.

By November 2021, crews completed work on the bridge substructure (piers and headstocks) and placement of all girders.

Construction on the concrete deck, bridge barriers, backfilling abutments and highway approaches is progressing, and the bridge is expected to be completed and opened to traffic in October 2022.

Drainage, earthworks, and excavation works also progressed on three new service roads as well as the new southbound lanes on the Bruce Highway, between Veales Road and Pope Road.

The project is due to be completed in early-2023, weather and construction conditions permitting.

The \$99.8 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information

<https://www.tmr.qld.gov.au/projects/townsville-northern-access-intersections-upgrade-bruce-highway-veales-road-to-pope-road>

Bruce Highway (Townsville–Ingham) Hechts Road to Easter Creek safety upgrade

In December 2021, TMR completed construction on the Bruce Highway (Townsville–Ingham) Hechts Road to Easter Creek safety upgrades at Bambaroo.

The project saw the delivery of 7.3 kilometres of pavement widening and wide centre line treatment, and safety improvements at four Bruce Highway intersections.

In addition, a 450-metre service road was constructed parallel to the Bruce Highway to safely manage access to several properties and new north and southbound overtaking lanes were constructed on a separate carriageway.

The project has improved safety and efficiency for motorists travelling between Townsville and Ingham, through a wider, safer Bruce Highway with improved visibility and access, better overtaking opportunities, and a reduced risk of head on collisions.

These projects were jointly funded by the Australian and Queensland governments on an 80:20 basis through the Bruce Highway Upgrade Program.



For more information

<https://www.tmr.qld.gov.au/projects/bruce-highway-townsville-ingham-hechts-road-to-easter-creek-safety-upgrade-project>

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Our Regions

Mackay Whitsunday

Fast Facts

2,682^{KM}

State-controlled road**

451^{KM}

National Land Transport Network*

4730

Vehicle and machinery registrations

51

Boating infrastructures

7

Community safety events held

243,277

Vehicle and machinery inspections completed

310

Bridges**

4701

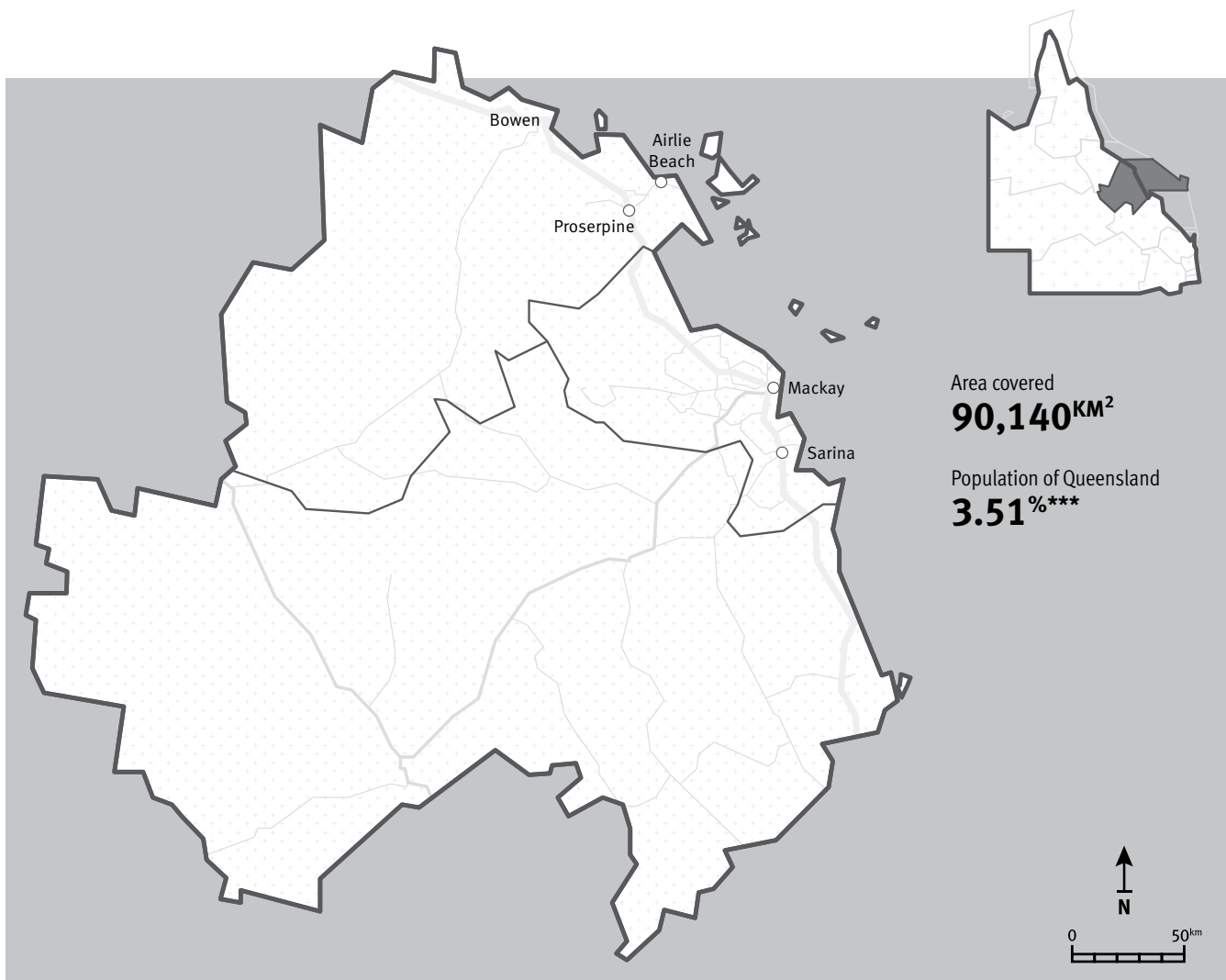
Driver licence tests conducted

129,624

Customer face-to-face interactions

56

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022

Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Completed paving and sealing of sections of the Bowen Developmental Road between Deception Creek and Bulgonunna Creek.
- Commenced construction of the Walkerston Bypass on the Peak Downs Highway.
- Completed safety improvements on the Peak Downs Highway between Eton and Mackay.
- Commenced safety improvements on the Bruce Highway, between Ten Mile Creek and Yeates Creek.
- Completed widening formation, rehabilitation and safety upgrades along the Bruce Highway (The Leap–Careys Creek).

Walkerston Bypass

Construction commenced in May 2022 on the Walkerston Bypass project to deliver a new two-lane rural highway to connect the Peak Downs Highway west of Walkerston to the Mackay Ring Road near Paget.

The bypass will become the designated heavy vehicle route for B-double and other multicomination vehicles between the Bruce and Peak Downs highways.

The Walkerston Bypass will increase safety on the existing route through Walkerston by reducing heavy vehicle traffic, minimising interactions between trucks and local traffic.

The new route will offer a safer and more efficient link for the mining industry in the northern Bowen Basin to Mackay and in particular, the industrial area of Paget.

The \$186.6 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information

<https://www.tmr.qld.gov.au/projects/walkerston-bypass>

Bruce Highway safety upgrades between Proserpine and Bowen

In August 2021, safety improvement works started on the Bruce Highway between Proserpine and Bowen.

This section of the Bruce Highway is a key route that connects Mackay to Airlie Beach and the Whitsundays. It provides critical linkages for freight movements between inland production areas and 11 coastal ports and major regional centres.

The works include removal of roadside hazards, the installation of wide centre lines and audio tactile line marking as well as channelised right-turn treatments and pavement rehabilitation.

When completed in 2023, the project will improve safety by providing road users with additional separation between oncoming vehicles, as well as warning road users they are about to leave the road and providing a more forgiving roadside.

The \$44.1 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information

<https://www.tmr.qld.gov.au/projects/bruce-highway-proserpine-bowen-ten-mile-creek-to-yeates-creek-improve-safety>

Bowen Developmental Road sealing project

Sealing works were completed in December 2021 to sections of Bowen Developmental Road, (between Deception Creek and Bulgonunna Creek), replacing ageing and damaged culvert structures, and upgrading signage.

The project delivered improvements in safety and travel times and has increased the overall reliability of the road during wet weather. These works also ensure the road can support increasing traffic volumes.

Bowen Developmental Road forms the arterial link between the Queensland coast and the northern Bowen Basin, as well as linking the northern and central Bowen Basin coal mines and towns.

The project was fully funded by the Queensland Government as part of the road stimulus package.

Peak Downs Highway road safety improvements

Works were completed on the Peak Downs Highway between Eton and Mackay in November 2021 to improve the highway's safety and efficiency.


Project works included:

- widening sections of the existing Peak Downs Highway
- upgrading intersections
- addressing roadside hazards to improve safety for all road users.

The Peak Downs Highway is the principal freight corridor supplying the coal mines of northern Bowen Basin. The route carries significant volumes of freight, including oversize and over-mass vehicles moving large mining equipment.

In addition, the highway also carries local and commuter traffic, including drive-in, drive-out mine workers from Mackay, Moranbah and Emerald.

The project was jointly funded by the Australian and Queensland governments on an 80:20 basis.

 **For more information**

<https://www.tmr.qld.gov.au/projects/peak-downs-highway-nebo-mackay-eton-to-mackay-targeted-road-safety-improvements>

Bruce Highway safety package (The Leap to Careys Creek)

The Bruce Highway Safety Package (The Leap to Careys Creek) was completed in December 2021 as part of the Bruce Highway Upgrade Program to improve safety, flood resilience, and capacity along the Bruce Highway.


More than 30 kilometres of the Bruce Highway north of Mackay received targeted safety upgrades as part of the package.

Works included upgrading nine intersections along the Bruce Highway with the installation of protected turn lanes and improved lighting.

Sections of the Bruce Highway were also widened to accommodate wide centre lines, with safety barriers installed, and an existing overtaking lane extended.

Town entry treatments were applied at The Leap and Kuttabul, reducing the likelihood of road users speeding through these rural towns.

This package of projects was jointly funded by the Australian and Queensland governments on an 80:20 basis.

 **For more information**

<https://www.tmr.qld.gov.au/projects/bruce-highway-mackay-to-proserpine-bruce-highway-safety-package-leap-to-careys-creek?homepage-rotator>

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Our Regions

Central West

Fast Facts

4378^{KM}

State-controlled
road**

693^{KM}

National Land
Transport Network*

1146

Vehicle and machinery
registrations

1

Boating
infrastructure

8

Community safety
events held

20,244

Vehicle and machinery
inspections completed

77

Bridges**

331

Driver licence tests
conducted

10,803

Customer face-to-
face interactions

7

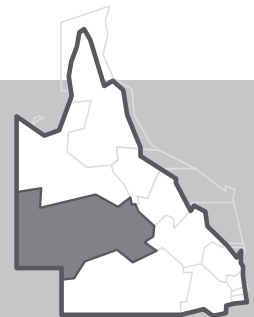
Priority-enabled
intersections

Area covered

395,765^{KM²}

Population of Queensland

0.20%***



Data source: *A Road Management Information System (ARMIS), 30 June 2022
Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury),
 Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Completed paving and sealing of Blackall–Jericho Road.
- Completed Birdsville Developmental Road paving and sealing between Morney and Birdsville.
- Completed paving and sealing sections of the Eyre Developmental Road (Bedourie–Birdsville).
- Continued pavement widening of the Capricorn Highway (Emerald–Alpha).
- Completed and continued pavement rehabilitation works on Barcaldine–Aramac Road.

Eyre Developmental Road sealing

Sealing of more than 20 kilometres of the Eyre Developmental Road between Bedourie and Birdsville was completed in May 2022.

Extending the sealed sections on this road has ensured regional communities are better connected.

The project has delivered important improvements in safety, reliability, and travel times for:

- drive tourists exploring outback Queensland
- freight and agricultural industries that use this central link to access markets in major centres across Australia.

Sealing of a further 9 kilometre section, about 17 kilometres north of Birdsville commenced in June 2021 and is expected to be completed in late-2022.

These projects were jointly funded by the Australian and Queensland governments.



For more information

<https://www.tmr.qld.gov.au/projects/eyre-developmental-road-bedourie-birdsville-section-1-pave-and-seal>

Capricorn Highway widening

Targeted sections of the Capricorn Highway, between Emerald and Alpha, are being widened to improve the safety and efficiency of this key connector.

Works are progressing east of Alpha to widen high priority sections of the highway to a width of nine metres. Several culverts are also being replaced or extended to increase the resilience of the highway after wet weather.

As the principal east-west freight corridor linking the Bruce Highway with the Landsborough Highway, this upgrade ensures the Capricorn Highway keeps pace with increasing traffic volumes

and better supports heavy vehicle movements for the freight, agricultural, and resource industries.

Communities such as Alpha, Jericho and Barcaldine who use the highway to access essential services in major centres, including Rockhampton, will also benefit from this project.

The \$9.7 million project, fully funded by the Queensland Government, is expected to be completed late-2022 weather permitting.



For more information

<https://www.tmr.qld.gov.au/projects/capricorn-highway-emerald-alpha-widen-pavement>

Blackall–Jericho Road, pave and seal project

Works to fully seal Blackall–Jericho Road were completed by March 2022.

The completion of the projects have provided surrounding communities with safer, all-weather access along this road for the first time, improving service delivery to health and education services.

Recognised as a strategic link, Blackall–Jericho Road joins with the Landsborough and Capricorn highways and plays an important role in enabling commercial diversification.

The now fully sealed 120 kilometre road will positively contribute to the local economy well into the future and support liveable and prosperous communities.

The project was jointly funded by the Australian and Queensland governments.



For more information

<https://www.tmr.qld.gov.au/projects/blackall-jericho-road-pave-and-seal>

Barcaldine–Aramac Road widening

Over 26 kilometres of Barcaldine–Aramac Road is being widened to improve traffic conditions on this key route between the two towns.

The upgrade is being delivered through five separate projects, with three completed in 2021. The remaining two projects will be delivered in 2022, weather permitting. When completed, over 70 per cent of the entire road will be widened providing significant safety improvements.

Barcaldine–Aramac Road has the highest non-highway traffic volumes in the Central West region. It also provides a key connection to the Flinders Highway, enabling access to Townsville and beyond, and is an important link for the agricultural and tourism industries.

In addition to improving safety, the upgrade is reducing travel times and increasing reliability for all road users.

The package of projects, is jointly funded by the Australian and Queensland governments.

**For more information**

<https://www.tmr.qld.gov.au/projects/barcaldine-aramac-road-rehabilitate-and-widen>

Birdsville Developmental Road sealing

Five kilometres of sealing works along the Birdsville Developmental Road, between Birdsville and Morney near Windorah was completed in November 2021.

The road provides access to some of the furthest corners of outback Queensland. It has experienced a significant increase in traffic during popular events such as the Birdsville Races and Birdsville Big Red Bash. It also links Birdsville and Windorah with markets in major centres across Australia.

Important improvements in safety and productivity, while reducing travel times and enhancing wet weather access, have also been delivered.

The project was jointly funded by the Australian and Queensland governments under the Regional Economic Enabling Fund.

**For more information**

<https://www.tmr.qld.gov.au/projects/birdsville-developmental-road-morney-birdsville-pave-and-seal>

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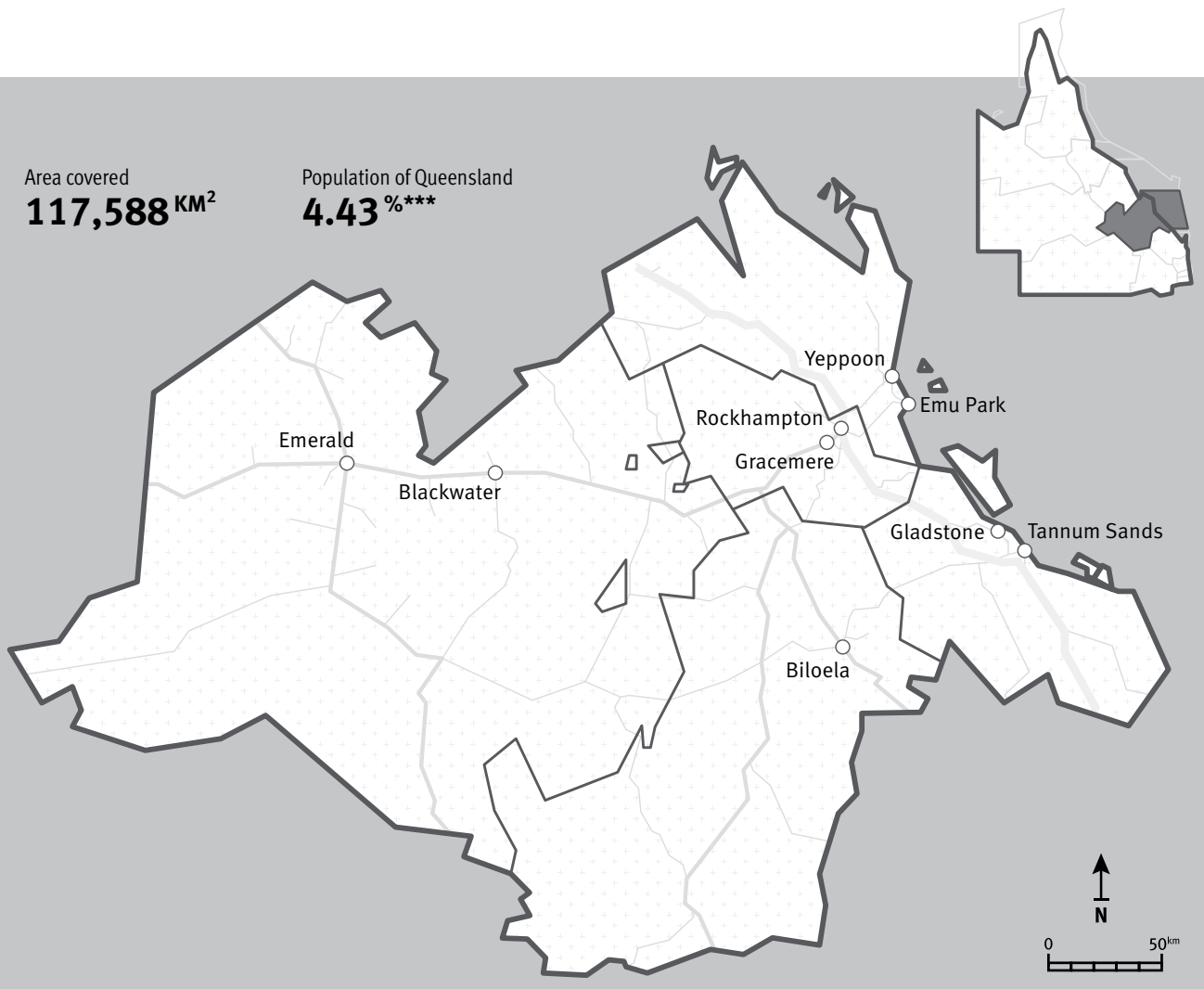
Our Regions

Fitzroy

Fast Facts

3531 KMState-controlled
road****399** KMNational Land
Transport Network***6669**Vehicle and machinery
registrations**55**Boating
infrastructures**13**Community safety
events held**298,246**Vehicle and machinery
inspections completed**312**

Bridges**

6331Driver licence tests
conducted**190,910**Customer face-to-
face interactions**105**Priority-enabled
intersectionsArea covered
117,588 KM²Population of Queensland
4.43 %***

Data source: *A Road Management Information System (ARMIS), 30 June 2022
Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury),
 Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Completed duplication, from two to four lanes, of the Bruce Highway Rockhampton Northern Access between Rockhampton–Yeppoon Road and Parkhurst.
- Continued upgrading intersections along Gavial–Gracemere Road (Lawrie Street) and widening to four lanes.
- Completed duplication of the Capricorn Highway, from two to four lanes, between Rockhampton and Gracemere.
- Commenced detailed design Rockhampton–Yeppoon Road, Yeppoon Road upgrade project.
- Completed detailed design of the Rockhampton Ring Road project.

Capricorn Highway upgrade, Rockhampton–Gracemere

The Capricorn Highway upgrade between Rockhampton and Gracemere was completed in July 2021, improving connections for motorists, while also increasing safety on this section of the regional road network.

The project has delivered the following features:

- four-lane separated highway from Rockhampton to Gracemere with a new eastbound carriageway
- intersection upgrades including dedicated turn lanes, improved sight distance, new line-marking and lighting
- new active transport infrastructure including on-road cycling facilities and a new westbound cyclist bridge at Scrubby Creek
- new two-lane eastbound bridge at Scrubby Creek
- signalised intersection at Fairy Bower Road and Old Gracemere Road
- local road improvements on Nelson Street, Farmers Lane and Stanley Road to maintain local access
- service protection work for underground utilities including gas and water.

In addition, the upgrade has increased capacity of the commuter route that services over 18,000 vehicles per day, reducing travel times, particularly during peak hour.

This project was jointly funded by the Australian and Queensland governments on an 80:20 basis.

For more information visit:

<https://www.tmr.qld.gov.au/projects/capricorn-highway-rockhampton-to-gracemere-duplication>

Rockhampton Ring Road

The Rockhampton Ring Road is a major infrastructure project in the central Queensland region that will improve road safety and support the region's economy, by improving freight efficiency, flood resilience, and job opportunities.

The project's detailed design commenced in September 2020 and was completed in March 2022. On site construction is expected to start in 2023, with completion in late-2026.

A new 14.7 kilometre ring road will be delivered linking the Bruce Highway through Rockhampton. It will extend from the Capricorn Highway (Nelson Street) in the south to the Bruce Highway, Rockhampton–Yeppoon Road intersection in the north and will include a new crossing of the Fitzroy River between Pink Lily and Kawana.

The \$1.065 billion project is jointly funded by the Australian and Queensland governments on an 80:20 basis.

For more information

<https://www.tmr.qld.gov.au/projects/Rockhampton-Ring-Road>

Rockhampton–Yeppoon Road, Yeppoon Road upgrade

The Rockhampton–Yeppoon Road, Yeppoon Road upgrade project will be delivered as part of the Australian and Queensland governments' 10-year Roads of Strategic Importance (ROSI) corridor investment.

The ROSI initiative aims to ensure key freight roads efficiently connect agricultural regions and ports, airports and other transport hubs, and provide better access for tourism, mining, and other sectors.

The Australian and Queensland governments have committed \$80 million on an 80:20 basis to duplicate around 5.6 kilometres of Rockhampton–Yeppoon Road between Iron Pot and Hedlow Creek.

The project also includes upgrades to three intersections on Rockhampton–Yeppoon Road at Artillery Road, Dairy Inn Road, Iron Pot Road, and Cabbage Tree Creek Road.

Detailed design started in February 2021 and construction is expected to commence in early-2023, weather permitting.

For more information

<https://www.tmr.qld.gov.au/projects/yeppoon-road-upgrade-project>

Case study

Capricorn Highway upgrade – Rockhampton to Gracemere Duplication

With almost 18,000 vehicles per day on the commuter route connecting the communities of Gracemere and Rockhampton, increasing capacity of the highway, reducing travel times and improving safety were priorities for this project.

The upgrade provided a four-lane separated highway between Rockhampton and Gracemere, enhancing the capacity of the Capricorn Highway and improving connections between these communities while also increasing safety on this section of the regional road network.

The completed project also delivered key intersection upgrades at Fairy Bower Road and Old Gracemere Road and at McLaughlin Street. Active transport infrastructure was included as part of the project to upgrade bike riding infrastructure on the Principal Cycle Network.

Completing the upgrade to the Capricorn Highway has increased capacity and reduced travel times, particularly during the morning and afternoons peak. The installation of traffic signals at the Fairy Bower Road and Old Gracemere Road intersection has enhanced safety through improving sight distance and removing uncontrolled traffic movements.

Gavial–Gracemere Road (Lawrie Street), widen four lanes and upgrade intersections

Construction commenced in September 2021 to upgrade Lawrie Street from two to four lanes, between McLaughlin Street intersection with the Capricorn Highway to John Street and Russell Street in Gracemere.

The project will reduce congestion by providing additional capacity to cater for current and future growth in Gracemere, and will provide a safer experience for drivers, pedestrians, and bike riders.

Key features being delivered include:

- a new bridge adjacent to the existing rail overpass
- signalised intersections
- upgraded pedestrian and bike riding facilities.

The upgrade will integrate with the Capricorn Highway Duplication project (completed in July 2021) to improve network efficiency on the commuter route between Gracemere and Rockhampton.

Construction is due for completion in February 2023, weather permitting.

The \$35 million project is fully funded by the Queensland Government.



For more information visit:

<https://www.tmr.qld.gov.au/projects/gavial-gracemere-road-lawrie-street-widen-to-four-lanes-and-upgrade-intersections>

Rockhampton Northern Access Upgrade and Bruce Highway safety package at Terranova Drive

The Rockhampton Northern Access Upgrade, in conjunction with the Bruce Highway safety package at Terranova Drive was completed in August 2021.

By combining these two projects, 4.9 kilometres of highway was duplicated through the northern suburbs of Parkhurst linking to existing overtaking lanes at Glenlee.

Key features delivered during 2021–22 included:

- on-road bike riding facilities
- off-road dual pedestrian and bike riding facilities
- new structures
- two new service roads
- various intersection upgrades
- local road realignment.

The four-lane section of highway has increased the capacity of the Bruce Highway, improved connectivity, reduced travel times, and improved the overall safety on this section of the central Queensland road network.

The project was jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information

<https://www.tmr.qld.gov.au/projects/rockhampton-northern-access-upgrade>

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Our Regions

Wide Bay/Burnett

Fast Facts

2970^{KM}

State-controlled road**

271^{KM}

National Land Transport Network*

4691

Vehicle and machinery registrations

72

Boating infrastructures

29

Community safety events held

430,440

Vehicle and machinery inspections completed

295

Bridges**

7392

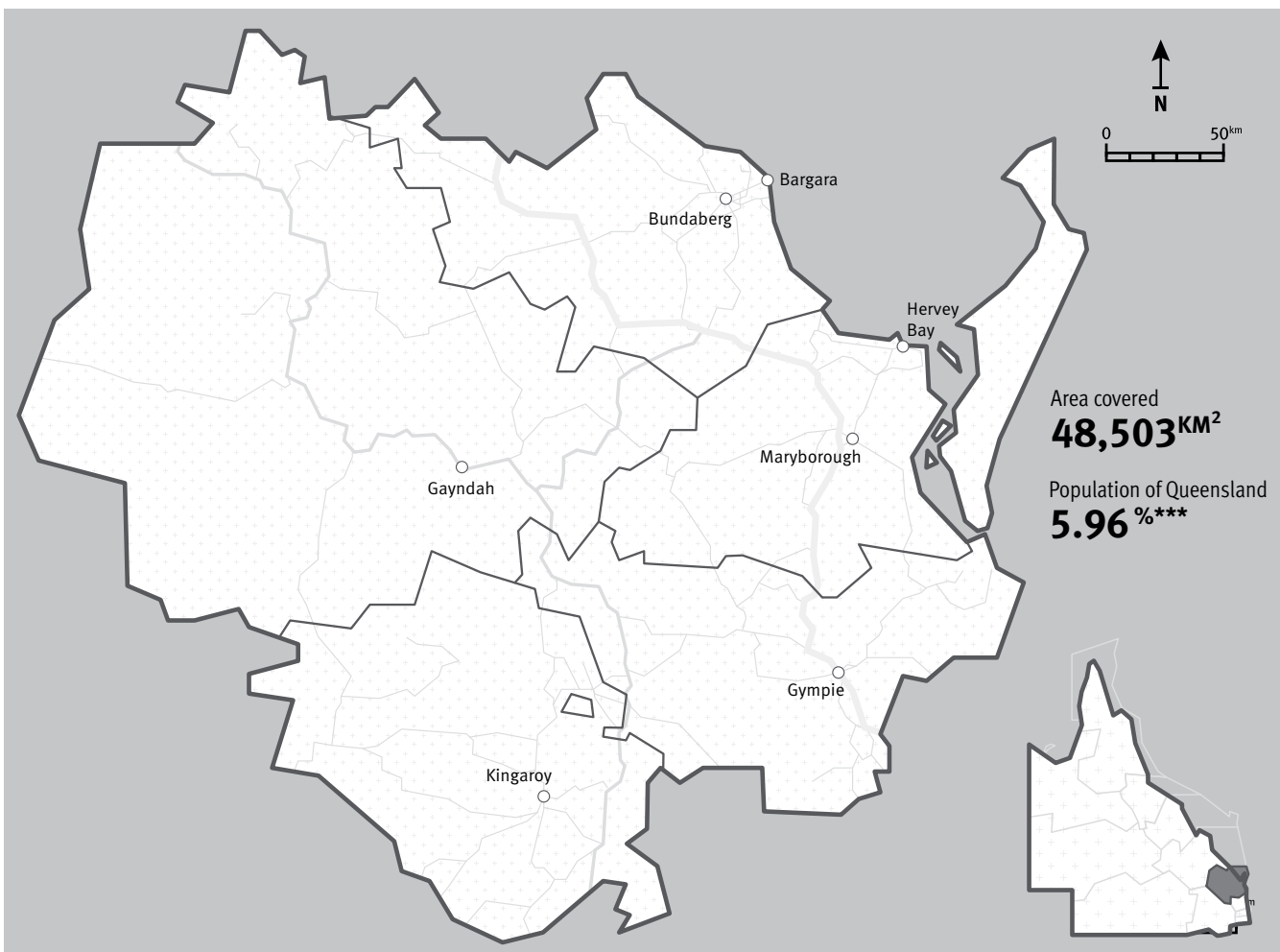
Driver licence tests conducted

268,592

Customer face-to-face interactions

130

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022

Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Completed Bruce Highway and Wide Bay Highway intersection upgrade, north of Gympie.
- Continued construction of new bridge over Saltwater Creek and Deadmans Gully north of Maryborough, and associated flood immunity upgrades.
- Continued final stage construction of the Bruce Highway (Cooroy–Curra) (Section D) upgrade between Woondum and Curra.
- Completed draft design for the Tiaro Bypass on the Bruce Highway.
- Continued construction of John Peterson Bridge on the Munduberra–Durong Road at Derri Derra.

Bruce Highway (Maryborough–Gin Gin) Saltwater Creek and Deadmans Gully, flood immunity upgrade

Construction is underway to improve flood immunity along an 11 kilometre section of the Bruce Highway, between Maryborough and Torbanlea.

The upgrade project involves constructing two new high-level bridges on a new alignment, west of the existing highway. These will replace the Saltwater Creek and Deadmans Gully crossings, as well as upgrading four floodways between Maryborough and Torbanlea.

During construction, large scallop-like shells from the early cretaceous period were discovered and are thought to be more than 110 million years old. The fossils were able to be safely removed from site and delivered to the Queensland Museum, where they will be prepared for exhibition.

Work is expected to be completed by late-2022, weather and construction conditions permitting.

The \$103 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis.

For more information

<https://www.tmr.qld.gov.au/projects/bruce-highway-maryborough-gin-gin-saltwater-creek-and-deadmans-gully-flood-immunity-upgrades>

Bruce Highway and Wide Bay Highway intersection upgrade

In November 2021, TMR completed construction of the Bruce Highway and Wide Bay Highway intersection upgrade, north of Gympie.

The works involved constructing a single-lane roundabout and approaches at the intersection to address safety and capacity issues.

An approach speed limit of 60 kilometres has been implemented along with other appropriate speed reduction treatments to maintain safety and ensure compliance.

Works also included roadside improvements along the Bruce Highway between Meadows Lane and the Wide Bay Highway, and an upgrade of the Spring Valley Road intersection.

The project was jointly funded by the Australian and Queensland governments on an 80:20 basis.

For more information

<https://www.tmr.qld.gov.au/projects/bruce-highway-wide-bay-highway-intersection-upgrade>

Bruce Highway Upgrade–Cooroy to Curra, Section D

Major construction is underway on the Bruce Highway upgrade–Cooroy to Curra, Section D project that includes a 26 kilometre four-lane bypass of Gympie.

Section D will address safety, flood immunity, and capacity issues on the Bruce Highway through Gympie. When completed, it will provide motorists with a free-flowing, high-speed, four-lane highway between Woondum and Curra.

There will be three major interchanges and 42 bridges at 23 locations along the bypass. Around six million cubic metres of earth will be moved from cuts and used as fill to raise the Gympie bypass, increasing flood immunity on the Bruce Highway. Section D is due for completion mid-2024, weather permitting.

The \$1 billion project is jointly funded by the Australian and Queensland governments on an 80:20 basis.

For more information

<https://www.tmr.qld.gov.au/projects/bruce-highway-cooroy-to-curra/bruce-highway-cooroy-to-curra-section-d>

Munduberra–Durong Road, John Peterson Bridge upgrade

In January 2022, TMR commenced work to replace the single-lane John Peterson Bridge with a higher, safer, wider structure, on an improved alignment.

The replacement eight-span concrete bridge will be located about 500 metres north-west of the existing bridge on a straighter and safer alignment, shortening the route by about 700 metres.

Once completed, the new bridge will be two lanes and built to withstand a one-in-100-year flood event. The posted speed limit on the new bridge will be increased to 100 kilometres per hour.

The road shoulders on the Mundubbera–Dulong Road approaches to Hawkwood Road and Beeron Road will also be widened to improve safety for vehicles turning at these intersections.

The \$25 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis.

**For more information**

<https://www.tmr.qld.gov.au/projects/mundubbera-dulong-road-john-peterson-bridge-boyne-river-replace-bridge>

Tiaro bypass

Planning is underway for a four-lane bypass of Tiaro that will increase flood immunity, safety, and efficiency of the Bruce Highway and future-proof the road to cater for growing traffic volumes.

The draft concept design for the new Tiaro bypass was distributed to the public in December 2021.

Key features of the draft concept design included nine kilometres of four-lane highway with a concrete centre median which separates opposing traffic lanes, and two grade-separated interchanges (one north and one south of Tiaro).

The project will improve road safety, traffic efficiency and flood immunity with the bypass designed for a one-in-100-year flood event.

TMR and Fraser Coast Regional Council have formed the Tiaro Community Working Group to provide input into the bypass project, and to develop a community plan for Tiaro.

Consultation and investigations for the project are continuing, with detailed design commencing in late-2022.

The \$336 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis.

**For more information**

<https://www.tmr.qld.gov.au/projects/bruce-highway-gympie-maryborough-tiaro-bypass-construct-four-lane-bypass>

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Our Regions

Darling Downs

Fast Facts

4533^{KM}

State-controlled road**

644^{KM}

National Land Transport Network*

9074

Vehicle and machinery registrations

7

Boating infrastructures

0

Community safety events held

348,685

Vehicle and machinery inspections completed

225

Bridges**

8679

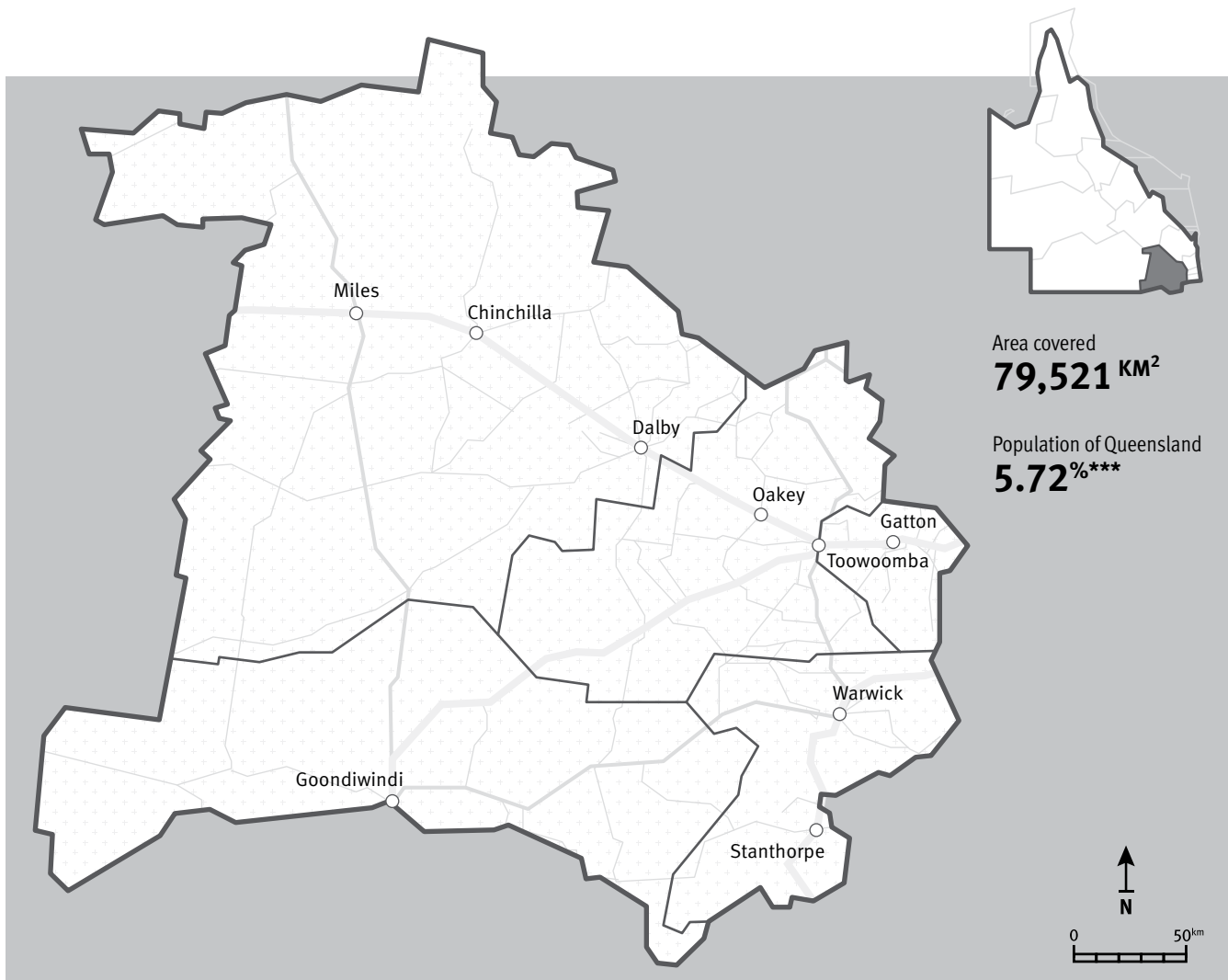
Driver licence tests conducted

266,347

Customer face-to-face interactions

140

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022

Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Continued upgrade of Eight Mile intersection on Cunningham and New England highways.
- Completed construction of new bridge at Tchanning Creek on Roma–Condamine Road.
- Continued construction to replace bridge at Rocky Creek on Murphys Creek Road, Postmans Ridge.

Tchanning Creek bridge replacement

Construction of a new bridge at Tchanning Creek on Roma–Condamine Road was completed in November 2021.

The new concrete two-lane bridge has delivered significant improvements to safety, having removed narrow points and improved road approaches that has improved traffic flow on Roma–Condamine Road.

The bridge is significantly higher than the older wooden bridge built in 1938 and provides improved flood immunity to Roma–Condamine Road.

Shortly after it was completed, the new bridge was submerged in the record floods in December 2021. However, due to its sturdy construction it was not damaged.

The project was fully funded by the Queensland Government through the State Road Network Upgrade Investment Program.



For more information

<https://www.tmr.qld.gov.au/projects/roma-condamine-road-tchanning-creek-replace-timber-bridge>

Eight Mile intersection upgrade

Construction at the Cunningham and New England highways intersection, locally known as the Eight Mile intersection, is expected to be completed in August 2022.

The project will deliver a grade-separated option at the Eight Mile intersection, including:

- construction of a new overpass for traffic on the New England Highway travelling from Toowoomba to Warwick
- construction of new roadway to allow for approaches to the overpass and a new Toowoomba to Ipswich exit/merge lane
- construction of two culvert structures to assist with site drainage
- installation of new lighting and improvements to existing using LED luminaires
- installation of a new traffic monitoring camera.

The upgrade will improve traffic safety and efficiency at the major rural intersection between Brisbane, Warwick and Toowoomba.

The \$25 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis as part of the National Land Transport Network upgrade program.



For more information

<https://www.tmr.qld.gov.au/projects/cunningham-highway-ipswich-warwick-eight-mile-intersection-upgrade>

Rocky Creek bridge upgrade

Construction to replace the bridge over Rocky Creek on Murphys Creek Road at Postmans Ridge is expected to be completed in November 2022, weather permitting.

The new concrete bridge has two lanes with improved alignment and sight distances on the approaches, which will increase safety and efficiency on Murphys Creek Road. The new bridge is also higher to reduce the time that Murphys Creek Road is closed at Rocky Creek due to flooding.

Historic sandstone that lined the original bridge, built in 1928 has been installed at Postmans Ridge Hall on Murphys Creek Road to keep these significant artefacts in the community.

The \$11 million project is fully funded by the Queensland Government through the State Road Network Upgrade Program.



For more information

<https://www.tmr.qld.gov.au/projects/murphys-creek-road-rocky-creek-bridge-replace-bridge>

Case study

Gatton–Helidon Road, Lockyer Creek bridge strengthening

Strengthening and rehabilitation works at the Lockyer Creek bridge on Gatton–Helidon Road were completed in September 2021.

The bridge has supported local agricultural industries in the Lockyer Valley since it was built in 1966. Strengthening involved installing an external tensioning system to the bridge's headstocks and girders. The bridge was repainted to protect it from the elements and various parts repaired or replaced.

Prior to construction, four species of micro-bats were discovered under the bridge, roosting in the expansion joints or using the old mud bottle nests abandoned by fairy martin birds. The micro-bats were carefully removed from the bridge before construction started. Wildlife boxes were installed under the bridge after completion to encourage them to return, which proved successful.

The works have increased the structural capacity of Lockyer Creek bridge to maintain its suitability for type 1 road trains to ensure freight efficiency on Gatton-Helidon Road. This work will reduce the need for maintenance and associated traffic disruptions in the future.



For more information

<https://www.tmr.qld.gov.au/projects/gatton-helidon-road-lockyer-creek-bridge-strengthen-bridge>

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Our Regions

South West

Fast Facts

3972^{KM}

State-controlled road*

418^{KM}

National Land Transport Network*

2133

Vehicle and machinery registrations

9

Boating infrastructures

9

Community safety events held

43,462

Vehicle and machinery inspections completed

83

Bridges**

732

Driver licence tests conducted

23,340

Customer face-to-face interactions

1

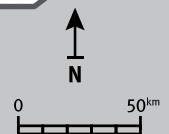
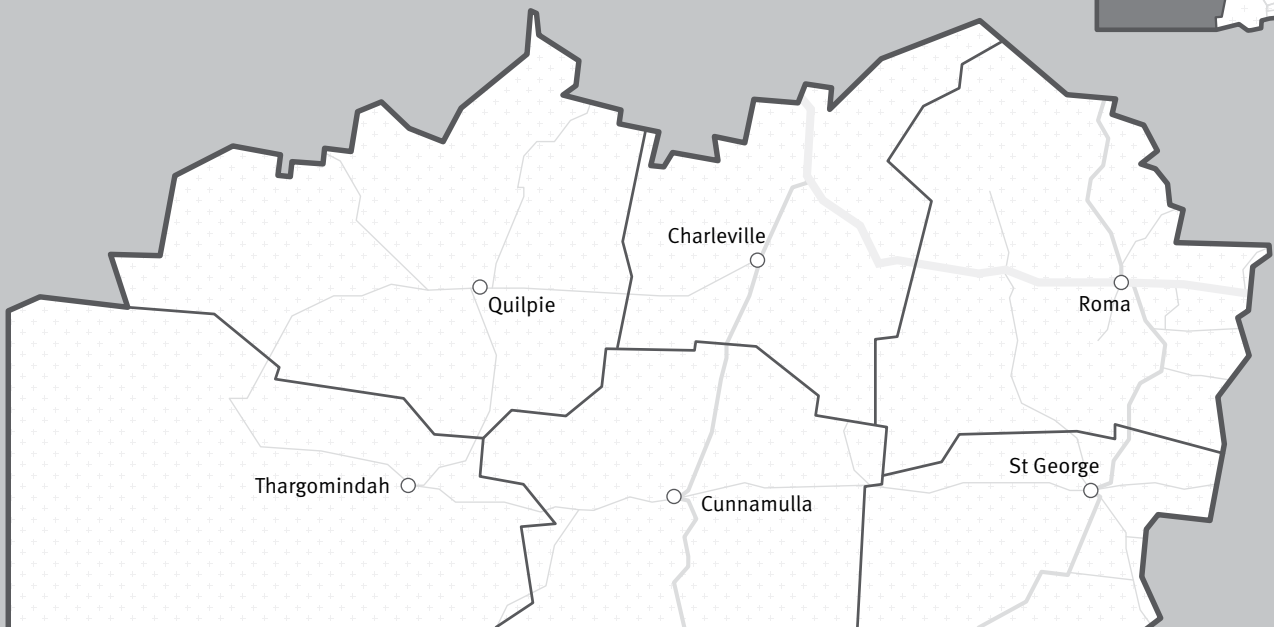
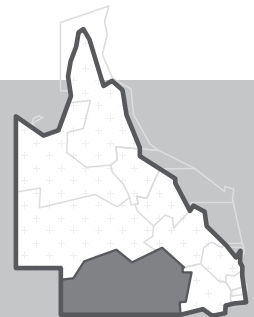
Priority-enabled intersection

Area covered

319,275^{KM²}

Population of Queensland

0.46%***



Data source: *A Road Management Information System (ARMIS), 30 June 2022

Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Continued South West Regional Economic Enabling Fund works, including completion of projects on the Carnarvon Highway and Roma–Condamine Road.
- Completed Carnarvon Highway steel culvert replacement project.
- Continued delivery of the Roads of Strategic Importance initiative, including completion of the Carnarvon Highway (Roma–Injune) intersection project with Lalors Lane upgrade.
- Continued delivery of the South West Road Safety Program including town entry treatments, improved delineation, culvert replacements and guardrail replacements.

Roads of Strategic Importance projects

The Roads of Strategic Importance (ROSI) initiative has delivered targeted upgrades to the Carnarvon Highway and surrounding South West roads, enhancing productivity and efficiency on key freight routes.

Improvements delivered through the ROSI include connecting agricultural regions and ports and other transport hubs and better access for tourism, mining, and other industries.

An example of a ROSI project is the Carnarvon Highway (Roma–Injune) intersection with Lalors Lane upgrade along with other safety works at Orange Hill. The project involved:

- pavement widening
- intersection improvements
- installation of school bus pullover bays
- improved signage.

The project was completed in December 2021, jointly funded by the Australian and Queensland governments on an 80:20 basis, under the Roads of Strategic Importance initiative.

Carnarvon Highway steel culvert replacement

The Carnarvon Highway steel culvert replacement project was completed in February 2022, as part of the Queensland Government's \$400 million road stimulus package to fast-track projects during the COVID-19 economic recovery.

Works involved replacing the existing steel culvert, just east of the Surat township, with a reinforced concrete culvert. The new culvert will improve safety, network efficiency and contribute to the economy and regional growth.

While on site, the highway was widened to improve safety for motorists and erosion control mats were installed to help establish vegetation and reduce erosion during flooding events.

The project was fully funded by the Queensland Government.

South West Regional Economic Enabling Fund projects

The Regional Economic Enabling Fund is a package of works funded by the Australian and Queensland governments delivering targeted upgrades to many roads across regional Queensland in response to COVID-19.

In the South West, Regional Economic Enabling Fund projects completed in 2021–22 included widening:

- priority sections of Diamantina Developmental Road (Charleville–Quilpie) within the Quilpie Shire Council area
- priority sections of Diamantina Developmental Road (Charleville–Quilpie) within the Murweh Shire Council area
- priority sections of Bulloo Developmental Road (Cunnamulla–Thargomindah)
- and strengthening various sections of Roma–Condamine Road
- priority sections of the Carnarvon Highway (Mungindi–St George)
- replacing a culvert on the Carnarvon Highway (Roma–Injune).

South West Road Safety Program

In South West Queensland, a program of projects supporting road safety treatments on state-controlled roads is underway.

Jointly funded by the Australian and Queensland governments, the program is providing greater protection for road users through the installation of:

- town entry treatments
- improved delineation
- culvert replacements
- guardrail replacements.

Road safety projects delivered in 2021–22 included:

- intersection upgrade at the intersection of the Warrego and Carnarvon highways
- intersection upgrade and culvert replacement at the Carnarvon Highway (Roma–Injune) and Miscamble Street intersection
- culvert replacement works on the Diamantina Developmental Road (Charleville–Quilpie)
- line marking and guardrail installation on the Carnarvon Highway (Mungindi–St George)
- culvert replacements on the Carnarvon Highway (Roma–Injune)
- town entry treatments installation in Injune, Muckadilla, Amby, Mungallala and Morven
- culvert replacements on Bulloo Developmental Road (Cunnamulla–Thargomindah)
- safety treatments on the Warrego Highway (Miles–Roma) at Blyth Creek.

Our Regions

North Coast

Fast Facts

1372^{KM}

State-controlled road*

129^{KM}

National Land Transport Network*

5889

Vehicle and machinery registrations

68

Boating infrastructures

43

Community safety events held

1,012,148

Vehicle and machinery inspections completed

418

Bridges**

21,354

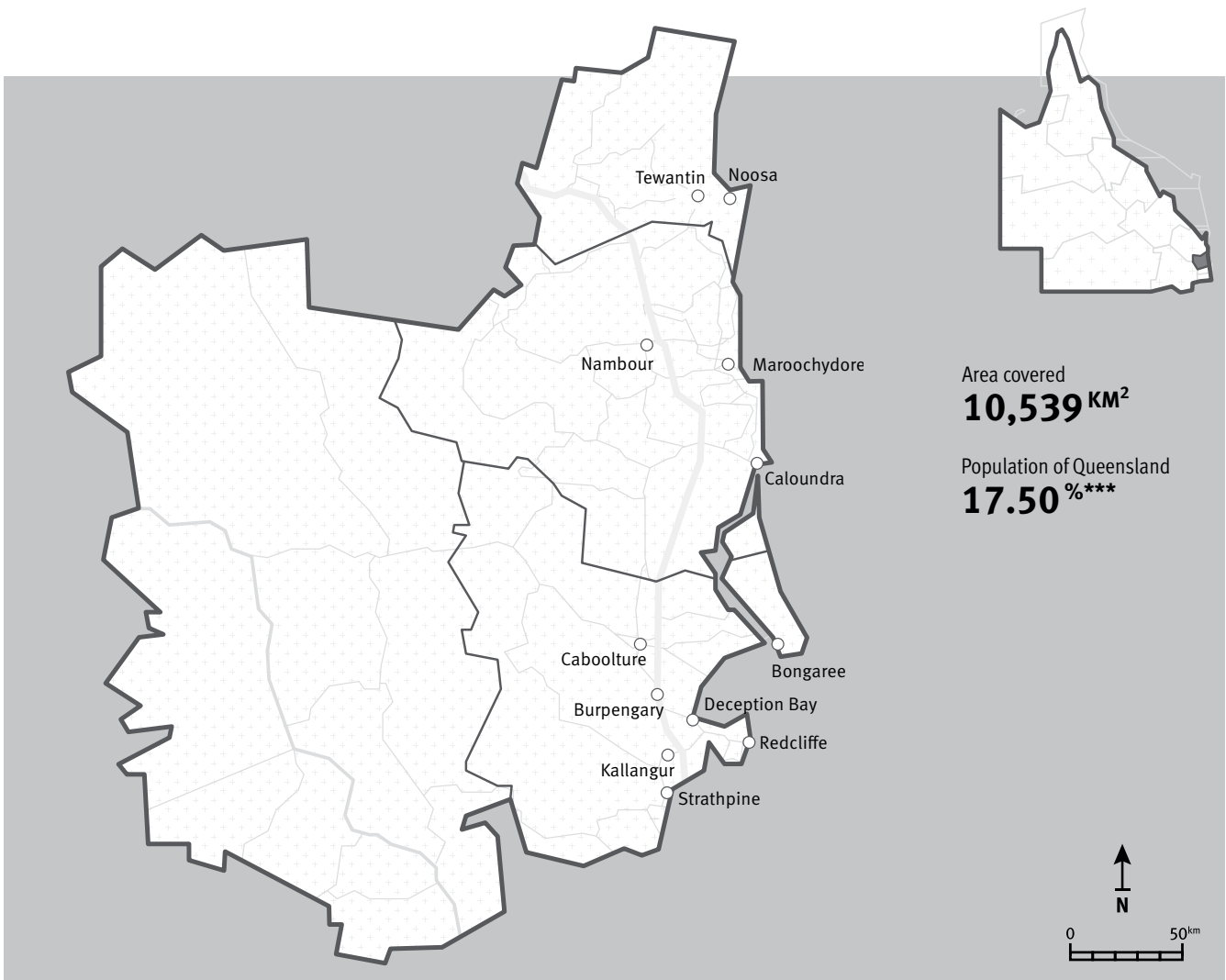
Driver licence tests conducted

486,573

Customer face-to-face interactions

524

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022
Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Continued widening of Bruce Highway from four to six lanes between Caboolture–Bribie Island Road and Steve Irwin Way (Exit 163).
- Completed Bruce Highway widening between Caloundra Road and the Sunshine Motorway and upgrading of interchanges at Caloundra Road and Sunshine Motorway.
- Continued upgrade of the North Coast Line between Beerburrum train station and Nambour train station.
- Completed upgrade of Petrie intersection on Redcliffe Road (Anzac Avenue).

Caloundra Road to Sunshine Motorway upgrade

Major construction on the Bruce Highway upgrade–Caloundra Road to Sunshine Motorway project was officially commissioned on 28 September 2021.

The Bruce Highway was upgraded to six lanes, between Caloundra Road and the Sunshine Motorway. This included major upgrades to both interchanges and a new two-way service road for local traffic, allowing the Bruce Highway to function as a high-speed, high-volume corridor.

In an Australian first, a Diverging Diamond Interchange was built at Caloundra Road. This innovative design minimised the project footprint (requiring fewer bridges and roads) while tackling congestion, increasing capacity, improving safety, and providing active transport connections.

The upgrade has provided vital infrastructure that will support future growth in the Sunshine Coast region.

The project was jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information visit:

<https://www.tmr.qld.gov.au/projects/bruce-highway-caloundra-road-to-sunshine-motorway>

Sunshine Motorway–Mooloolah River interchange upgrade

Design work is underway to upgrade the Sunshine Motorway–Mooloolah River interchange at Mountain Creek.

The upgrade will deliver:

- a safe, efficient, and effective transport network to meet the current and future needs of the Sunshine Coast region

- improved access and active transport connectivity for local communities in the Birtinya, Mountain Creek and Mooloolaba areas.

Stage one of the project includes a new road overpass to provide a more direct and efficient connection from Nicklin Way to Brisbane Road at Mooloolaba and a new local road connection between Karawatha Drive at Mountain Creek and Brisbane Road at Mooloolaba.

Design is expected to be completed in 2023 with construction to follow, weather permitting.

Stage one of the \$320 million project is jointly funded by the Australian and Queensland governments on a 50:50 basis.



For more information visit:

<https://www.tmr.qld.gov.au/projects/sunshine-motorway-mooloolah-river-interchange-upgrade-stage-1>

Beerburrum to Nambour rail upgrade

The Beerburrum to Nambour rail upgrade project covers about 40 kilometres of the North Coast Line. It will provide additional track capacity and reliability, creating travel time savings and increased passenger and freight services to the growing Sunshine Coast region.

The upgrade will be completed in stages to deliver community benefits while investigating funding for future stages.

Stage one of the project will deliver:

- three new bridges
- expand three park 'n' ride facilities
- duplicate the section of rail track between Beerburrum and Beerwah
- new bus interchange on the eastern side of Landsborough station.

Early works are underway, with the project expected to be completed in late-2025, weather and construction conditions permitting.

Stage one of the \$550.8 million project is jointly funded by the Australian and Queensland governments.



For more information:

<https://www.tmr.qld.gov.au/projects/beerburrum-to-nambour-rail-upgrade-stage-1>

Case study

Australia's first diverging diamond interchange

Setting new standards of interchange design for road safety, the Bruce Highway Upgrade—Caloundra Road to Sunshine Motorway (CR2SM) was a highway improvement project to provide safer and smoother journeys for road users through the creation of additional highway lanes and extensive local road upgrades.

The crowning jewel of the upgrade was Australia's first diverging diamond interchange (DDI) that required highly complex construction sequencing, temporary works and traffic management.

The DDI's innovative design reduced the project footprint by 29 hectares (35 hectares to six hectares) in a highly ecologically sensitive national park and minimised the impact to threatened species (birdwing butterfly vine, koalas and frogs). Furthermore, creating the first operational DDI in Australia was a significant accomplishment on many fronts including engineering ingenuity, and traffic and community benefits.

The lessons learnt from this innovation have also had significant downstream benefits—being shared within TMR and with industry partners and being used in two further DDIs being delivered on the Gold Coast's M1 Pacific Motorway (Exit 87) and the Gympie Road and Strathpine Road interchange upgrade at Bald Hills.

Petrie intersection upgrade

Construction was completed in March 2022 at the Redcliffe Road (Anzac Avenue), Gympie Road and Dayboro Road intersection at Petrie, replacing the roundabout with a signalised T-intersection.

The upgrade improved traffic-flow, reduced travel time, and improved safety by removing the congested roundabout and installing a signalised T-intersection with wider road approaches to provide additional turning lanes.

The intersection carries more than 28,000 vehicles a day, including heavy freight vehicles and the roundabout was a major bottleneck in peak traffic periods. The new signals prioritise heavy traffic, easing congestion by clearing the intersection quicker during peak periods.

Along with traffic flow improvements the new intersection has improved safety for motorists, bike riders and pedestrians alike with safer turns at the new signals, on-road bike lanes and improved crossing facilities.

The project was fully funded by the Queensland Government.



For more information:

<https://www.tmr.qld.gov.au/projects/redcliffe-road-anzac-avenue-gympie-road-and-dayboro-road-petrie-improve-intersection>

Caboolture—Bribie Island Road to Steve Irwin Way upgrade

Major construction is underway to upgrade the Bruce Highway between Caboolture—Bribie Island Road and the southern end of Steve Irwin Way at Exit 163.

The upgrade will increase highway capacity to reduce travel times, congestion and improve safety, reliability and flood immunity.

Delivery of the project includes:

- upgrading around 11 kilometres of the Bruce Highway from a four-lane to six-lane divided carriageway
- replacing 10 bridges to improve flood immunity at Lagoon, King Johns, Six Mile, Unnamed and Beerburum Creeks
- smart technologies including ramp signals, variable speed limit and message signs, vehicle detection systems and CCTV cameras.

The project is expected to be completed in late-2023, weather and construction conditions permitting.

The \$662.5 million project is jointly funded by the Australian and Queensland governments on an 80:20 basis.



For more information

<https://www.tmr.qld.gov.au/projects/bruce-highway-brisbane-gympie-caboolture-bribie-island-road-to-steve-irwin-way-upgrade>

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Our Regions

Metropolitan

Fast Facts

527^{KM}

State-controlled road*

90^{KM}

National Land Transport Network**

17,050

Vehicle and machinery registrations

74

Boating infrastructures

37

Community safety events held

1,634,260

Vehicle and machinery inspections completed

464

Bridges **

38,462

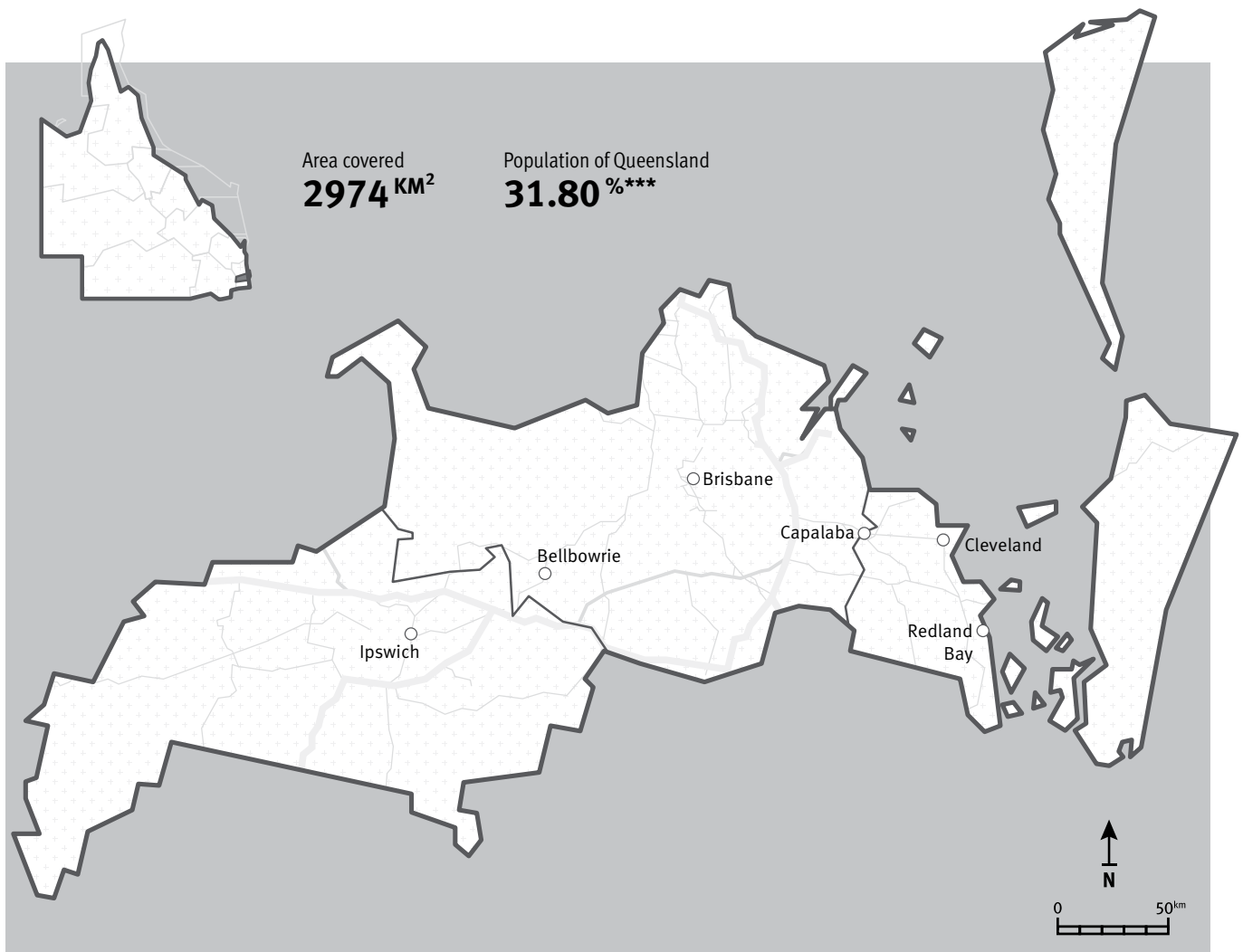
Driver licence tests conducted

782,701

Customer face-to-face interactions

529

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022

Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Completed upgrade of Gympie Road and Strathpine Road Interchange.
- Continued construction of O’Keefe Street velobridge.
- Commenced upgrade of Cleveland–Redland Bay Road between Anita Street and Magnolia Parade.
- Completed community consultation on the Logan and Gold Coast Faster Rail project.
- Completed Captain Cook Bridge maintenance works.
- Launched new smartphone app ODIN PASS as part of a 12-month Mobility as a Service research trial.
- Completed Stage One of the new Springfield Central train station multi-storey park ‘n’ ride facility.
- Completed planning of Beams Road rail level crossing removal at Carseldine and Fitzgibbon.

Beams Road rail level crossing removal

Planning for the new \$209.3 million Beams Road overpass project was completed in December 2021, with TMR partnering with Brisbane City Council and Queensland Rail to finalise the business case.

Beams Road is an important road for communities in northern Brisbane and experiences significant congestion at the rail level crossing in Carseldine, particularly during peak periods. Removing the rail level crossing on Beams Road will reduce congestion and improve safety and accessibility.

In March 2022, the detailed design phase commenced after community input was sought on the concept design identified in the business case.

All three levels of government have jointly committed funding to the overpass project. Construction is subject to further approvals.

For more information visit:

<https://www.tmr.qld.gov.au/projects/beams-road-carseldine-and-fitzgibbon-rail-level-crossing-funding-commitment>

Veloway 1 O’Keefe Street velobridge

The O’Keefe Street Velobridge is the next stage to be delivered on the Veloway 1 (V1).

The V1 is a critical, high-quality bike riding facility that provides a dedicated bike path adjacent to the Pacific Motorway from Lower River Terrace, South Brisbane to Underwood.

The V1 already attracts more than 1600 bike riders daily, an increase from around 1000 per day in 2011. This is expected to grow even more as new sections of the V1 are opened.

Construction of the O’Keefe Street Velobridge will allow bike riders to stay on the V1, instead of crossing at Carl Street and the lights both east and west of the Pacific Motorway on O’Keefe Street.

The velobridge will benefit bike riders and motorists by reducing pauses in traffic flow that currently occur when bike riders cross these streets.

Early works commenced in June 2022 with main construction works to start in late-2022.

The \$22.03 million project is fully funded by the Queensland Government through its Active Transport Investment Program.

For more information

<https://www.tmr.qld.gov.au/projects/Veloway-1-Pacific-Motorway>

ODIN PASS: A Mobility as a Service (MaaS) trial at UQ

TMR launched the new smartphone app, ODIN PASS, in July 2021 as part of a 12-month MaaS research trial, one of the largest real-world MaaS trials undertaken in Australia.

The ODIN PASS app enables participants to plan, book and pay for a range of multi-modal services including Translink public transport, taxis, car-share, e-scooters and e-bikes.

In partnership with The University of Queensland (UQ), TMR is co-leading the delivery of this trial as part of an iMOVE Cooperative Research Centre program.

Exclusive to UQ staff and students, participants can subscribe to monthly transport plans and bundles moving away from the traditional pay-as-you-go business model.

This project is being used to assess whether a sustainable business model for MaaS exists and to understand consumer preferences towards different transport modes.

Trial achievements during 2021–22 included:

- more than 4,600 mobility bundles purchased by over 1,900 unique users
- over 2,500 active participants using the app
- on average 50 new users are purchasing a bundle each week.

Cleveland–Redland Bay Road upgrades

TMR is undertaking a program of work to upgrade Cleveland–Redland Bay Road.

Projects undertaken during 2021–22 included:

- completion of the Anita Street intersection upgrade, with traffic signals operational in July 2021
- commencement of early works to enable public utility relocation works for the Anita Street to Magnolia Parade duplication project
- planning for the Boundary Road roundabout and Cleveland–Redland Bay Road (Anita Street to Giles Road) corridor
- delivered safety improvement works at various intersections including Serpentine Creek Road.

The program of works is fully funded by the Queensland Government.



For more information visit:

<https://www.tmr.qld.gov.au/projects/cleveland-redland-bay-road-upgrade>

Captain Cook Bridge maintenance works

The Captain Cook Bridge is a critical link in Brisbane’s state-controlled road network servicing up to 140,000 vehicles a day.

Complex maintenance works to improve the long-term integrity of this iconic structure were completed in December 2021.

Works included an early works contract facilitating safe access around the structure, installing two temporary work platforms at three locations, replacing six bearings (three per bridge) requiring two bridge closures (one northbound and one southbound), and works to strengthen eight halving joints.

The project required integrated capability across TMR in design, construction, and traffic management. It provided opportunities for technical staff to increase their skills using international best practice materials and processes, which also provided value for money.

TMR worked with several key stakeholders to deliver these complex works including Brisbane City Council, Queens Wharf Brisbane, Transurban, Queensland Fire and Emergency Services, Queensland Ambulance Service, and the Queensland Police Service.



For more information visit:

<https://www.tmr.qld.gov.au/projects/captain-cook-bridge-maintenance-works>

Springfield Central station park ‘n’ ride

The Springfield Central station park ‘n’ ride opened in April 2022, increasing commuter parking capacity to cater for the growing Springfield area.

Located between the Springfield–Greenbank Arterial, Centenary Motorway and the Springfield–Greenbank Arterial off-ramp, the new multi-storey park ‘n’ ride has increased the total parking capacity at the station precinct to around 1 100 car parks and provided improved access to public transport services for commuters.

The design of the new facility delivers significant features and benefits including:

- increased pedestrian safety and amenity
- easy vehicle access into and around the car park
- an overall design that complements the surrounding area.

Commuters also have 24-hour access, elevators, additional accessible parking spaces close to the station and improved security through CCTV and lighting.

The project was fully funded by the Queensland Government.



For more information visit:

<https://www.tmr.qld.gov.au/projects/springfield-central-station-sir-llew-edwards-drive-park-n-ride>

Case study

Springfield’s new park ‘n’ ride is out of this world

The Springfield Central station park ‘n’ ride project is a critical piece of urban infrastructure and part of an integrated transport network for the people of the Greater Springfield Area.

The project was required to cater for the growing Springfield area while providing improved safety and security for customers using the park ‘n’ ride and train station.

One of the largest of its kind in Queensland, the new Springfield Central offers five levels of free parking to local commuters, nearly doubling previous spaces available. It has a sustainable and innovative design features such as recycled aluminium in the building façade and the ability to accommodate another parking level in the future if required.

The park ‘n’ ride is an integrated community asset. It not only fulfils its primary objective of providing commuter parking to increase the uptake of public transport and reduce peak hour congestion, but also supports multiple precincts outside of peak commute times and on weekends during sporting events.

Gympie Road and Strathpine Road Interchange Upgrade

Changes to traffic configuration at Attley Street and Strathpine Road, Bald Hills, was completed in March 2022 as part of the Gympie Road and Strathpine Road Interchange Upgrade.

The Attley Street intersection upgrade included new traffic signals and pedestrian crossings to complement existing traffic signals at Bald Hills Road and Strathpine Road.

The upgrade supports the effective operation of the nearby diverging diamond interchange upgrade project, expected to be completed by mid-2023, weather permitting.

The upgrade of the interchange to a diverging diamond interchange eliminates the need for right-turning traffic to give way to opposing traffic, decreasing the number of traffic signals required.

It will be the first interchange of this type in Brisbane and the third diverging diamond interchange in Queensland.

The project is jointly funded by the Australian and Queensland governments on a 50:50 basis through the Urban Congestion Fund.



For more information visit:

<https://www.tmr.qld.gov.au/projects/gympie-arterial-road-and-strathpine-road-bald-hills-improve-intersection>

Logan and Gold Coast Faster Rail

The Logan and Gold Coast Faster Rail project will increase capacity and improve reliability for rail services between Brisbane, Logan and the Gold Coast in both directions.

The project will deliver:

- double track capacity of the Gold Coast Rail Line between Kuraby and Beenleigh
- approximately 20km of new tracks and rail systems between Kuraby Station and Beenleigh Station, increasing the corridor from two tracks to four tracks
- new train signalling technology between Salisbury and Varsity Lakes
- nine station upgrades to improve accessibility, safety, and amenity for local commuters, including:
 - a new station at Trinder Park relocated to the straightened section of track to improve train speeds and connectivity to the rail network
 - a new station at Loganlea (delivered through the Loganlea Station Relocation project) to provide better connections to health, education and community services
- five level crossing removals at Kuraby, Woodridge, Bethania, Holmview and Beenleigh
- park 'n' ride upgrades, including a new multi-storey park 'n' ride at Beenleigh Station with an integrated bus interchange
- dedicated active transport facilities and paths along the corridor.

Community consultation on the Logan and Gold Coast Faster Rail project was undertaken in September and October 2021. Key insights gained from consultation are being used to refine the project design.

The \$2.598 billion project is jointly funded by the Australian and Queensland governments on a 50:50 basis.



For more information

<https://www.tmr.qld.gov.au/projects/logan-and-gold-coast-faster-rail>

Case Study

Captain Cook Bridge Rehabilitation Project

The Captain Cook Bridge (CCB) is Brisbane's busiest bridge. With more than 1,000,000 vehicles crossing weekly, it is a vital piece of infrastructure connecting South East Queensland.

Since opening in 1972, loading on the structure has increased, carrying 50 per cent more load than what it was originally designed for.

The CCB Rehabilitation Project applied world-leading technological advances in design solutions, materials, and construction methods to replace distressed bearings and strengthen the halving joints across the bridge.

The project included:

- the latest advances in parametric design and spatial technologies
- adopting the first use of ultra-high tensile strength post-tensioning systems to strengthen an existing bridge in Australia
- developing sustainable, low shrinkage, early age strength super workable concrete mixes
- strengthening of the 48 halving joints across the structure.

In line with a commitment to continual process improvement, a 'lean' construction approach was adopted to optimise construction and establish the most efficient process to strengthen the 48 halving joints.

The project's innovative approaches challenged normal business practices and developed tailored solutions that minimised traffic disruptions, reduced environmental impacts, exceeded safety standards, and has extended the useable life of this iconic bridge.

The rehabilitation of Brisbane's CCB has delivered a safer and more sustainable asset that can meet Brisbane's evolving transport needs well into the future, ensuring the community and economy can continue to grow and thrive.

Our Regions

South Coast

Fast Facts

1048^{KM}

State-controlled road*

179^{KM}

National Land Transport Network*

7585

Vehicle and machinery registrations

8

Boating infrastructures

27

Community safety events held

1,080,903

Vehicle and machinery inspections completed

3153

Bridges**

40,192

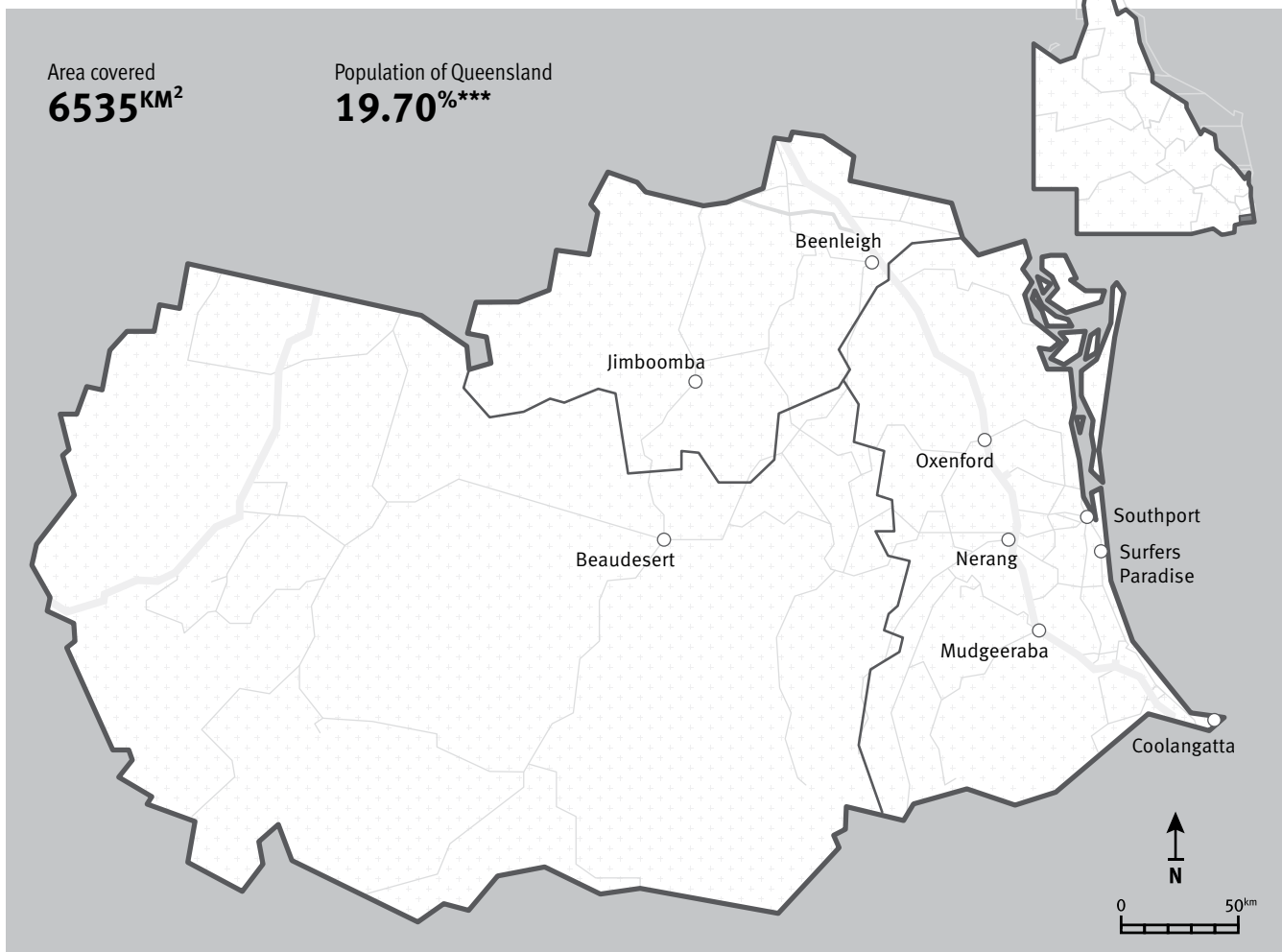
Driver licence tests conducted

640,556

Customer face-to-face interactions

691

Priority-enabled intersections



Data source: *A Road Management Information System (ARMIS), 30 June 2022

Data source: **Bridge Information System (BIS), 30 June 2022

Data source: ***Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2022

Highlights

- Continued multiple construction stages for Pacific Motorway M1 upgrade program between Brisbane and the Gold Coast.
- Continued pre-construction of the Coomera Connector Stage One from Coomera to Nerang.
- Continued construction on Gold Coast Light Rail Stage Three between Broadbeach South and Burleigh Heads.
- Completed design for the Cunninghams Gap Reconstruction Project.
- Continued construction for four-lane upgrade of Mount Lindesay Highway between Stoney Camp Road and Chambers Flat Road at Munruben.

Coomera Connector (Stage One)

The Coomera Connector is a north-south road corridor between Loganholme and Nerang east of the Pacific Motorway (M1). Stage One, from Coomera to Nerang, is the priority section identified to meet traffic demands on the M1 and population growth in the northern Gold Coast.

Stage One will be delivered in three packages. Stage One North (Coomera to Helensvale) main construction is expected to start from late-2022, following Australian Government financial and environmental approvals.

Stage One Central (Helensvale to Smith Street Motorway, Molendinar) design and construction contract is anticipated to be awarded late-2022.

Stage One South (Smith Street Motorway, Molendinar to Nerang) design underway from late-2022 and construction expected to start in late-2023.

Coomera Connector (Stage One) is expected to open to traffic progressively from late-2024.

The \$2.163 billion project is jointly funded by the Australian and Queensland governments on a 50:50 basis.



For more information

<https://www.tmr.qld.gov.au/projects/coomera-connector-stage-1>

Pacific Motorway M1 upgrade program

The Pacific Motorway M1, between Brisbane and the Gold Coast, is being upgraded and widened in a series of stages jointly funded by the Australian and Queensland governments.

The M1 between Eight Mile Plains and Daisy Hill is currently under construction including additional lanes, extension of the South

East Busway to Springwood, a new bus station and park 'n' ride at Rochedale and extension of the Veloway 1 cycleway.

Planning of the Daisy Hill to Logan Motorway section of the M1 upgrade is underway.

Works are also underway to upgrade the Exit 41 interchange at Yatala South, the Exit 45 interchange at Ormeau, and works will soon commence on the upgrade of the Exit 49 interchange at Pimpama.

Construction continues on all three packages of the M1 upgrade from Varsity Lakes to Tugun including construction of additional lanes. Significant progress has been made including the opening of the Gold Coast's first diverging diamond interchange at Burleigh Exit 87 in April 2022.



For more information

<https://www.tmr.qld.gov.au/projects/programs/pacific-motorway-m1-upgrade-program>

Gold Coast Light Rail

The \$1.219 billion Gold Coast Light Rail Stage Three will extend the current rail system a further 6.7 kilometres, from Broadbeach to Burleigh Heads.

Stage Three is jointly funded by all three levels of government, with major construction underway. Following testing and commissioning, the system is expected to be operational in 2025.

Planning for Stage Four of the light rail is progressing with the Gold Coast Highway (Burleigh Heads to Tugun) Multi-modal Corridor Study identifying the Gold Coast Highway as the preferred route for a 13 kilometre extension linking Burleigh Heads to Coolangatta via the Gold Coast Airport.

The Gold Coast Highway (Tugun to Coolangatta) Multi-modal Corridor Study was completed in June 2022, building on the work completed for the Burleigh Heads to Tugun section.

A preliminary business case for Gold Coast Light Rail Stage Four is now underway, jointly funded by the Queensland Government and City of Gold Coast.



For more information

<https://www.tmr.qld.gov.au/projects/gold-coast-light-rail>
<https://www.tmr.qld.gov.au/projects/gold-coast-light-rail-stage-4>

Mount Lindesay Highway Program

The Mount Lindesay Highway upgrades continued during 2021–22 to improve safety and efficiency on one of Queensland's busiest highways.

Design has progressed for the Johanna Street to South Street upgrade, which will duplicate the highway from two to four lanes, improve safety, and create new active transport connections around Jimboomba. Community consultation was undertaken in 2021, with results being considered during the design process.

Safety improvements are underway at key locations between Jimboomba and Beaudesert and will provide motorists with a safer, more reliable journey.

Early planning is underway for future highway upgrades between Chambers Flat Road and Camp Cable Road. Lane duplication, environmental protections, and safety improvements are key benefits being considered for future upgrades.

These important highway upgrades form part of the strategic 10-year Mount Lindesay Highway Program.



For more information

<https://www.tmr.qld.gov.au/projects/programs/mount-lindesay-highway-upgrade-program>

Cunninghams Gap Reconstruction Project

Bushfires in late-2019 caused significant slope damage at Cunninghams Gap. Reduced speed limits and temporary steel safety barriers were installed for the safety of motorists until permanent slope protection works can be completed.

The reconstruction project involves restoring lanes on the eastern side to their original pre-bushfire functionality and the installation of new protective rockfall barriers with catch fencing to maintain safety for motorists.

In late-2021, TMR engaged with the local community, heavy vehicle industry, emergency services and other road users to identify and minimise possible impacts during reconstruction.

Following detailed design, Construction is due to commence in late-2022.

Initial works will involve removal of loose debris and stabilisation of high-risk rock faces above Cunninghams Gap to reduce the risk of rockfalls.

The \$84.3 million project is jointly funded by the Australian and Queensland governments on an 75:25 basis. Assistance will be provided through the jointly funded Commonwealth-State Disaster Recovery Funding Arrangements.



For more information

<https://www.tmr.qld.gov.au/projects/cunningham-highway-ipswich-warwick-2020-disaster-recovery-funding-arrangements-reconstruction-works>

Case study

Big move for local osprey shows commitment to local wildlife

In January 2022, TMR relocated a large osprey nest from the top of a dying hoop pine on Currumbin Creek Road to a new home 30 metres away.

The department had been monitoring the 90-year-old hoop pine since 2008 and in December 2021 a certified arborist assessed it as being structurally unsound and needing removal. The nest needed to be relocated as soon as possible as there were signs of advanced wood decay and wood borer infestation, leading to concerns the tree may fall across the road.

Plans were drawn up to safely move the residing osprey nest to a new home and, working with the Department of Environment and Science, approvals were obtained to remove the tree and relocate the nest.

Contractors worked from a 23-metre-high platform. Using lifting swings and a special net, the two-metre-wide nest was moved by crane to a healthy hoop pine further down the road.

Great effort and care was demonstrated by all involved, resulting in a win-win for road safety and local wildlife with the osprey seen returning to their newly relocated nest. The dying hoop pine was safely cut down and removed as part of the operation.

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