

Queensland Transport and Roads Investment Program

2023-24 to 2026-27



About this document

The Queensland Transport and Roads Investment Program (QTRIP) outlines current and planned transport and road infrastructure investments for delivery over the next four years. The QTRIP is updated and published annually. This document is available online: www.publications.qld.gov.au.

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Minister's Foreword

The Queensland Government's \$32.1 billion Queensland Transport and Roads Investment Program (QTRIP) 2023-24 to 2026-27 demonstrates our continued dedication to delivering for Queensland. The program outlines a steady and sustainable pipeline of road and transport infrastructure which will support an estimated average of 25,200 direct jobs over the next four years.


Against a backdrop of national and international economic uncertainties, this year's QTRIP focuses on delivering our commitments, supporting a viable future program of work for the civil and construction sector that enhances market confidence. Queensland's pragmatic approach focuses on economic assurance while delivering a robust program.

Queensland continues to be impacted by cost and supply chain issues, which are a feature of economies worldwide. Extraordinary escalation in construction costs, limited labour supply and nation-wide record levels of infrastructure investment are consistently impacting on project budgets through various stages of the project lifecycle.

Queensland is nonetheless experiencing the fastest population growth in Australia, particularly in South East Queensland. This growth presents many challenges for all levels of government, including significant requirements for infrastructure and services.

As we address the challenges posed by rising labour and resource costs and respond to unprecedented population growth; we can also take the opportunity to invest in our future. We will work collaboratively towards the Brisbane 2023 Olympic and Paralympic Games in partnership with federal and local governments.

Many projects in QTRIP represent a collaborative funding partnership with local and primarily the Australian Government.



The Australian Government recently announced a review of its infrastructure investment and has asked Queensland to defer decisions to future infrastructure investments, including putting a pause on finalising any contracts related to projects subject to the review. Queensland will continue to advocate for the state's important priorities within the national program through this process.

Notwithstanding the outcomes of the Australian Government's Independent Strategic Review of the Infrastructure Investment Program, this QTRIP includes significant investment in rail, helping to deliver better services for Queensland and support our growing population. This includes \$4.869 billion for the Queensland Train Manufacturing Program and \$795.8 million to deliver accessibility upgrades at five existing railway stations as well as three new Gold Coast stations.

We remain committed to addressing the issue of road safety through targeted road upgrades, as any life lost is one too many. QTRIP 2023-24 to 2026-27 includes \$1.8 billion committed for Targeted Road Safety Programs, funded in partnership with the Australian Government, demonstrating the Queensland Government's dedication to creating safer roads and protecting the lives of all who use them.

Ensuring efficient and accessible transport options remains a top priority for the Queensland government, as we strive to provide high-quality infrastructure and services to all, regardless of their mode choice or location. QTRIP includes significant investment of \$328 million for active transport and \$185 million for maritime infrastructure, including major projects such as Veloway 1 (V1) Cycleway O'Keefe Street bridge and Yorkeys Knob boating facilities.

This year's QTRIP reinforces the Queensland Government's commitment to improving the lives of all Queenslanders. By working closely with all levels of government and industry, we continue to deliver future investment that generates employment opportunities and helps keep communities well-connected and thriving.

A handwritten signature in blue ink, appearing to read 'Mark Bailey'.

Honourable Mark Bailey MP
Minister for Transport and Main Roads
and Minister for Digital Services



Director-General's Foreword

The QTRIP 2023-24 to 2026-27 continues to deliver towards the Department of Transport and Main Roads' vision for a single integrated transport network accessible to everyone.

This QTRIP outlines a \$32.1 billion investment over the next four years into Queensland's road and transport infrastructure across local, state and national networks.

TMR will continue to deliver an affordable and sustainable program of investment, that includes continued delivery of key projects, such as:

- Pacific Motorway Varsity Lakes (Exit 85) to Tugun (Exit 95) upgrade
- Gold Coast Light Rail (Stage 3)
- Coomera Connector (Stage 1)
- Pacific Motorway Eight Mile Plains to Daisy Hill upgrade
- Bruce Highway Caboolture - Bribie Island Road to Steve Irwin Way upgrade
- Bruce Highway (Cooroy to Curra) Section D
- Walkerston Bypass
- Townsville Ring Road (Stage 5)
- Kennedy Developmental Road (The Lynd - Hughenden), progressive sealing
- New Generation Rollingstock, European Train Control System fitment, install new signalling.

A key priority for our department is ensuring we react quickly when Queensland experiences severe and unprecedented events, whether that be a global pandemic or a natural disaster. Our responsive and coordinated efforts help keep communities and industries connected, moving and safe. The QTRIP 2023-24 to 2026-27 includes \$750 million as part of our Natural Disaster Program, jointly funded with the Australian Government, via the Queensland Reconstruction Authority.

The Roads Transport Alliance continues with local governments, with an increased allocation of \$76 million in 2023-24 invested in the Transport Infrastructure Development Scheme. This scheme provides vital funding to local governments for the delivery of infrastructure improvements on the local network across Queensland.

In response to adverse global and local market conditions, TMR continues to implement initiatives to help manage cost-related risk, including collaborative contracting; attracting, supporting and retaining a sustainable workforce; investing in research and innovation; applying value-engineering to options assessments; and developing product and service procurement strategies. However, it is also evident that the scale of cost escalation rates and other market factors have intensified and as is being seen across the nation, are rapidly outpacing available funding.

Despite the significant market constraints and cost pressures challenging all of us right now, TMR remains committed to ongoing collaboration with industry stakeholders, government and customers to connect Queensland as it continues to grow ahead of Brisbane 2032 Olympic and Paralympic Games. We are on track to deliver our capital program for the sixth financial year in a row.

QTRIP serves as a valuable resource for the whole industry, providing a clear pathway for those looking to participate in this billion-dollar pipeline of future work.



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



Introduction

Overview

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

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

QTRIP is developed in accordance with funding allocations identified by the Australian Government and Queensland Government in their annual budgets, which align to both governments’ policy objectives. Presented by geographical location, the QTRIP investment tables detail planned cashflows, with the first 2 years considered firm and years 3 and 4 indicative for planning purposes.

Strategic intent

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

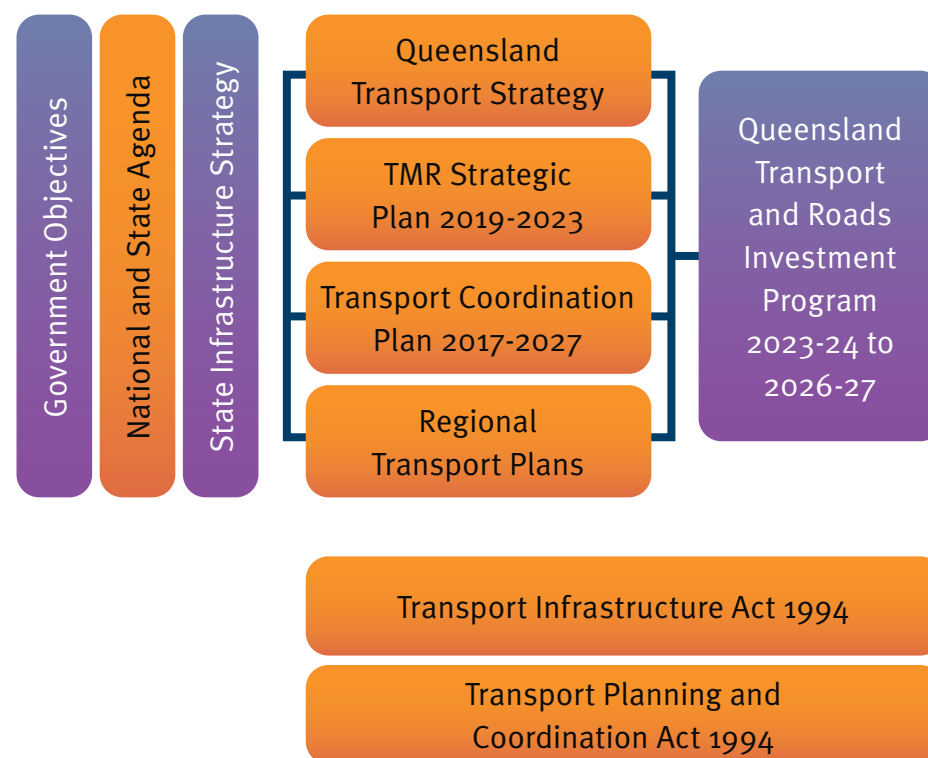


Figure 1: QTRIP guiding strategies and plans

Stakeholders

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

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



Figure 2: QTRIP stakeholder engagement

Delivering QTRIP

Transport and Main Roads

Four divisions of TMR play major roles in the development, management and delivery of QTRIP.

Policy, Planning and Investment Division

The Policy, Planning and Investment Division defines key strategies, policies and plans for an integrated transport system that supports the safe, sustainable and efficient movement of people and goods, while driving value for the community.

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

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

Infrastructure Management and Delivery Division

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

There are 6 geographical regions made up of districts, with staff located in offices across Queensland. The division also includes RoadTek, our commercial business arm, which is instrumental in the delivery and maintenance of road and transport infrastructure throughout regional and remote Queensland. RoadTek is also the first responder during natural disaster events, keeping the network open or re-opening roads.

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

Translink Division

Translink Division leads and shapes Queensland's passenger transport system to deliver safe, cost-effective, customer-focused and accessible services. The division works with a range of service providers and government agencies to manage and regulate the passenger transport industry and deliver high-quality public transport services, ticketing, information and infrastructure. It also manages operator performance through contracts across all passenger transit modes, including rail, buses, trams, ferries, taxis and booked hire services.

Customer Services, Safety and Regulation Division

The Customer Services, Safety and Regulation Division delivers transport safety, regulatory and transactional transport services. The division is critical to our current and future transport system and contributes by managing the state's transport safety policy and regulation, road and maritime safety and frontline services. The division's focus on improving road and maritime safety is critical in how we shape and regulate transport.

Other

Queensland Rail

Queensland Rail is a statutory authority responsible for the operation and management of rail passenger services and rail infrastructure services to a safe, reliable and fit-for-purpose standard.

The Rail Transport Service Contract between TMR and Queensland Rail governs the arrangement for new rail infrastructure, maintenance of the existing rail network and the provision of both South East Queensland and regional long-distance passenger rail services.

Gold Coast Waterways Authority

The Gold Coast Waterways Authority sustainably manages a network of 5 rivers, 170km of navigable channels and more than 750ha of lakes ensuring the local community, visitors and businesses can all enjoy and prosper in our 'Waterways City'.

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

Opportunities and challenges



Population growth and managing transport demand

Queensland's population is estimated to be around 5.3 million¹ and is predicted to increase to around 6.8 million by 2037 and around 7.3 million by 2042². Most of this increase is likely to continue to be in South East Queensland, coastal communities and regional centres with industry growth.

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



Embracing technology

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

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

¹ Queensland Government Statistician's Office, Queensland Treasury, Population growth, June quarter 2022, viewed 22 February 2023, www.qgso.qld.gov.au.

² Queensland Government Statistician's Office, Queensland Treasury, Projected population, by series, Queensland, 2017 to 2066, viewed 22 February 2023, www.qgso.qld.gov.au.

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

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



Road safety

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

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

Importantly, our Road Safety Policy and 4-year strategic plan further embed the Safe System approach to road safety, which was originally introduced to Queensland in 2015 and retained at the foundation of the *Queensland Road Safety Strategy 2022-31*. The strategy integrates the concepts of Movement and Place and Health and Behaviour into the new Queensland Model for Road Safety, which organises our priorities across four pathways as outlined in Figure 3.

 **Freight needs**

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

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

The *Queensland Freight Strategy* is implemented through the rolling 2-year Queensland Freight Action Plan (QFAP), which outlines a range of activities that the industry, the community and all levels of government will undertake to ensure logistics movements throughout the agricultural, mining, industrial and retail sectors provide the best outcomes for Queensland.

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

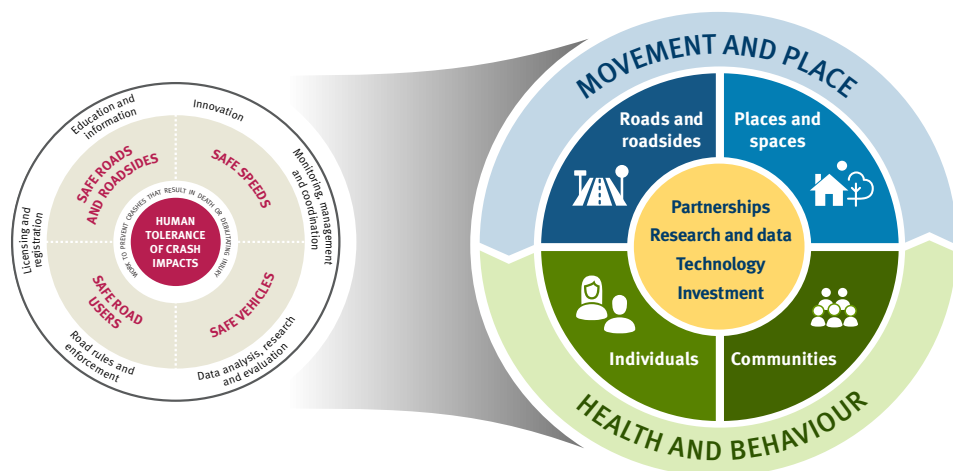


Figure 3: The Safe System approach and the Queensland Model for Road Safety



Funding arrangements

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

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

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



Rural, remote and Aboriginal and Torres Strait Islander communities

Queensland's regional prosperity, and associated transport network, is heavily influenced by the vast distances between regions and cities, the concentration of the population in South East Queensland, isolated resource production areas and export driven markets. To address these challenges, the Queensland Government continues to explore funding options for transport infrastructure improvements within rural, remote and Aboriginal and Torres Strait Islander communities.

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

We are committed to reconciliation with Aboriginal and Torres Strait Islander people of Queensland and supports Indigenous participation policies and frameworks that prioritise Aboriginal and Torres Strait islander employment and supplier use targets for road projects committed by the Australian Government and Queensland Government, where applicable.



Environment, climate change, sustainability and heritage management

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

We aim to align our infrastructure and services with stakeholder expectations, including reducing our environmental footprint and increasing network resilience to climate change. We are building a cleaner, greener transport network that encourages zero emission transport solutions and contributes to Queensland's net zero emissions future. This includes promoting and supporting the adoption of zero emission vehicles and transport (including cycling and walking), facilitating the use of more sustainable travel for both people and goods, and through our *Waste 2 Resource Strategy* which has a specific focus in using recycled (low emission) materials and renewable energy to build, operate and maintain the transport system.

TMR's *Cultural Heritage Organisational Policy and Process Manual* ensures we proactively manage Aboriginal, Torres Strait Islander and historic heritage sites, places and values during project

delivery and asset maintenance, in accordance with State and Federal legislation. We employ a statewide team of Cultural Heritage experts and strives to build long-term, meaningful relationships with Aboriginal, Torres Strait and non-Indigenous heritage stakeholders.

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



Working with local governments

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

These groups receive an annual funding allocation from the Transport Infrastructure Development Scheme, to fund projects in accordance with regional priorities regardless of transport network ownership. Projects are prioritised using a robust program development process to determine future investments for nominated transport infrastructure assets.

State-controlled transport and road infrastructure



Passenger transport infrastructure

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



Rail

Queensland Rail manages and maintains approximately 6,348km of track in Queensland (mainline only, excludes sidings, passing loops and yards).

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

The Rail Transport Services Contracts between TMR and Queensland Rail support effective passenger and regional freight rail services, as well as funding for maintenance, renewal and upgrading of rail assets such as track, bridges, signalling equipment, stations and rollingstock.



Light rail

Gold Coast Light Rail is Queensland's only light rail infrastructure service. It is currently 20.3km in length, has 19 stations and 18 trams with bus connections at key activity centres. The light rail is a world class public transport system for residents and visitors to the Gold Coast.



Busways

TMR owns, manages and operates 29km of busways across South East Queensland. Busways are an essential part of the integrated passenger transport network and provide dedicated road space to help improve bus journey times and reliability. The busways increase overall network capacity and facilitate more efficient movement of people across our network.



Other passenger transport infrastructure

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



Maritime infrastructure

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

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



Cycling infrastructure

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



State-controlled road network

TMR manages and operates Queensland's state-controlled road network (33,408km in length), which is Queensland's largest publicly owned physical infrastructure asset.

The state-controlled road network consists of roads on the National Land Transport Network and other state-controlled roads. The state-controlled road network includes the major traffic carrying and linking roads across Queensland and lower order roads connecting regional and remote communities. These roads are used for a wide range of purposes, including freight, tourist trips, daily commutes, access to services and recreation.



National Land Transport Network (Queensland) - 5,052km

TMR owns and controls the operation and maintenance of the National Land Transport Network in Queensland. The National Land Transport Network is a network of land transport linkages of strategic national importance and is based on national and inter-regional transport corridors including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity.



Other state-controlled roads (Queensland) - 28,356km

Other state-controlled roads in Queensland include 4,176km of state strategic roads and 24,180km of regional and district roads.



Local government-controlled road infrastructure

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



Toll roads

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

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

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