



Integrated Transport Network



To read more about the strategies and indicators of success linked to these strategic priorities, see page 14–16.



Highlights

- Completed construction and opened the western half of the \$1.606 billion Toowoomba Second Range Crossing.
- Implemented the revised *Queensland Procurement Policy*.
- Completed the evaluation of the Local Fare Scheme to improve the standard of living and connectivity in remote parts of Far North Queensland.
- Completed the \$800,000 project to install eight Township Entry Treatments on the Bruce Highway in Central Queensland.
- Launched the *Queensland Cycling Strategy 2017–2027*, which was accompanied by a two-year *Queensland Cycling Action Plan 2017–2019*.
- Released the long-term *Maintenance Dredging Management Plans*.
- Completed \$143.25 million restoration works in the Mackay and Gold Coast hinterland areas following Ex-Tropical Cyclone Debbie.
- Commenced piling work and demolition on Maryborough's \$1.5 million March Street jetty.
- Completed the detailed design of the continued Pacific Motorway (M1) program of works including the Eight Mile Plains to Daisy Hill (\$749 million) and Varsity Lakes to Tugun upgrades (\$1.03 billion).
- Committed \$24.2 million to marine infrastructure throughout Queensland.
- Rolled out TransLink in Townsville, including a new centralised bus hub.
- Completed the \$8.5 million construction of a replacement bridge at Beames Brook on Wills Developmental Road.
- Completed \$22 million of construction of an additional northbound lane on Nicklin Way between Main Drive and Waterview Street, as part of the Sunshine Coast University Hospital access improvements.
- Completed \$700,000 dredging works at Kedron Brook at Brisbane Airport floodway entrance.
- Released the *Queensland Freight Strategy – Advancing Freight in Queensland*, setting out the 10-year vision for the freight system.
- Completed \$29.3 million pavement widening at various locations on the Carnarvon Highway between St George and Surat and between Injune and Rolleston.

Planning best value investments for our future transport needs

Queensland's vast and diverse transport network continues to grow and plays a fundamental role in the state's economic growth. Responsible planning and prioritising ensures Queensland's long-term transport needs are met in the most cost-effective way and provides clear direction. This is achieved through long- and medium-term strategies and plans critical to Queensland's transport needs. These are developed and managed to ensure integrated planning across the state, designing for the transport needs of the future.

Queensland Transport Strategy

The *Draft Queensland Transport Strategy*—a 30-year vision for transport in Queensland—was released for community and stakeholder consultation on 29 March 2019. Consultation closed 10 June 2019. During the consultation:

- over 1900 customers visited the external consultation website, generating 322 idea posts, comments or likes
- 269 TMR staff visited the gallery walkthrough events and provided 544 suggestions
- 37 stakeholders provided formal feedback submissions.

The Strategy provides a vision for the transformation of the state's transport system to provide flexibility in responding to customer preferences, global trends and emerging technologies. It puts customers first and articulates the department's plan for maximising the benefits of future changes for all Queenslanders.

The Strategy is structured around five customer-focused outcomes that will guide how TMR responds to future changes:

1. accessible, convenient transport
2. safe journeys for all
3. seamless, personalised journeys
4. efficient, reliable and productive transport for people and goods
5. sustainable, resilient and liveable communities.

The draft Strategy shows how the department plans to harness emerging transport trends to continue to move people and products safely and efficiently now, and into the future. The Strategy is due to be finalised in late-2019.



For more information: www.tmr.qld.gov.au/QueenslandTransportStrategy

Transport Coordination Plan

The *Transport Coordination Plan 2017–2027* (TCP) brings a contemporary approach to the coordinated planning and management of transport, including a strong focus on customer needs and technology. Developed in accordance with the *Transport Planning and Coordination Act 1994*, the TCP establishes five high-level objectives for the transport system across the key areas of:

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

The TCP sets clear criteria for prioritising spending on transport and includes decision-making principles and a suite of transport key performance indicators (KPIs) to monitor progress towards its objectives.

Examples of progress against these KPIs for 2018–19 are:

- customer satisfaction ratings of public transport by service type
- patronage on government contracted services
- number of road fatalities and hospitalised casualties
- proportion of the network with good productivity
- proportion of the network with reliable travel times.

The TCP, along with the *Draft Queensland Transport Strategy*, informs the development of more detailed transport strategies and plans produced by TMR, such as regional transport plans and modal strategies.



For more information: www.tmr.qld.gov.au/About-us/Corporate-information/Publications/Transport-Coordination-Plan

Case study

Time Travel – Megatrends and Scenarios for Queensland Transport out to 2048

The future of transport is uncertain, with potentially massive changes on the horizon. *Time travel: Megatrends and scenarios for transport in Queensland out to 2048* helps TMR to understand and plan for the challenges, risks and opportunities that the future may hold for transport in Queensland.

Developed under the Queensland Government and CSIRO's/ Data61 Strategic Partnership Agreement, TMR and Data61 identified megatrends that will likely transform the transport system over the coming decades. Data61 then modelled how certain transport

fundamentals (such as congestion, safety, household expenditure, greenhouse gas emissions, and registration) would likely fare under four plausible future transport scenarios that might play out, depending on:

- how quickly Queenslanders take up emerging technologies (like driverless and electric vehicles) and business models (such as ride-sharing and car-sharing)
- where and how they choose to live and work, which will determine length and number of trips Queenslanders need to make and whether (in urban centres) peak-hour weekday commutes continue to be the norm.

The four different worlds identified in this report show very different outcomes for transport fundamentals such as public transport usage, the cost of transport for households, and road safety. For instance, the number of road fatalities and injuries could be very different in a world where automated vehicles are widely adopted, or where people travel shorter distances, less often—compared to a world where automated vehicle technology is not taken up, or people continue to travel longer distances during peak hours.

The time travel report models key transport fundamentals for each of the four scenarios, to show us what could be at stake and help TMR prepare for the changes coming our way. This will assist TMR in ensuring that no group is unfairly disadvantaged by these changes and that the benefits are shared equitably across our communities, steering us towards the best future for transport in Queensland.

Queensland Transport and Roads Investment Program

The department developed and published the Queensland Transport and Roads Investment Program 2019–20 to 2022–23 (QTRIP). The report outlines approximately \$23 billion of investment in roads and transport infrastructure across Queensland. A key priority of QTRIP is supporting local communities and regional infrastructure. The regional section of the Annual Report 2018–19 ([see page 50–111](#)) highlight projects delivered under the QTRIP 2018–19 to 2021–22, as well as current and upcoming projects which shape the future of our network across the state.

A selection of key projects from QTRIP 2018–19 to 2021–22 being delivered by the department include:

Australian Government and Queensland Government jointly-funded:

- \$1.606 billion for Toowoomba Second Range Crossing
- \$1.143 billion for Gateway Motorway North
- \$1.03 billion for Pacific Motorway (Varsity Lakes to Tugun)
- \$812.9 million for Caloundra Road to Sunshine Motorway project
- \$550.8 million for the North Coast Line – Beerburrum to Nambour Rail Upgrade
- \$514.3 million for Houghton River Floodplain
- \$497.4 million for Mackay Ring Road (Stage 1)
- \$481 million for Cairns Southern Access Corridor (Stage 3)
- \$400 million for Ipswich Motorway (Rocklea to Darra) (Stage 1)
- \$197.5 million for Pacific Motorway (Mudgeeraba to Varsity Lakes)
- \$195.3 million for Pacific Motorway/Gateway Motorway merge
- \$189.3 million for Eton Range Realignment project
- \$121 million for Rockhampton Northern Access Upgrade (Stage 1)
- \$110.6 million for Mackay Northern Access
- \$104.1 million for Cairns Southern Access Corridor (Stage 4).

Queensland Government funded:

- \$152 million for Smithfield Bypass in Cairns
- \$88.6 million for extra car spaces at seven south-east Queensland train stations
- \$80 million for Centenary Motorway/Sumners Road interchange
- \$53 million for Northern Transitway on Gympie Road
- \$43 million for Veloway 1 (V1) Cycleway (Stage E) from Birdwood Road to Gaza Road
- \$25.5 million for extra car spaces at Greenbank and Eight Mile Plains bus stations
- \$22 million for Eastern Transitway on Old Cleveland Road
- \$17.2 million for North Brisbane Bikeway (Stages 2, 3 and 4).

Queensland Road System Performance Plan

The *Queensland Road System Performance Plan* (QRSPP) is a rolling four-year plan for the maintenance, preservation and operation of the state-controlled road network. The plan covers both:

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

The plan has a total allocation of \$4.24 billion over the next four years, including an allowance of \$334.29 million provided by the Australian Government towards maintenance of National Land Transport Network. The plan includes performance targets using network-level, life-cycle costing analysis across 23 investment categories which were refined in consultation with TMR regions, consistent with their tactical asset management strategies.

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

In 2019, TMR staff engaged with industry experts to explore how TMR's framework for maintenance and preservation investment can better incorporate performance (in terms of customer expectations) and residual risk (and its management) into investment decision making.



Road resurfacing works on the Cunningham Highway near Goondiwindi.



Road operations on the Ipswich Motorway.

State Infrastructure Plan

The department remains actively involved in the annual development and update of the *State Infrastructure Plan* (SIP), providing confidence and certainty to industry, the community and all levels of government about planned infrastructure investment and delivery.

Developed by the Department of State Development, Manufacturing, Infrastructure and Planning, the SIP illustrates how transport infrastructure will play a key role in responding to the longer-term infrastructure challenges and opportunities for Queensland. The scope of the SIP is to:

- set strategic direction and foster innovation in government's planning, investment and delivery of infrastructure
- identify the anticipated service needs and infrastructure investment opportunities for a prosperous Queensland
- develop a sustainable and credible program of investment for industry with independent advice from Building Queensland
- provide context to enable greater coordination between public and private infrastructure.

The transport response (or strategic intent for the next 15 years) is to invest in:

- maintenance and rehabilitation of existing infrastructure
- identification and improvement of the freight network
- innovation and technology solutions
- public transport solutions, including demand management
- digitally connected smart infrastructure
- regional community access to essential services and opportunities.

Addressing network sustainability through our investment approach

The department continued its improvement journey and implementing a robust infrastructure investment approach, including:

- strengthening state-wide data and analytic capabilities to monitor network performance at program and portfolio levels
- increasing program management capability
- developing long-term investment criteria aligned to the *Transport Coordination Plan 2017–2027* (see [page 200](#)).

The department's investment approach outlines the choices TMR has made on balancing the needs for operation, maintenance and upgrade of transport infrastructure assets.

The department's discipline in portfolio management continues to address sustainability by making better use of the existing network (a priority government directive in the *State Infrastructure Plan*).

Highlights for the year include:

- increased funding for road routine maintenance, programmed maintenance, pavement rehabilitation and bridge/culvert rehabilitation over the forward estimates period
- increased funding for roads operations traffic incident field services and maintenance of Intelligent Transport Systems and signals over the forward four-year period
- continued funding of maritime dredging of recreational boat harbours and channels
- continued funding off-road cycleways programmed maintenance and rehabilitation.

Infrastructure Australia 2019 Infrastructure Priority List Update

In February 2019, Infrastructure Australia (IA) released its annual update of the Infrastructure Priority List (IPL), a referent point for nationally-significant infrastructure investments Australia needs over the next 15 years, wherein a further four TMR initiatives were positively assessed for inclusion on the IPL:

- Warrego Highway East corridor improvements
- Centenary Motorway capacity (Frederick Street to Summers Road)
- Pacific Motorway (M1): Daisy Hill to Loganholme
- Pacific Motorway (M1): Loganholme to Nerang.

The Townsville Ring Road (Stage 5) on the Bruce Highway has been included as part of the Bruce Highway Upgrade initiative, a Priority Initiative on the IPL.

The Queensland Government also resubmitted the Gold Coast Light Rail (Stage 3A–Broadbeach to Burleigh Heads) initiative (see page 110) with updated information, which resulted in the initiative being positively assessed and recognised by IA, as part of the Broadbeach – Burleigh Heads public transport connectivity Priority Initiative.



For more information: www.infrastructureaustralia.gov.au/infrastructure-priority-list

Regional Transport Plans

The department is developing twelve *Regional Transport Plans* which will guide the planning of an efficient and responsive transport system in Queensland over the next 15 years.

The department is working with key stakeholders, including representatives from state and local government, business and industry to prioritise and manage the transport system so that the plans effectively support regional communities, growth and productivity.

The *Mackay Isaac Whitsunday Regional Transport Plan* was finalised in June 2018 and will be periodically reviewed. On 3 December 2018, a further 11 draft *Regional Transport Plans* were released for public consultation. The *Regional Transport Plans* will be finalised and progressively released in 2019–20. During consultation for the draft plans, TMR facilitated over 45 briefings to elected representatives and local government. Since December 2018, there have been over 9000 hits to our website and over 350 submissions received from stakeholders. The feedback from these submissions is being used to further shape and improve the plans to guide future planning.



For more information: www.tmr.qld.gov.au/About-us/Corporate-information/Publications/Regional-Transport-Plans

Bridge Renewal Scheme

The Bridge Renewal Program has been a part of the QTRIP since 2015–16 to fund bridge projects contributing to increasing productivity or community access across Queensland. The program is jointly funded with the Australian Government contributing 50 per cent (capped at \$5 million) towards total project costs for the life of the project.

Under Round 3 of the Bridges Renewal Program in 2018–19 five Queensland Government projects, at a total project cost of \$46.282 million, were successful in receiving \$20.35 million of Australian Government funding:

- Beames Brook bridge replacement – construction completed late-2018 (see page 60)
- Bowen Road bridge upgrade – construction due to be completed late-2019 (see page 65)
- Lochaber Creek bridge replacement – construction due to be completed by early 2020 (see page 84)
- Valentine Creek bridge replacement – construction due to start early-2019 with estimated completion by early-2020 (see page 77)

Mobility as a Service

TMR continues to explore Mobility as a Service (MaaS) and the role it can play in shaping the future of transport. MaaS embodies a shift away from personally owned modes of transport and towards mobility solutions which are consumed as a service.

It is the combination of public transport and private mobility services accessed via an application to provide personalised journey planning, booking and payment. It enables individual mobility budgeting through single payment or subscription models, it offers choice and dynamic travel options and it provides a platform to incentivise and influence behaviour to better optimise the network.

MaaS has the potential to provide significant value to Queenslanders across the state by providing an alternative to the private use car which may be more convenient, sustainable and cost effective. MaaS applies a tailored approach specific to community needs and will operate differently in urban, regional and rural areas.

To support this exploration and determine the role of TMR in MaaS, a Program Management Office was established in July 2018. The team has collaborated with key stakeholders in industry and government, conducted customer research, actioned elements of the MaaS roadmap and commenced co-designing, prototyping and testing MaaS proofs of concept.

As the department progresses to understand the role of MaaS in the future, it will continue to provide stability and protection through regulation, ensure safety and accessibility, manage and build the network and support the delivery of transport services. However, to ensure the department is leading and driving this innovation it will also begin to:

- co-design and create the MaaS ecosystem including designing the framework, enabling innovation and encouraging growth in the market
- rethink mobility to ensure integration, aggregation and personalisation is a key priority
- discover how to enable and broker services through the facilitation of partnerships
- set and monitor performance with respect to quality, affordability, access and inclusiveness.

Priority Ports Master Planning

The department is delivering master plans to ensure the long-term growth of priority ports of Gladstone, Townsville, Hay Point/Mackay and Abbot Point.

Priority port master planning will support the sustainable development of critical economic infrastructure, the state's priority ports, in a way that will balance growth, job creation, environmental values and community interests.

Master planning processes for the priority ports will ensure:

- the outstanding universal value of the Great Barrier Reef World Heritage Area is an intrinsic consideration in future port development, management and governance
- optimisation is pursued for the use of infrastructure at the long-established major ports
- transparent decision making
- meaningful engagement with stakeholders.

Master planning for priority ports is a port-related action of the *Reef 2050 Long-Term Sustainability Plan* and mandated under the *Sustainable Ports Development Act 2015*.



For more information: www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Reef-2050-Plan

Port of Gladstone

Master planning for the priority port of Gladstone was finalised on 12 November 2018 after research and extensive consultation with Gladstone Ports Corporation, Gladstone Regional Council, state and federal agencies and other stakeholders.

The next step will involve the preparation of a draft port overlay which clearly defines the regulatory and developmental considerations in the master planned area.

Port of Townsville

The priority Port of Townsville draft master plan and supporting documentation was released on 5 November 2018 for public consultation. The public consultation period closed on 17 December 2018.

The department will now consider submissions received during the consultation period in preparing the final master plan. It is anticipated the final master plan will be released in 2019.



For more information: www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Master-planning-for-priority-ports

Queensland Freight Strategy

With Queensland's freight task expected to significantly increase over the next 20 years, an integrated, resilient and safe freight system is integral to supporting Queensland's economic prosperity.

On 5 March 2019, the *Queensland Freight Strategy – Advancing Freight in Queensland* (QFS) was released. The QFS sets a 10-year vision for the freight system through five shared commitments to:

- build effective partnerships
- unlock economic opportunity
- smarter connectivity and access
- resilient freight system
- safer freight movements.

The QFS will be implemented through a rolling two-year *Queensland Freight Action Plan* (under development) that will outline a range of actions and activities industry, the community and all levels of government will undertake. Its focus will be to ensure logistic movements throughout the agricultural, mining, industrial and retail sectors provide the best outcomes for Queenslanders and provides Queensland businesses, and their customers, greater choice with how they engage with the freight system.



For more information: www.tmr.qld.gov.au/business-industry/Transport-sectors/Freight/Freight

Queensland's Heavy Vehicle Safety Action Plan 2019–21

The *Heavy Vehicle Safety Action Plan 2019–21* (Action Plan) builds on the achievements of the previous plan delivering heavy vehicle safety interventions across the key action areas of safer roads, safer vehicles, safer speed and safer people.

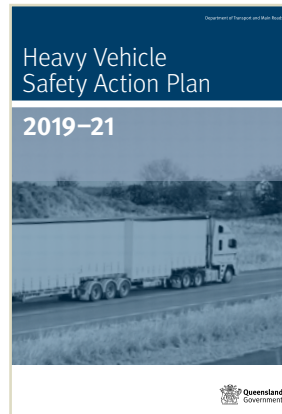
The 36 evidence-based safety interventions identified in the Action Plan were developed to further improve infrastructure, encourage technology and innovation, administer safe speeds, modify driver behaviour and create heavy vehicle awareness for all road users.

Informed and supported by heavy vehicle industry and government agency partners, this plan incorporates current and emerging technologies and design thinking principles to identify a range of safety interventions which target safer roads, vehicles, speeds and people.

The Action Plan was developed in consultation with the Heavy Vehicle Safety Working Group, in partnership with the Queensland Police Service, the Queensland Trucking Association, National Heavy Vehicle Regulator, Workplace Health and Safety Queensland and key heavy vehicle industry representatives.



For more information: www.tmr.qld.gov.au/Safety/Road-safety/Strategy-and-action-plans.aspx



The Heavy Vehicle Safety Action Plan 2019–21 builds on the priorities and initiatives of its predecessor, identifying 36 heavy vehicle safety interventions for implementations over the next two years.

Regional air services

In 2018–19 TMR continued to provide seven regulated air routes in Queensland via service contracts. The regulated air service contracts set minimum service levels, maximum airfare prices, minimum aircraft size and on-time performance standards along regulated routes to ensure an appropriate level of service is provided to regional Queensland at an affordable price.

This year, a total of 173,133 passengers travelled on these Queensland Government regulated air services providing valuable access to our rural and remote customers.

Personalised Transport Horizon

During the year, TMR further progressed the implementation of the Queensland Government's reform program *Queensland's Personalised Transport Horizon – Five Year Strategic Plan for Personalised Transport Services 2016–2021*. The reforms have contributed to the delivery of a modern, safe, affordable and accountable personalised transport industry for all Queenslanders.

TMR continued to engage with industry and have commenced monitoring and evaluating the implemented reforms which aim to strengthen safety standards, provide customers with greater choice and flexibility and support innovation and customer service through a regulatory framework for the personalised transport industry.

The department has commenced work on commitments to review personalised transport fees, driver and passenger safety and driver conditions in consultation with industry and other stakeholders. Work to establish a Personalised Transport Ombudsman has been progressing through a bill which was introduced to Parliament in February 2019. We also published

the driver training guideline to ensure that all drivers in the personalised transport industry have received training in disability awareness and anti-discrimination, including sexual harassment.



For more information: tmr.qld.gov.au/business-industry/Taxi-and-limousine/Queenslands-Personalised-Transport-Horizon

Passenger Transport Infrastructure Investment Program

This year, the Passenger Transport Infrastructure Investment Program delivered over \$44 million of investment across Queensland to enable a more accessible, efficient and integrated network that offers better value to customers and makes passenger transport an attractive option for everyone.

Key initiatives included:

- delivery of the second and final stage of an upgrade to the Helensvale bus station following the Commonwealth Games
- opening of the multi-storey park 'n' ride at Mains Road, Nathan
- construction of Stage 2 of the Murarrie park 'n' ride upgrade
- commencing construction for a new bus station at Victoria Point Central improving access to Queen Street Bus Station through an additional elevator
- opening of the new Townsville City bus hub
- installation of over 100 new braille identifiers at bus stops in Brisbane to assist customers locate the right bus stop and access relevant real-time information on smart phones
- rolling out funding grants to local governments to deliver new bus stop shelters across Queensland
- provision of over \$5 million to assist local governments across Queensland to upgrade their bus stops to meet accessibility standards.

Case study

Customer Satisfaction levels running high on the Gold Coast

In its first year of passenger services, Stage 2 of the Gold Coast Light Rail (GCLR) has helped the system deliver record-setting performance.

More than 10.5 million passenger trips were completed in the first year of paid operations, with trams carrying an additional 1.1 million passengers during the 2018 Commonwealth Games.

Customer satisfaction levels remain high following the significant increase in patronage with a December 2018 customer satisfaction survey finding GCLR customers rated the system 9 out of 10 for reliability, safety, cleanliness and ease of use.

Stage 2 of GCLR also delivered improvements in connectivity with the heavy rail network, with Helensvale station achieving a 55 per cent increase in passenger boarding in the first year of light rail operations.

As at the end of financial year 2018–19, public transport patronage on the Gold Coast has increased by 50.1 per cent since the introduction of light rail services in 2014. Specifically, over 42.1 million passenger trips have been conducted on tram services.

A detailed business case for the Stage 3A extension of the light rail from Broadbeach South station to Burleigh Heads was also completed in late 2018. With a project cost estimated at \$709 million, the next stage of the high-capacity light rail will offer locals and visitors an attractive alternative to car travel that supports and encourages the continued migration to public transport. A southern extension to the light rail will allow the Gold Coast to accommodate its growing population and preserve the attractiveness and liveability of the southern Gold Coast. During community consultation undertaken as part of the business case development, market research found 86 per cent of Gold Coast residents supported the proposed light rail extension.



For more information: www.tmr.qld.gov.au/Projects/Name/G/Gold-Coast-Light-Rail-Stage-3A



A customer service officer conducting customer assistance duties on the tram network (Photo credit: Keolis Downer).

Park 'n' ride program overview

Park 'n' ride (see glossary page 294) is an important part of the South East Queensland transport network. TMR prioritises investment in park 'n' ride where it will create the largest positive impact. The department continues to deliver significant commitments to increase park 'n' ride across the network to enable more people to connect with public transport to access jobs, education and other important services in their communities. Park 'n' ride, delivered in the right locations, also helps to manage congestion on the road network in the growing South East region.

In 2017, the Queensland Government committed \$114 million to increase park 'n' ride capacity at nine locations in South East Queensland, adding over 2300 spaces to more than 30,000 existing spaces across the network. These nine sites for investment were as follows: Eight Mile Plains bus station, Greenbank bus facility, and Lawnton, Geebung, Virginia, Springfield Central, Lindum, Darra and Salisbury train stations.

Progress on these projects in 2018–19 included:

- starting the construction on the Eight Mile Plains park 'n' ride expansion in April 2019, due to be completed in late-2019
- commencing the design phase to increase capacity and Virginia, Geebung and Lawnton park 'n' rides, and for a multi-storey parking facility at Springfield Central station
- acquiring land and progressing planning for sites at Greenbank, Lindum, Darra and Salisbury.

This major investment package by the government builds upon a program of other significant departmental park 'n' ride projects already delivered or underway across South East Queensland, including:

- opening of a new multi-storey park 'n' ride at Mains Road, Nathan in November 2018, delivered in conjunction with the new Queensland State Netball Centre, with over 680 park 'n' ride spaces now provided for customers at the precinct
- opening of 132 new park 'n' ride spaces as the final stage of the Murarrie park 'n' ride upgrade, which was completed in June 2019
- progressing design for expanding park 'n' ride at Cannon Hill, Ebbow Vale and Ormeau train stations, all scheduled to start construction during the 2019–20 financial year
- completing planning to increase park 'n' ride capacity at Varsity Lakes station, with design committed to progress in 2019–20.



Mains Road park 'n' ride at Nathan: new multi-storey car park opened in November 2018.

Fare Evasion Project

Fare evasion across the South East Queensland public transport network costs Queenslanders approximately \$25 million per year. In April 2019, a Youth Fare Evasion Roundtable was held at Parliament House to address a growing trend of deliberate fare evasion by young people. Attended by representatives from the education, police, academic, transport and justice sectors as well as the Daniel Morcombe Foundation, the roundtable considered potential solutions for investigation in three key focus areas: prevention and education; detection and enforcement; and penalties and deterrents.

A list of priority actions suggested by representatives during the roundtable will be reviewed by the Queensland Government while, in June 2019, Youth Advisory Co-Lab Workshop with teenage public transport users gained further insight into the issue.

To further support efforts to tackle the issue of fare evasion, the recruitment of 16 additional Senior Network Officers commenced in April 2019. Senior Network Officers play a critical front-line role undertaking ticketing compliance activities, providing customer service and working to support passenger safety on bus, ferry, tram and rail services across the network. This new cohort of officers will bring the total number of Senior Network Officers to 71.



For more information: translink.com.au/travel-with-us/parking

Marine Infrastructure Investment Program

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

The MIIP provides:

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

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

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

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

The department owns 422 recreational boating assets across Queensland

Data source: Recreational ship census March 2019.

The MIIP also has a grant funding program of approximately \$1 million per year. In 2018–19, grants to local managing authorities included funding for a breakwater extension at William Street, Cleveland, an access road, car-trailer park, fencing and road closure at Thompson Point on the Fitzroy River and a new pontoon at March Street, Maryborough (see page 83).

Marine Infrastructure Fund

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

TMR works in partnership with local government and port and water authorities to provide new and improved recreational boating facilities throughout Queensland. TMR builds the in-water components and councils, port and water authorities build the land-side components (car-trailer parking and associated land-side facilities) and manages the whole facility when complete.

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

To view some of the projects underway or completed in your region as part of the program, refer to the regional maps (see pages 50–111).

One in 19 Queenslanders are recreational boating enthusiasts.

Data source: Recreational ship census March 2019.



For more information: www.tmr.qld.gov.au/Projects/Name/R/Recreational-boating-facilities

Investing in an active Queensland

TMR recognises and embraces that the department's diverse forms of network services contribute to the quality of life of Queenslanders. Promoting and investing in active transport solutions—bike riding or walking—help support broader community benefits and improve accessibility to the transport network.

Active Transport Investment Program

Principal Cycle Network Plans and Priority Route Maps provide a blueprint for a connected network of core cycling routes across Queensland. The maps show more than 10,400 kilometres of Principal Cycle Network (PCN) and cover 53 local government areas.

TMR's Active Transport Investment Program (ATIP) has been in place since 2006 and is a major funding initiative to accelerate delivery of the PCN and encourage people to ride bikes more often. The program promotes and supports collaboration between state and local governments to achieve a 'one network' outcome for bike riding.

Investment is prioritised to provide bikeways that are physically separated from other traffic to make riding safer and support new riders. More people riding benefits everyone through better health, a better transport system and better communities.

On average, every \$1 invested in bike riding returns about \$5 in economic benefits to Queensland through better health outcomes and congestion reduction.

Over \$67 million in funding was committed through the ATIP for cycling infrastructure, planning and programs, and into walking initiatives across Queensland in 2018–19.

Cycling Works

This program provides on-going capital funding for the development of cycling infrastructure on the state-controlled PCN with projects being delivered by TMR. This program has funded 39 major state bike riding facilities since 2006, delivering over 56 kilometres of network for over \$120 million in investment.

An example of some of the projects that either started construction or were delivered by TMR in 2018–19 under the Cycling Works program are:

- North Brisbane Bikeway Stages 2 and 3, north of Brisbane that started construction in May 2019
- Stage E of the Veloway 1 south of Brisbane started construction late 2018 ([see page 101](#))

- Mission Beach Cycleway in Cairns completed in June 2019
- Veloway 1 Cycleway (Logan Road – Paradise Road), Springwood completed in March 2019
- David Low Way (Warran Road to Andrew Street) in the Sunshine Coast completed in November 2018
- Ferry Street cycle crossing in Maryborough finished in November 2018.

Cycling Grants

This program provides on-going capital grant funding to local governments for the development of bike riding infrastructure on the local PCN. Funding is provided on a dollar for dollar matched basis (50 per cent) with local government responsible for delivery and ownership of the facilities.

This program has funded 454 projects since 2006, delivering around 444 kilometres of network through a commitment of \$139 million in Queensland Government funding.

An example of some of the projects with funding in 2018–19 included:

- \$1.7 million in funding to Livingstone Shire Council towards the design and construction of Kemp Beach, Rosslyn, Mulambin Road - Wildin Way, shared path currently under construction
- \$1.5 million in funding to Moreton Bay Regional Council towards the design and construction of the Caboolture - Wamuran Rail Trail, Beerburum Road - King Street, (Stage 1) completed in May 2019 ([see page 44](#))
- \$693,361 in funding to Torres Shire Council towards the design and construction of Thursday Island shared path stage 3 construction currently in detailed design (construction forecast for 2019–20)
- \$533,657 in funding to Central Highlands Regional Council towards the design and construction of Clermont Street, Emerald, to Racecourse Road, shared path currently under construction
- \$245,000 in funding to Somerset Regional Council towards the design and construction of Esk-Hampton Road, Esk, Pineliner Park - Redbank Creek, shared path completed in January 2019
- \$211,950 in funding to Burdekin Shire Council towards the design and construction International Park, Ayr, Beach Road - Clayton Street, shared path that is currently under construction
- \$160,000 in funding to Gladstone Region Council towards the design and construction of the Tannum Sands Road shared path currently under construction
- \$152,500 in funding to Weipa Town Authority towards the design and construction of Central Avenue, Weipa, Duyfken Crescent - Boundary Road, shared path completed June 2019.

Cycling Operations

This program provides on-going operations funding to delivery actions in the *Queensland Cycling Action Plan* under the *Queensland Cycling Strategy 2017–2027* and includes an allocation to deliver and support walking initiatives, including the *Queensland Walking Strategy*.

Cycling Maintenance

This program provides on-going capital funding in the maintenance and rehabilitation of off-road cycleways on the state-controlled transport network including:

- Veloway 1
- Centenary Cycleway
- Ipswich Motorway Shared Path.

Active Transport Rail Trails

This program provides funding to 2020–21 to support local governments to develop trails for bike riding, walking and horse riding on disused rail corridors. The 2018–19 program involved funding feasibility studies for the following:

- \$99,000 to Gladstone and North Burnett Regional Councils for Reid Creek to Taragoola (Taragoola, Monto and Gayndah) rail trail completed in 2018–19
- \$92,000 to Bundaberg Regional Council for Bundaberg to Gin Gin rail trail completed in 2018–19
- \$225,354 to Livingston Shire Council for the Pineapple (Yeppoon to Mount Chalmers) rail trail due for completion late July 2019
- \$97,688 to Mareeba Shire Council for the Mareeba to Walkamin rail trail due for completion late September 2019
- \$66,000 to Fraser Coast Regional council for the Mary to the Bay (Urraween to Colton) rail trail due for completion late July 2019.

Completion of the feasibility studies will allow local governments to determine whether facilities could be constructed, and it is anticipated that this will generate further applications for funding from the program to support delivery.

More than 802,000 Queenslanders ride a bike each week¹ and 1.53 million would ride if the conditions were right².

¹ Austroads, 2017

² The University of Sydney, 2015

Case study

Active transport infrastructure benefit studies

Investment in active transport infrastructure returns on average \$5 to Queensland in health benefits, reduced traffic congestion and other benefits for every dollar spent³. To gain more detailed insights into the benefits of active transport infrastructure at a local level, the department commissioned evaluations on projects delivered across the state.

To share the findings, the department published 18 cost benefit analysis and evaluation reports covering projects like the Eudlo Creek cycle and pedestrian bridge and the Mooloolaba to Minyama bikeway on the Sunshine Coast, Brisbane's Veloway 1 (Stage D) and Moggill Road cycle bridge, as well as the award-winning Brinsmead-Redlynch Connector Path in Cairns.

The reports will be useful for practitioners involved in the design and assessment of active transport infrastructure, as well as our key bike riding stakeholders. They also demonstrate how the department is delivering customer-centric solutions in partnership with our stakeholders across state and local jurisdictions, embracing critical and creative thinking and investing in the transport network for the future.

The technical information found in the evaluation reports has been used to develop case studies that showcase innovative and fit-for-purpose projects funded by the department.



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

³ Department of Transport and Main Roads. 2016. *Queensland Cycle Infrastructure Investment Strategy 2016-26 and Business Case*. Brisbane. Unpublished report.



Moggill Road Cycle Bridge adjacent the Western Freeway in Indooroopilly, Brisbane.

Case study

Wayfinding signage

TMR is making it easier for people to find their way while riding on our extensive and growing cycle networks.

More than 120 new wayfinding signs have been installed on the Veloway 1 (V1) Cycleway from Eight Mile Plains to Brisbane City, helping riders to make full use of this world class facility. A further 100 new wayfinding signs have been installed on the Centenary Cycleway covering more than 16 kilometres from Carole Park to Toowong.

Investment in these new high-quality signs is part of TMR's \$6.91 million commitment towards rehabilitation of state-controlled off-road cycleways between 2017–18 and 2020–21.

To understand the impacts of improvement works like the installation of new signage, the department has installed permanent bicycle counters to monitor use on these cycleways.

Making sure signage on Queensland cycle networks is up to date and consistent is a priority of the *Queensland Cycling Strategy 2017–2027* and will help get more people riding more often.

TMR has recently published new guidance that supports best practice design and installation of wayfinding signage, helping local governments and TMR districts to make it easier for people to plan their journey and navigate bicycle networks across the state.

Local governments can also apply for state matched funding to deliver signage and wayfinding upgrades on the Principal Cycle Network through TMR's Cycle Network Local Government Grants Program.



For more information: www.tmr.qld.gov.au/travel-and-transport/cycling



Newly installed wayfinding signage on the Centenary Cycleway.

Queensland Cycling Strategy 2017–27 and Queensland Cycling Action Plan 2017–19

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

The strategy was accompanied by a two-year *Queensland Cycling Action Plan 2017–2019* which outlined 63 practical and targeted actions to make bicycle riding safer and more convenient for everyone.

Through the strategy and action plan, the department has demonstrated continued commitment and investment into active transport.

Over \$67 million was committed to cycling infrastructure, planning and programs, and walking initiatives across Queensland during 2018–19, including:

- \$18.7 million in grant funding committed to local governments this year, with over 20 projects in regional Queensland
- \$37.2 million committed to the construction of major facilities such as the North Brisbane Bikeway and Bruce Highway facilities
- \$45 million for Stage E of Veloway 1 to complete a significant missing link on this important high-volume cycleway
- \$14 million over four years to support local governments develop rail trails and spur regional economic development
- \$2.5 million to deliver Queensland's first statewide walking strategy.

Principal Cycle Network Plans

The Principal Cycle Network Plans (PCNPs) and accompanying Priority Route Maps provide a blueprint for a connected network of core routes across the state. There are now more than 10,400 kilometres of principal cycle network identified throughout Queensland covering more than 99 per cent of the state's population.

Councils with an approved PCNP are eligible to apply for 50:50 funding under the Cycle Network Local Government Grants (CNLGG) Program. The CNLGG program has funded 454 projects since 2006, delivering around 444 kilometres of network through a commitment of \$139 million in Queensland Government funding.

In 2018, the Central Queensland PCNP was expanded to include five additional councils—Barcaldine, Longreach, Winton, Blackall-Tambo and Boulia. These councils can now apply for grants to help fund bicycle infrastructure projects on their highest priority routes.

In 2018–19, the department invested over \$18 million in 49 new local government grant projects that will deliver over 33 kilometres of bike riding facilities when complete, including 20 projects in regional Queensland. Some of the projects included in the 2018–19 CNLGG program are:

- Caboolture - Wamuran Rail Trail, Beerburum Road - King Street, (Stage 1)
- International Park, Ayr, Beach Road - Clayton Street, shared path
- Esk-Hampton Road, Esk, Pineliner Park - Redbank Creek, shared path
- Clermont Street, Emerald, to Racecourse Road, shared path
- Kemp Beach, Rosslyn, Mulambin Road - Wildin Way, shared path
- Thursday Island shared path stage 3 design and construction
- Central Avenue, Weipa, Duyfken Crescent - Boundary Road, shared path
- Tannum Sands Road Shared Path, design and construction.

Riding a bike is one of life's great pleasures. As TMR's Cycling Champion, I am committed to making sure that we do everything we can to make the transport system bike-friendly so that riding is easy, safe and fun for everyone.

Matt Longland, Cycling Champion

Rail trails: Caboolture to Wamuran

Rail trails are an example of the department working with local governments to repurpose some of Queensland's network of disused rail corridors to allow local communities and visitors to use them for walking, bike riding and horse riding.

While retaining the corridors for potential future transport use, rail trails support active, healthy lifestyles, capitalise on our great weather and stunning destinations, and contribute to environmental preservation and management. Encouraging locals and visitors to use the rail trails also contributes to the growth and creation of small businesses in the hospitality and tourism sectors.

To do this, TMR's Rail Trail Local Government Grants Program is investing up to \$14 million over four years in grants to support local governments to plan, design and construct rail trails. The program is a collaborative effort between the Active Transport Investment Program ([see glossary page 293](#)) which manages the funding, and Rail Corridor Management which is establishing sub-leasing arrangements and coordinating maintenance arrangements with local government.

This grants program builds on the success of trails already in operation such as the Brisbane Valley Rail Trail and the Caboolture to Wamuran Rail Trail funded through the Cycle Network Local Government Grants program. The Caboolture to Wamuran Rail Trail is being delivered in three stages with stage one of construction now complete and stage two underway.



Find out information: www.tmr.qld.gov.au/railtrails

Queensland Walking Strategy

The *Queensland Walking Strategy* will provide the framework for promoting walking as an accessible, active transport mode across the state, delivering the health benefits for Queenslanders and access to important destinations such as schools, shops and public transport.

The department is developing the *Queensland Walking Strategy* in consultation with community members and stakeholders. A two-month engagement period closed 3 February 2019 and a Walking Summit was held 14 March 2019.

This engagement has helped set the direction, policies and priorities the department will focus on to get more people walking, more often, for more reasons.

The strategy is due for release late 2019 and it will include:

- 10-year strategy document
- 2-year action plan
- Walking in Queensland report.

The *Queensland Walking Strategy* will guide the investment of \$2.5 million over three years to deliver a range of walking initiatives.



For more information: www.tmr.qld.gov.au/Travel-and-transport/Pedestrians-and-walking/Queensland-Walking-Strategy

A OneTMR approach to deliver a world-class Tour de Brisbane

On Sunday 14 April 2019, Brisbane hosted the inaugural Tour de Brisbane event as part of the Brisbane Cycling Festival. More than 4000 competitive and non-competitive cycling participants rode through the heart of Brisbane on a course that involved closures of multiple major roads, including the Legacy Way Tunnel, the historical Story Bridge, and Brisbane's South East Busway.

Ensuring the success of the event was a OneTMR effort, with six months of planning between TMR's roads and public transport teams, Brisbane City Council, and the event organisers to identify a suitable, world-calibre course design that minimised impact for affected road users and public transport passengers.

Rolling road closures and public transport diversions for the event were in place between 4am – 2pm. To ensure the smooth running of the event on the day, the department participated in a multi-agency situation room with the event managers and Brisbane City Council to monitor and manage road and public transport impacts. To ensure public transport customers were well supported through the changes, departmental staff were stationed across the bus network to provide information on alternative transport options.

The event has been recognised as an outstanding success, thanks to the co-operation and efforts in pre-event planning and on-the-day operational management.

Tour de Brisbane event at Eight Mile Plains Busway station.



Major projects

TMR constructs, maintains and operates an integrated transport network accessible to all. This includes the stewardship of the state road network, delivering, managing and improving transport infrastructure, providing access to important centres of economic activity in Queensland regions and cities. This section highlights the significant infrastructure improvement TMR has coordinated, planned and completed.

Bruce Highway Upgrade Program

The Bruce Highway is Queensland's major north-south freight and commuter corridor, connecting coastal population centres from Brisbane to Cairns over 1677 kilometres.

Commencing in 2013, the Bruce Highway Upgrade Program was initially developed as an \$8.5 billion 10-year commitment. In May 2018, the Australian Government committed an additional \$3.3 billion (based on 80:20 funding arrangements), bringing the total commitment to \$12.6 billion over 15 years (2013–14 to 2027–28). The program is aimed at improving safety, flood resilience, and capacity along the length and breadth of the highway between Brisbane and Cairns.

The *Future-proofing the Bruce* policy commits to establishing a trust with a total investment remit of \$1 billion annually, based on the long-standing agreement of 80:20 federal and state funding arrangements, to identify investment priorities for upgrading the Bruce Highway between Brisbane and Cairns. The policy outlined specific commitments for Cooroy to Curra – Section D and Townsville Ring Road (Stage 5) project (subject to Australian Government funding contribution), as well as funding for:

- targeted productivity-boosting, safety and flood resilience projects
- addressing safety hot spots
- reducing the distance between electric charging stations
- the Bruce Highway Trust to develop a 15-year vision and rolling 5-year action plans.

The Bruce Highway Upgrade Program has delivered the following completed works to date:

- 154 kilometres of wide centre line treatment installed (in addition to 667 kilometres of wide centre line treatment delivered on the Bruce Highway under other funding programs)
- 63 kilometres of shoulder sealing/widening completed
- 315 kilometres of audio tactile line marking installed (in addition to 378 kilometres of audio tactile line marking delivered on the Bruce Highway under other funding programs)

- 27 new rest area/stopping places built, and seven existing locations upgraded
- 100 protected right-hand turns installed
- 17 signalised intersections installed
- 122 kilometres of roadside barriers installed
- 69 overtaking lanes installed
- 31.6 kilometres of highway has been duplicated.



For more information: www.tmr.qld.gov.au/Projects/Featured-projects/About-the-Bruce-Highway-Upgrade-Program

Warrego Highway Upgrade Program

The Warrego Highway Upgrade Program (WHUP), jointly funded by the federal and state government (80:20), comprises of 20 projects being delivered between Toowoomba and west of Miles.

The improvements focus on improving the road safety, efficiency and reliability by connecting people and freight from Charleville to Ipswich along Queensland's principal east-west route and are essential to the region's economic growth and will benefit the agriculture, resources and tourism industries

In 2018–19, TMR completed:

- \$2 million Toowoomba to Oakey Duplication Planning Stage 3 (Kingsthorpe to Oakey), including investigated the proposed 4-lane highway construction from Kingsthorpe to Oakey
- \$11.5 million Miles Western Access Upgrade, including widening and rehabilitating the highway through Miles, and the western outskirts at two intersections that connect to the Leichhardt Highway and improve road safety and efficiency for motorists by reducing the risk of traffic crashes, particularly at intersections
- \$115 million Dalby Eastern and Western Access Upgrades, including dedicated turning lanes and traffic signals to accommodate growing traffic volumes through Dalby, with four lanes through the town
- \$35 million Dalby to Miles Overtaking Lanes, including constructing seven overtaking lanes at four sites between Dalby and Miles, in both eastbound and westbound directions, to improve safety, freight efficiency and reduce congestion for motorists
- \$11 million Drillham to Palardo Upgrade Sections C, D and F, including widening narrow sections of the highway to improve road safety and freight efficiency.

In 2018–19, works continued on:

- \$63.6 million Dalby to Miles Pavement Widening and Safety Upgrade and Oakey to Miles Safety Upgrade Stage 2
- \$4.9 million Carroll Creek culvert replacement
- \$19 million Chinchilla Open Level Crossing Upgrade and Colamba Street Signals, including installing lighting and signalised boom gates at the level crossing (see page 87)
- \$43.5 million Oakey to Miles Safety Upgrade Packages 2, 3 and 5, including upgrades to six intersections from Oakey to Miles as well as signage upgrades and a range of safety works including the identification and removal of roadside hazards such as trees, edge drop-offs, batter slopes and culvert drop-offs.



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

Gateway Upgrade North

The \$1.1 billion Gateway Upgrade North (GUN) project (Nudgee to Bracken Ridge section), was completed in March 2019. The GUN project was jointly funded by the Australian Government and the Queensland Government, based on 80:20 funding arrangements. The project included widening the motorway to three lanes in each direction between Nudgee and Deagon, reconfiguring major interchanges at Nudgee and the Deagon Deviation, and construction of an off-road pedestrian and cycle path from Nudgee to Bracken Ridge.

This work has reduced congestion and improved travel times on the motorway from Nudgee to Deagon, since the widened motorway was progressively opened for use from late-2018, and the speed limit was raised in February 2019. The upgrade not only provides additional capacity on the Gateway Motorway, it also improves connectivity to the local road network in key surrounding areas such as Nudgee, Deagon and Redcliffe.



For more information: www.tmr.qld.gov.au/Projects/Name/G/Gateway-Motorway-North-Nudgee-to-Bracken-Ridge.aspx



Aerial view of the Deagon Deviation (looking south) on the Gateway Upgrade North.

Case Study

Environmentally friendly boat moorings

The Environmental Management Plan for the Gateway Upgrade North project sets standards for environmental monitoring and management throughout construction, in order to assess the project's environmental footprint. An environmental component of the project included the protection of marine plants within the project area.

TMR teamed up with South East Queensland organisation, Healthy Land and Water, to replace 115 standard boat moorings with Environmentally Friendly Moorings across Moreton Bay. Traditional moorings continuously drag along the sea floor, ripping out seagrass and eventually causing bare patches which impact marine fauna. The Environmentally Friendly Moorings have a screw pile and floating line combination which prevent impacts to seagrass and eventually allow it to re-establish.

Marine plant offsets for the Gateway Upgrade North Project have been finalised, which has significantly improved the habitat in the Moreton Bay Marine Park, accessibility for recreational fishermen and the safety of marine life such as dugongs.

Pacific Motorway upgrade

The Pacific Motorway (M1) is one of Australia's busiest highways and is a national freight route. The upgrade and widening of the Pacific Motorway is being delivered in strategic priority stages as funding becomes available, based on traffic volumes and best value for money.



For more information: www.tmr.qld.gov.au/Projects/Name/P/Pacific-Motorway-M1-upgrade-program



The first two lanes of the new Underwood Road four-lane bridge over the Pacific Motorway (M1) at Eight Mile Plains.

Toowoomba Second Range Crossing

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

The toll road will position Toowoomba as a key strategic link in the National Land Transport Network, improving transport safety and efficiency by providing commercial vehicles with an alternative crossing of the Toowoomba range to improve freight efficiency and driver safety. Other benefits include:

- reduced travel time across the Toowoomba range by up to 20 minutes for heavy vehicles
- reduced vehicle operating costs by ensuring a maximum grade of 6.5 per cent across the Toowoomba Range, a significant decrease from the existing range crossing
- improving the impact of traffic to Toowoomba and Lockyer Valley area residents by reducing truck noise, exhaust fumes and other forms of pollution.

There will be no new superheavy vehicle class imposed on trucking companies and all trucks will pay a maximum toll of \$22.85, which is generally consistent with the rest of the toll network in Queensland. Cars will pay the cheapest toll of any toll road in Queensland at \$2.50, whilst motorcycles will pay \$1.15 and light commercial vehicles will pay \$5.70.

The 24 kilometre long western half of the TRSC was opened to traffic between Cranley on Toowoomba's northern edge and the Gore Highway, at Athol, 25 kilometres west of the city, in December 2018 (see page 88–89).

The remainder of the TSRC to the east is a designated B-double route due to network restrictions on the Warrego Highway further to the east. TMR is planning for the construction of a decoupling pad in the Gatton area, which will enable the entire TSRC to be utilised to its design capacity as a Type 1 Road Train route.

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



For more information: www.tmr.qld.gov.au/Projects/Name/T/Toowoomba-Second-Range-Crossing

Ex-Tropical Cyclone Debbie repairs

In 2018–19, TMR spent \$143.25 million repairing the state road network following natural disasters.

Ex-Tropical Cyclone Debbie (Ex-TC Debbie) crossed the Queensland coast in March 2017 and caused significant damage. Initial repairs were completed in 2017–18 and most of full reconstruction works were completed by December 2018. This included reopening Marlborough–Sarina Road on the Sarina Range south of Mackay (see page 69), and Gold Coast–Springbrook Road in the Gold Coast hinterland (see page 110–111), where severe landslips had caused road closures. The remaining Ex-TC Debbie works were completed by June 2019.

The total Ex-TC Debbie reconstruction program spanned the 2017–18 and 2018–19 financial years and included:

- repairing 639 earthworks and batter locations
- repairing 113 structures (including bridges and culverts)
- reconstructing 45 kilometres of road pavement
- clearing 588 silt and debris locations.

Eligible reconstruction works will be jointly funded by the Commonwealth and Queensland Governments under the Natural Disaster Relief and Recovery Arrangements (NDRRA) and Disaster Recovery Funding Arrangements (DRFA).
















Aerial view of Toowoomba Second Range Crossing.

Delivering across Queensland regions

When referring to ‘the network’ this is more than the transport modes, such as those covered in the previous section, it is also the network of services the department provides across the state.

Throughout the following section a sampling of the services and highlighted achievements are included for each region in a geographic map including fast facts and project achievements—demonstrating how the department connects communities and contributes to Queenslanders’ quality of life.

Fast fact icon	Symbol	TMR network services
State-controlled road		Roads controlled and managed by the state (see glossary page 295) including, state strategic roads, regional roads and district roads (not including the National Land Transport Network or local roads).
National Land Transport Network		TMR supports the delivery of a sustainable and safer National Land Transport Network (see glossary page 294) by building and preserving the network, which contributes to the state’s and the nation’s social, economic and environmental wellbeing.
Bridges		The department is responsible for construction, rehabilitation and maintenance of bridges supporting the road network.
Priority enabled intersections		Road intersections equipped with technology that enables emergency vehicles to trigger traffic light sequence change.
Calls to QLDTraffic (13 19 40)		QLDTraffic (see glossary page 294) phone services providing traffic and travel information, enabling motorists and commuters to plan their journeys.
Vehicle and machinery registrations		Total number of vehicles and machinery (excluding trailers) registered with the department as at 30 June 2019.
Driver testing		Practical driving tests undertaken throughout 2018–19 by a driving examiner in a TMR Customer Service Centre or Queensland Government Agency Program.
Driver Reviver locations		Driver reviver sites are rest areas for all travellers. The sites are operated by a variety of service organisations, community groups and community minded individuals, supported locally by Queensland Police Service and TMR. The department own some of the driver reviver sites and are responsible for maintaining the sites.
Face-to-Face interactions		Interactions where customers have come into a customer service centre and undertaken an interaction/service with a customer service operator.
Township Entry Treatments (TET)		A TET is a speed management treatment that involves the installation of signage and pavement marking at the entry point to a town, where the speed limit transitions from high speed rural environment to a lower speed environment that coincides with entering a town.
Boating infrastructure		Recreational boat launching and landing facilities, plus channels and breakwaters.
Vehicle safety inspections completed		Includes Programmed Vehicle Inspections (that is, legislated scheduled Mechanical Inspections) and the On-Road Intercept Inspections that occur in those regions.
Community safety events		Road Safety Community events provide a valuable opportunity to engage a targeted demographic with relevant road safety messages.

Our regions

Far North

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



3156^{KM}

State-controlled road**



217^{KM}

National Land Transport Network**



299,274

Vehicle and machinery registrations



79

Boating infrastructures



9

Community safety events held



6826

Vehicle safety inspections completed



324

Bridges*



8949

Drivers licence tests conducted



215,590

Customer face-to-face interaction



2

Driver reviver locations



Area covered
272,216 ^{KM}²

Population of Queensland
5.72 %

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

Far North covers an area of 272,216 square kilometres, or around 15.8 per cent of Queensland and is the northern most part of the state. Extending from the Torres Strait Islands in the north, to the top of the Cardwell Range in the south, and from Cairns in the east to Croydon in the west, this district is home to around 5.72 per cent of Queensland's total population. Far North Queensland supports a significant agricultural sector and a number of significant mines and many national parks. Home to World Heritage sites including the Great Barrier Reef and the Wet Tropics of Queensland. The region includes 3156 kilometres of state-controlled roads (see glossary page 295) and 217 kilometres of the National Land Transport Network (see glossary page 294).

Cape York Region Package

The Cape York Region Package (CYRP) is nearing completion, with 16 of the 18 sections upgraded and sealed on the Peninsula Developmental Road (PDR) and the completion of more than 70 per cent of the community infrastructure works program.

In 2018–19, the \$276 million CYRP delivered significant achievements including:

- 160 kilometres of upgrades and bitumen seal on the PDR
- completion of the Endeavour Valley Road which provides a sealed road between Cooktown and Hope Vale

- completion of key community infrastructure projects delivered with Cape York councils, such as the \$1.2 million airport bridge at Lockhart River. This important project improved flood immunity and reliability on a key route linking the community to the airport and PDR
- completion of more than 50 kilometres of community access roads that connect remote Indigenous communities to the PDR.

The CYRP continues to provide outcomes for communities by improving access across the Cape and empowering local communities across generations through training, employment and business development opportunities. As at 30 June 2019, 16 PDR projects have provided 140,000 hours of training and employment to local Indigenous community members in civil construction, vegetation and road maintenance works.

Future priorities under the CYRP will include two final sealing projects on the PDR programmed for completion in late-2019, and the further delivery of community infrastructure projects in local council areas, connecting people across the Cape.



For more information: www.tmr.qld.gov.au/Projects/Name/C/Cape-York-Region-Package-Peninsula-Developmental-Road

Highlights

- Provided funding through the Community Road Safety Grants Scheme to the Port Douglas Football Club to address fatigue management in the Palm Cove and Port Douglas areas.
- Completed the evaluation of the Local Fare Scheme aims to improve the standard of living and connectivity in remote parts of Far North Queensland.
- Commenced construction on the \$104.1 million¹ Cairns Southern Access (Stage 4) Kate Street to Aumuller Street Project.
- Completed the \$800,000 boat ramp and new floating walkway at Edmonton.
- Commenced construction of the \$152 million² Smithfield Bypass Project.
- Completed a \$14.5 million² project to seal Endeavour Valley Road between Cooktown and Hope Vale.
- Completed the \$6.1 million³ upgrade of the intersections of Ash, Pine and Blackwood Streets, Innisfail.
- Commenced a \$23.3 million¹ upgrade of the Mission Beach Clump Point Boating Infrastructure.
- Completed \$26.2 million⁴ upgrade works at priority locations on the Peninsula Developmental Road including Piccaninny Black Soil, South of Duck Holes and 10 Mile Creek as part of the Cape York Region Package.



Indigenous employees at Fair View West to Kennedy (Part A).

Cairns Shipping Development Project

On 15 December 2018, the state government announced the Cairns Shipping Development Project, a \$127 million project which will increase the size and number of cruise and other vessels able to berth in Cairns.

The project, led by Far North Queensland Ports Corporation (trading as Ports North), will facilitate cruise ship growth for vessels up to 300 metres, with a forecast demand of up to 150 cruise ships through Cairns by 2031. It is estimated to provide a \$850 million boost for Far North Queensland.

Environmental approvals were granted by both state and federal governments in 2018, with the project passing one of the most rigorous environmental reviews in Australia. Following Building Queensland's detailed business case and shareholding Ministers' approval for the project in December 2018, Ports North has initiated vital construction steps to progress with the works.

Ports North plans to undertake dredging and wharf upgrade works in mid-2019 with a final project completion in 2020.

Construction commences on the Smithfield Bypass

Delivery of the \$152 million project to design and construct a new bypass road at Smithfield continued with construction commencing in December 2018.

The Smithfield Bypass will significantly improve traffic flow between McGregor Road and Cairns Western Arterial Road, north of Cairns.

This year, the department established two Community Liaison Groups, one for local business stakeholders, the other for residents and community members. These groups provide an opportunity for bi-lateral information sharing with TMR's project team and the wider community to enhance their understanding of the project.

The new bypass road will provide vital community infrastructure for the northern beaches of Cairns and meet the strategic transport needs of the area into the future. It will also deliver a safer, more efficient travel route for motorists and industry along this section of the Captain Cook Highway.

Construction is expected to be complete by late-2021, construction and weather conditions permitting.



For more information: www.tmr.qld.gov.au/Projects/Name/S/Smithfield-Bypass-project

Assistance to vessel in distress

On 11 July 2018, the department assisted the vessel in distress, 'Touraraken III', 148 kilometres east of the tip of Cape York. The vessel's compass was broken, it had no global positioning system equipment, no satellite phone and the anchoring system was not functioning, so the ship could not hold position. Radio reception was unreliable given the remote location.

Over the next 14 hours, the department played a central role in the rescue and welfare of eight foreign sailors from the vessel lost in a remote section of Torres Strait through maintaining the communication conduit between state and federal government agencies coordinating the operation. The vessel was safely escorted to Thursday Island, where TMR staff met the tired crew, ensured compliance with immigration requirements and looked after their welfare. Arrangements were made for a surveyor to inspect the ship to ensure rectifications were made to enable safe passage to Vanuatu.



Touraraken III at sea.



The Magnetic Island ferry, servicing the Townsville to Magnetic Island route.

Regional ferries connecting communities

The department partners with five operators to deliver regional ferry services facilitating year-round government-guaranteed community service through concessional agreements and service contracts. These ferries service islands with no other public transport options for residents to ensure communities can connect to essential services on the mainland.

The communities this service is provided to are:

- Thursday Island - in the Torres Strait
- Palm Island - off Ingham
- Magnetic Island - off Townsville
- Coochiemudlo Island - off Cleveland
- North Stradbroke Island in Moreton Bay.

In 2018–19 approximately 2.2 million passengers travelled on TMR contracted regional ferry services, an increase of two per cent from the previous financial year.

Mapoon Airstrip upgrade

A \$1.9 million project to upgrade the Mapoon Airstrip is being undertaken by Mapoon Aboriginal Shire Council.

The project is funded through the Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme (ATSI TIDS), CYRP and the Regional Aviation Access Programme (RAAP) ([see glossary page 294](#)).

Mapoon Airstrip is the last community airstrip to be sealed in Cape York and the Torres Strait and an essential service to the people of Mapoon and the Royal Flying Doctor Service (RFDS).

The work at the airstrip will include widening, lengthening and sealing the airstrip to enable all weather operation and meet RFDS requirements.

Cairns Southern Access Corridor (Stage 3)

The Cairns Southern Access Corridor (Stage 3) \$481 million project to duplicate a 10.5 kilometre section of the Bruce Highway to create a four-lane highway from Edmonton south to Gordonvale is about to commence.

The project will deliver significant safety improvements along this section of the Bruce Highway, which is the busiest two-lane section of the Bruce Highway between Brisbane and Cairns. Works will include:

- duplication of all existing two-lane sections of the Bruce Highway between Edmonton and Gordonvale to four lanes
- a new alignment for the Bruce Highway, to the eastern side of the existing highway, between Peterson Road and Warner Road
- a new signalised intersection at Peterson Road and upgraded signalised intersection at Draper Road and Riverstone Road.
- new service roads that remove local trips from the highway
- realignment and upgrade of more than 4.7 kilometres of the Queensland Rail North Coast Line to accommodate the duplicated highway
- removal of multiple at-grade rail crossings and the upgrade of boom gates at other crossings
- new road and rail bridges at Wrights Creek and Stoney Creek
- a new Bruce Highway overpass south of Maitland Road
- a dedicated off-road high-speed cycleway, from Riverstone Road to the north of Collinson Creek to tie into the existing cycleway at Thompson Road.

The design and construct contracts are expected to be awarded in late-2019. Construction is expected to be completed by mid-2023, construction and weather conditions permitting.



For more information: www.tmr.qld.gov.au/Projects/Name/B/Bruce-Highway-Cairns-Southern-Access-Corridor-Stage-3-Edmonton-to-Gordonvale

Cairns Southern Access Corridor (Stage 4)

Construction began on the \$104.1 million Bruce Highway between Kate Street (renamed Links Drive) and Aumuller Street.

This project will see the existing four-lane dual carriageway increased to six lanes and upgrades at the key intersections of Lyons and Aumuller Streets through to Draper and Kenny Streets. The project will deliver significant long-term improvements to traffic flow and safety as well as an increased capacity to service the principal route for Cairns' industrial and port precinct.

Works underway include:

- construction of additional lanes to widen the Bruce Highway from four to six lanes between Links Drive through to Aumuller Street near the Port of Cairns and wharf precinct
- removing and replacing the current northbound bridge at Chinaman Creek with a new three-lane bridge and widening the existing southbound bridge to three lanes
- upgrading the Lyons Street and Aumuller Street intersection, with additional turning lanes to improve traffic flow
- installing an off-road shared pathway for cyclists and pedestrians.

Preparation undertaken for major works to start included the relocation of public services, rapid impact compaction, installation of wick drains, surcharge loading, and placement of liners and rock at Chinaman Creek in the lead up to bridge works. Construction is expected to be completed in late-2021.



For further information: www.tmr.qld.gov.au/Projects/Name/B/Bruce-Highway-Cairns-Southern-Access-Corridor-Stage-4

Bluewater Marina floating walkway

The Bluewater Marina public boat ramp received \$1.2 million upgrade as part of the state government's continued investment in marine infrastructure in North Queensland. Works included reconstruction of the two-lane boat ramp to current TMR all-tide standard with non-slip surface, installation of a floating walkway, and an improved car park turning area for vehicles. As part of these works dredging of the immediate area surrounding the boat ramp was also undertaken.

Boating and fishing plays an important part in the life of many Queenslanders and the Queensland Government is committed to providing improved facilities for the community. The upgrade was completed in April 2019.



Reconstructed two-lane boat ramp at the Bluewater Marina in Cairns.

Mission Beach Clump Point boat ramp

Construction of the \$23.3 million Mission Beach Clump Point Boating Infrastructure project commenced in February 2019. The upgrade of the recreational and commercial boating facility at Mission Beach, Clump Point is being delivered in two stages.

Works started in December 2018 and includes the installation of a new detached breakwater, installation of a toilet block in the southern carpark, an additional boat ramp lane and upgrade to the existing breakwater. These works are expected to be completed in December 2019.

Element 2 of the project, which was awarded in May 2019, includes an additional boat ramp floating walkway, an access jetty behind the new breakwater, two berthing pontoons, five to six pen berths and five swing moorings.

Ash, Pine, Blackwood intersection with the Bruce Highway

Construction has been completed on the \$6.1 million project to upgrade the intersections of Ash, Blackwood and Pine intersections in Innisfail.

Works were completed in April 2019, and included pavement widening and rehabilitation, reconfiguration of the intersection at Ash Street with designated turn lanes, and new traffic signals.

This also included a right-hand turn and left-turn slip lanes at the intersection of Blackwood Street and the Bruce Highway, and new right-hand turn lanes from each direction at the intersection of the Bruce Highway and Pine Street.



The Clump Point boat ramp at Mission Beach opened over the Easter and ANZAC Day holiday period.

Innisfail–Japoon Road intersection upgrade

Construction is expected to be complete on the state and federally funded \$4 million upgrade to the intersection of the Bruce Highway with Innisfail–Japoon Road in late 2020.

The safety works include installation of a fully controlled right-turn with arrows, re-alignment of the existing right-turn to increase storage and modification of the left-turn from Innisfail–Japoon Road onto the Bruce Highway.

This project is part of the 15-year Bruce Highway Upgrade Program, a \$12.6 billion program of works to improve safety, flood resilience and capacity along the Bruce Highway from Brisbane to Cairns.

Local Fare Scheme

The Local Fare Scheme was established by TMR in July 2015 and aims to improve the standard of living and connectivity in remote parts of Far North Queensland. The scheme is administered in collaboration with participating airlines and partnerships with local councils throughout Cape York, select ports in the Gulf of Carpentaria, and the Torres Strait.

By providing a discount of up to \$400 off a return airfare for eligible residents, the scheme makes air travel to access health, education and employment facilities and social and recreational opportunities such as cultural celebrations and sporting tournaments more affordable where limited alternative transport options are available.

The scheme is continuing to grow, with more than 12,400 bookings for 2018–19 representing a 33 per cent increase on the previous financial year. Over 33,000 bookings have been made under the Local Fare Scheme since its commencement. The scheme was extended in 2019 for a further two years providing airfare assistance for the foreseeable future to the far north.

Heavy Vehicle Safety and Productivity Program

The Australian Government's Heavy Vehicle Safety and Productivity Program (HVSPP) provides \$508 million over 10 years from 2013–14 to 2022–23 towards improving heavy vehicle safety and freight efficiency. The HVSPP (Round 6) results were announced in August 2018, with Queensland securing approximately \$41.1 million (31 per cent of the national allocation) towards a total cost of \$87 million for 17 state- and local government-controlled road projects.

The nine successful projects on the state-controlled road network are:

- Pavement strengthening and widening works:
 - Carnarvon Highway - two locations (Injune - Rolleston and St George - Surat)
 - Peak Downs Highway (Clermont - Nebo)
- Timber bridge replacements:
 - One Arm Man Creek (Jackson - Wandoan Road)
 - Emu Creek (New England Highway)
 - Kilcoy Creek (D'Aguilar Highway)
 - Coondoo Creek (Tin Can Bay Road)
- Bridge strengthening:
 - Gulf Developmental Road - two locations: Little River and Routh Creek.

Heavy Vehicle Safety and Productivity Program bridge strengthening

Bridge rehabilitation works are underway on the Mulligan Highway (Mount Molloy - Lakeland). These works form part of TMR's bridge maintenance program, the purpose of which is to rehabilitate and strengthen bridges to maximise safe and smooth travel for road users.

The Program includes work on the following bridges:

- \$3 million Spring Creek Bridge (about 35 kilometres north of Mount Carbine)
- \$2.4 million Kelly St George River Bridge (about 42 kilometres north of Mount Carbine)
- \$1.8 million Spear Creek Bridge (about 23 kilometres south of Lakeland)
- \$4.2 million Palmer River Bridge (about 31 kilometres south of Lakeland).

The works were completed between May and July 2019.



Future priorities

- Continue the design phase of the \$5.5 million Yorkeys Knob new boat ramp and floating walkways.
- Commence excavation of existing ramp and installation of ramp elements for the \$800,000 Bramston Beach, Joyce Creek boat ramp and walkway.
- Commence \$16.4 million² intersection upgrade works on Cairns Western Arterial Road at Harley Street intersection, to improve safety and capacity.
- Continue the \$23.3 million Mission Beach Clump Point boating infrastructure project.
- Continue \$416,000² planning capacity improvements for Captain Cook Highway (Cairns to Mossman).
- Continue the \$700,000² planning project for safety and capacity improvements at the Machans Beach and Holloways Beach roundabouts on the Captain Cook Highway.
- Continue the \$21.9 million⁵ road safety improvement works on the Captain Cook Highway.
- Commence design for road safety improvements on \$18.2 million⁵ Gillies Range Road.
- Commence a \$45 million⁵ package of safety works on Kennedy Highway between Kuranda and Mareeba.
- Commence a \$11 million³ flood immunity upgrade on the Bruce Highway at Dallachy Road.

1 This project is jointly funded by the Australian Government and Queensland Government.

2 Funded by the Queensland Government.

3 Funded under the Bruce Highway Upgrade Program.

4 Part of the Australian Government's Cape York Region Package, jointly funded by the Australian Government and Queensland Government.

5 Funded through the Queensland Government's High Risk Roads Initiative, as part of the Targeted Road Safety Program.

Our regions

North West

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



3575^{KM}

State-controlled road**



1024^{KM}

National Land Transport Network**



36,014

Vehicle and machinery inspections



4

Boating infrastructures



6

Community safety events held



1681

Vehicle safety inspections completed



87

Bridges*



1126

Drivers licence tests conducted



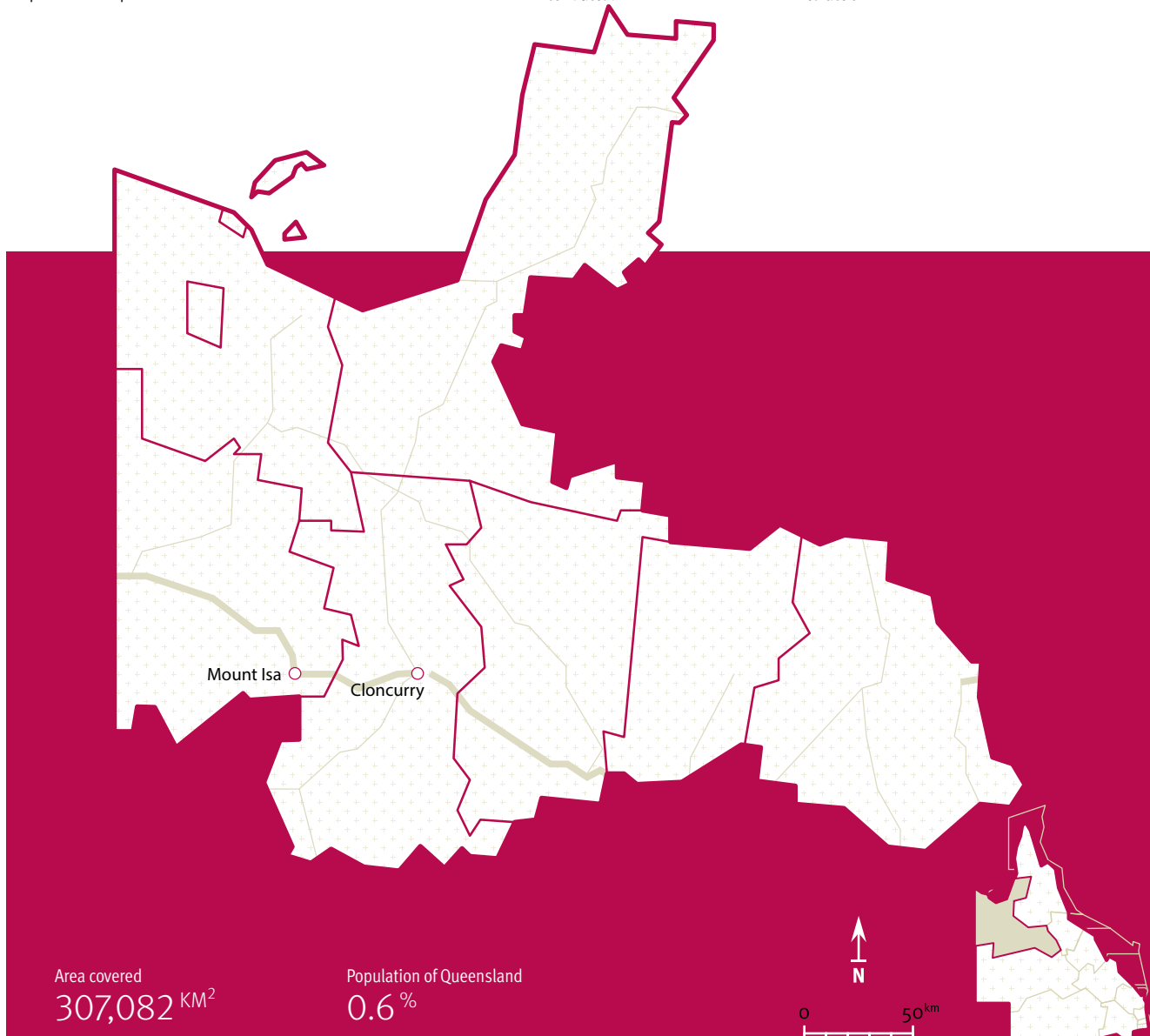
9005

Customer face-to-face interaction



2

Township entry treatments



Area covered
307,082 KM²

Population of Queensland
0.6 %

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The North West district covers an area of 307,082 square kilometres, or around 17.8 per cent of Queensland. Extending from the Gulf of Carpentaria in the north, to Kynuna in the south, and from Torrens Creek in the east to the Northern Territory border in the west, the area is home to around 0.6 per cent of Queensland's total population. North West Queensland is one of the world's richest mineral-producing districts. Supporting this industry as well as active agricultural, tourism, transport and logistics sectors, the region includes 3575 kilometres of state-controlled roads (see [glossary page 295](#)) and 1024 kilometres of the National Land Transport Network (see [glossary page 294](#)).

New air routes added to the Gulf service

In April 2019 a fifth Gulf service was added each week to the Gulf air route. The Gulf air route previously provided four return services each week. Following an 11-month trial in 2018 the fifth Gulf service was added to the weekly return services providing additional flight capacity to the Gulf.

Karumba residents will continue to have access to a weekly air service under the current arrangement until the end of 2020. Results from a 12-month trial commencing in October

2017 demonstrated a strong demand for the service with more than 400 passengers using the service during the trial.

The Karumba service will continue to be part of the regulated Gulf air route operated by Regional Express Airlines (Rex) under a contract with TMR.

The Gulf route operates in both directions each week day between Cairns and Mount Isa, servicing the remote communities of Normanton, Mornington Island, Burketown and Doomadgee. Karumba is serviced on Tuesday on the westbound service and from Cairns on a Thursday on the eastbound service from Mount Isa.

In April 2019, TMR employees attended the opening of the Doomadgee airport terminal as part of a Community Consultative forum held in the town. TMR visits one community on each of the air service routes each year to share information and gain feedback about services.



Regional Express plane at Mount Isa Airport.

Highlights

- Fifth service added to the weekly return services on the Gulf air route.
- Completed the \$8.5 million¹² construction of a replacement bridge at Beames Brook on Wills Developmental Road.
- Completed the \$3.2 million¹³ sealing of a section of the Cloncurry–Dajarra Road between Cloncurry and Duchess.
- Commenced construction on the \$4.6 million¹⁴ Barkly Highway (Cloncurry – Mount Isa intersection upgrades in the Mount Isa urban area).
- Completed the \$8.7 million¹⁴ upgrade of culverts on the Flinders Highway, between Charters Towers and Richmond.

Transport Infrastructure Development Scheme

The North West Queensland Regional Roads and Transport Group (RRTG) is one of the 17 RRTGs in Queensland that receive an annual allocation of Transport Infrastructure Development Scheme (TIDS) funding for local government road and transport-related initiatives. In 2018–19, TIDS funding provided over \$61 million to RRTGs for the delivery of prioritised work programs, with each RRTG required to match allocated funding 50:50, at a minimum.

Despite the devastating effects of a monsoon in January–February 2019, which caused extensive damage to the network, the North West Queensland RRTG fully delivered the prioritised TIDS works program for 2018–19.

With the active support of the department following the flood event, the North West Queensland RRTG successfully:

- delivered 19 projects programmed throughout the year including reseal works, pavement rehabilitation and floodway replacement
- achieved 100 per cent expenditure of their annual TIDS allocation by 30 June 2019.

Beames Brook Bridge replacement (Wills Developmental Road)

The \$8.5 million Beames Brook Bridge replacement on the Wills Developmental Road was completed in December 2018.

Commencing in August 2018 the project jointly funded by the Australian Government and Queensland Government, included site preparation, removal of the previous bridge structures, construction of a new precast three-span-bridge, piling works, new abutments, headstocks and deck surface and bridge rails. A further 800 metres of approach roadworks were also constructed.

The new three-span concrete bridge has improved safety and provides better access for remote communities in the Gulf of Carpentaria.

The bridge site location, and surrounding areas, have a high level of cultural significance to the Traditional Owners of the land, the Gangalidda people and Garawa people, in particular the waterways and surrounding areas. TMR and the Traditional Owners, the Gangalidda people and Garawa people worked together and identified the cultural and environmental importance of the bridge site.

A commissioning event was held in April 2019 to celebrate the renaming of the structure; it is now known as the John Yanner Milmarja Ngarnara Bridge.

The original Beames Brook Bridge was a timber bridge with two 10 metre spans. Built in 1958, it was the only remaining timber bridge on the state-controlled road network in North West Queensland, which was temporarily replaced in December 2015. A temporary steel structure was sourced and installed from December 2015 and completed in early 2016. The Unibridge structure is a one lane steel girder structure and is a unique bridge asset for the department.

Beames Brook Bridge is located in north western Queensland about 27 kilometres south of Burketown on the Wills Developmental Road. Wills Developmental Road is a key road providing access to the Gulf of Carpentaria and broader north western region of Queensland and is a key arterial within northern Australia's road network, essential for the movement of people and freight.

A new bridge was delivered up in the Gulf of Queensland, outside Burketown, the Barramundi Capital of Australia. The Traditional Owners of the area, the Gangalidda Garawa people, refer to the running brook as Milmarja Ngarnara that means breeding hub for the female barramundi and a safe place for their eggs to be laid.

Barkly Highway (Cloncurry – Mount Isa) intersection upgrades

The \$4.6 million Barkly Highway (Cloncurry – Mount Isa) Intersection Upgrades in Mount Isa began in March 2019 with nine intersections to be upgraded to improve safety and ease congestion.

This work is being undertaken as this urban section of the Barkly Highway in Mount Isa has shown to have a poor vehicle crash history with a high proportion of incidents occurring at intersections.

The project will improve safety for all road users and flow of traffic at the intersections. It is jointly funded by the Australian Government and Queensland Government under the Northern Australia Roads Program.

Construction of this critical project is expected to be completed by December 2019, construction and weather conditions permitting.

Transport and Tourism connections program

The transport system plays a vital role in supporting and connecting our tourism industry. A single, integrated transport system that is accessible to everyone is essential to making Queensland's wide variety of tourism experiences accessible to visitors. The aim of the Queensland Government's \$10 million Transport and Tourism Connections program is to improve transport and road access to established tourist attractions on the state-controlled and local government road networks. In round one of the program, priority was given to sites on Queensland's strategic drive tourism routes and highly-trafficked regional tourist routes.

The following projects were completed in 2018–19 under the Transport and Tourism Connections program:

- sealing of access and turn around area in the Richmond RV Park for accessibility during wet weather
- upgrade of the Burketown Wharf car park including the installation of 70 all-weather car parking bays
- upgrade of 1.2 kilometres of the Lake Moondarra access road
- upgrade of the recreational vehicle site access road from Flinders Highway to Shaw Street, Julia Creek
- sealing of 8 kilometres of the Gidgee Bug Byway (Gilliat–McKinlay Road).



Future priorities

- Complete the \$4.5 million safety and floodway upgrades on sections of the Gregory Downs–Camooweal Road.
- Complete the \$7 million^{5,6} replacement of the Isa Street Bridge in Mount Isa to improve community access.
- Complete the \$50 million⁷ paving and sealing sections of the Kennedy Developmental Road (Hann Highway), between Hughenden and The Lynd.
- Commence development of a business case for upgrade of the Alick Creek floodway.

1 Reflects Life to Date expenditure for project.

2 Part of the Australian Government's Bridges Renewal Program, jointly funded by the Australian Government and Queensland Government.

3 Part of the Australian Government's Northern Australia Beef Roads Program, jointly funded by the Australian Government and Queensland Government.

4 Part of the Australian Government's Northern Australia Roads Program, jointly funded by the Australian Government and Queensland Government.

5 Part of the Australian Government's Bridges Renewal Program, jointly funded by the Australian Government, Queensland Government and Local Government. The Queensland Government contribution is funded through the Transport Infrastructure Development Scheme.

6 Part of this project is funded through the Queensland Government's Transport Infrastructure Development Scheme.

7 The scope of this work also falls within Etheridge Shire Council, with funding for this project only represented in North West District. Project is part of the Australian Government's Northern Australia Roads Program, jointly funded by the Australian Government and Queensland Government.

Our regions

Northern

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



1661 KM

State-controlled road**



521 KM

National Land Transport Network**



258,998

Vehicle and machinery inspections



49

Boating infrastructures



15

Community safety events held



6869

Vehicle safety inspections completed



218

Bridges*



6654

Drivers licence tests conducted



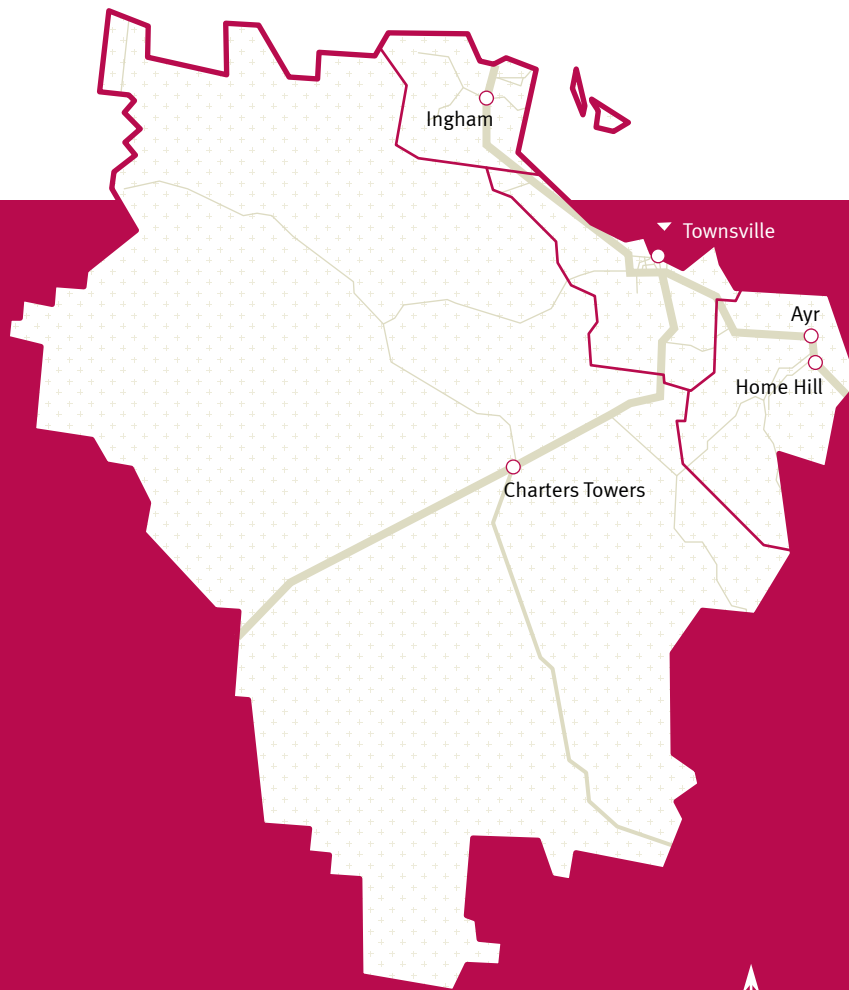
168,433

Customer face-to-face interaction



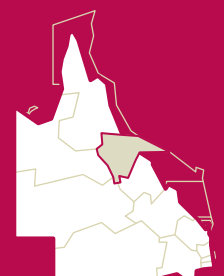
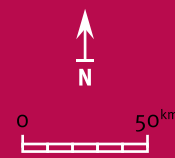
156

Priority enabled intersection



Area covered
80,036 KM²

Population of Queensland
4.72 %



Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The Northern district covers an area of 80,036 square kilometres, or 4.6 per cent of Queensland. It extends from the Cardwell Range in the north to 50 kilometres south of Lake Buchanan, and from Townsville in the east to the west of Charters Towers. The district is home to 4.72 per cent of Queensland total population. Major industries are tourism, agriculture, fishing, beef, dairy, horticulture and mining. The region looks after 1661 kilometres of state-controlled roads (see glossary page 295) and 521 kilometres of the National Land Transport Network (see glossary page 294).

Townsville Eastern Access Rail Corridor protection activity

A planning project to preserve an 8.3 kilometre rail freight line which would connect both the Mount Isa and the North Coast rail lines directly to the Port of Townsville commenced in 2018–19.

Both the Australian and Queensland Governments have committed to preserving the Townsville Eastern Access Rail Corridor (TEARC) alignment in the short-term to potentially reduce future costs and ensure that when demand supports it, construction of the freight line can proceed.

In late 2017, Building Queensland completed a detailed business case for TEARC and found that while the freight line was strategically important to future development of the port, current demand did not support its immediate construction.

Highlights

- Rolled out TransLink in Townsville, including a new centralised bus hub.
- Completed the \$118.9 million¹ Bruce Highway bridge upgrade at Cattle Creek and Frances Creek, south of Ingham.
- Commenced construction of the \$514.3 million² Haughton River Floodplain Upgrade Project.
- Completed the \$43.5 million³ Riverway Drive Duplication Project.
- Completed the \$34.6 million³ Cape River Bridge upgrade on the Gregory Developmental Road, between Emerald and Charters Towers.

The planning project to preserve the TEARC alignment in 2018–19 involved technical assessments to determine land requirements for the corridor, TMR's environmental obligations, along with stakeholder engagement and land acquisition.

The \$10 million project is jointly funded by the Australian Government and Queensland Government. The corridor preservation activities are expected to be complete by mid-2021.

TransLink rolled out in Townsville

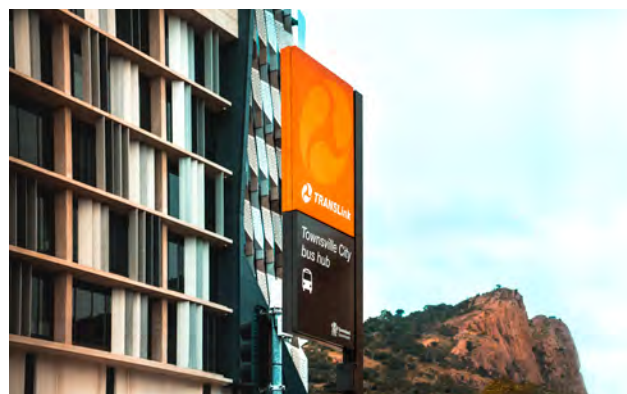
On 13 May 2019, TMR officially rolled out TransLink in Townsville, meaning that customers in Townsville are now able to use TransLink's Journey Planner for the first time to plan the most convenient and quickest journey. Customers are now also able to access the TransLink call centre for information and assistance 24 hours a day, seven days a week.

The rollout coincided with the opening of the newly completed Townsville City bus hub, the commencement of a new timetable connecting ten key routes to the bus hub, and the arrival of three new buses.

The rollout and service change will benefit customers by providing:

- a new centralised bus hub with more comfortable waiting space for customers and better connections through the Townsville CBD
- a new timetable with better reliability
- access to public transport information around the clock via multiple channels including website, app, and call centre.

TMR contributed \$4 million to design and construct the bus hub, which was delivered in partnership with Townsville City Council. Construction works started in August 2018, and the new hub opened in May 2019. The bus hub, with improved customer accessibility, safety and comfort, now provides better access to Flinders Street, Ross Creek, future waterfront redevelopments and the new stadium.



A new TransLink bus hub enabling public transport improvements for Townsville.

Greenvale–Yabulu Rail overpass removal

The Greenvale–Yabulu Rail overpass removal was completed in November 2018.

The Bruce Highway was closed at Yabulu, north of Townsville, for three consecutive nights to allow for the removal of a disused rail overpass that had been damaged three times when Queensland Rail decided to demolish it.

In the lead up to the works, TMR sought feedback from motorists, local businesses, transport operators and emergency services about how they would be impacted by a three-night closure of the Bruce Highway at Yabulu. TMR then used this feedback, in addition to data like average annual daily traffic figures, to help schedule the works and required highway closures.

Once the closure dates were chosen, TMR undertook communication activities in the two-week lead up to the works commencing to inform stakeholders about the highway closures. A gravel detour was made available for a limited period during the three nights of eight-hour closures. However, for safety, heavy vehicles, motorbikes, caravans and vehicles towing a trailer were not permitted to travel on the detour. TMR communicated the delays to motorists and encouraged them to plan their journey in advance.

Not only was the demolition a success, but TMR's thorough planning and communication ensured a significant decrease in the volume of traffic on the highway at Yabulu during its closure. The project was a great example of how coordinated stakeholder engagement, prior planning and listening to the needs of both the community and local businesses allowed TMR to complete essential works with minimal impacts.

Cattle Creek and Frances Creek bridges

The \$118.9 million Bruce Highway bridge upgrades at Cattle Creek and Frances Creek, south of Ingham, were complete in late 2018.

The works included construction of a new 644 metre long, higher-level bridge spanning the Cattle Creek floodplain and a new bridge at Frances Creek.

The new bridges will significantly improve flood immunity on this stretch of the Bruce Highway during north Queensland's annual wet season, reducing the average annual closure time from 29 hours to three and a half hours. This will improve freight connectivity, travel reliability and ensure better access to essential health and community services in regional centres.

Overall, the project delivered 5.8 kilometres of new road and bridge infrastructure, including upgrades to five rural intersections to improve safety, as well as a new rest area in Frances Creek. The project was jointly funded by the Australian Government and Queensland Government (based on 80:20 funding arrangements).



Completed 644 metre long Cattle Creek Bridge, south of Ingham.

Haghton River Floodplain Upgrade Project

Construction of the \$514.3 million Bruce Highway Haghton River Floodplain Upgrade Project around 50 kilometres south of Townsville commenced in 2018–19.

Flooding from the Haghton River results in Bruce Highway closures at this location every 1–2 years on average; significantly affecting locals, transport operators, tourists and other road users.

As part of the upgrade project, five new and higher bridges will be built, 13.5 kilometres of Bruce Highway pavement will be upgraded (in sections on a new alignment), two highway overpasses of cane tramways will be built, intersections will be upgraded, and wide centre line treatments will be installed.

These upgrades will reduce the frequency and duration of weather-related Bruce Highway closures and will improve safety for motorists. During 2018–19, the design and preliminary works were conducted, before major construction works commenced in April 2019. Construction is expected to be completed in mid-2021. This project is jointly funded by the Australian Government and Queensland Government.



Bowen Road Bridge repair works (Bridge Renewal Program)

In August 2018, TMR commenced repair works on the Bowen Road Bridge in Townsville. The bridge was constructed in 1952 and, while still structurally sound, repairs were required on some of the bridge's deteriorated foundations to ensure it remained strong, safe and operational into the future. The initial \$6.663 million project was jointly funded by the Australian Government and Queensland Government (based on 50:50 funding arrangements) under the Bridges Renewal Program.

Prioritisation of this work will ensure that more than 20,000 vehicles, along with hundreds of pedestrians and cyclists, can continue to use this crucial transport link each day, now and into the future. As part of the project, RoadTek installed sheet piling in the Ross River to allow crews to drain sections of the river and excavate around the bridge foundations to assess the damage before undertaking repairs. It was not until these works commenced that TMR was able to fully inspect the majority of the bridge's pile caps and piles.

Extensive defects were subsequently discovered, that were greater than the original anticipated scope of works and would ultimately impact on the project's costs and timeframes.

The project incurred further delays and costs as a result of the North and Far North Queensland Monsoon Trough in January and February 2019, which caused significant flooding in the Ross River and closed the bridge and project site for more than two weeks ([see page 22–29](#)).

RoadTek mobilised back on site and recommenced project works in late February 2019.

In April 2019, TMR was able to secure an additional \$5 million in funding, using savings from other bridge renewal projects, to ensure the essential repair works could be completed on the bridge.

Works are due for completion in late-2019.

Case study

Transport Inspectors protecting road infrastructure

Transport Inspectors play an important role in protecting the state's valuable road infrastructure. This includes enforcing temporary road closures during natural disasters and other road restrictions when needed.

Transport Inspectors enforced temporary load restrictions on Bowen Road Bridge in Townsville while extensive rehabilitation work of the structure was undertaken by the department. To maintain infrastructure integrity and the safety of the bridge workers, Transport Inspectors were rostered around the clock over a 4 month period to ensure compliance with heavy vehicle mass limits permitted to travel on the bridge.

In the first few weeks, Inspectors were diverting around 90 over mass vehicles per week from travelling on the bridge before numbers decreased to an average of 40–50 vehicles per week. In addition, more than 30 B-Double vehicles were diverted that were not only over mass but are not permitted to travel on this route at any time.

Growth Area and Regional Infrastructure Investment Fund

In late 2018, the Department of State Development, Manufacturing, Infrastructure and Planning invited agencies to nominate proposals for funding under the Growth Area and Regional Infrastructure Investment Fund (GARIIF). Announced in the 2018–19 state budget, the GARIIF provides \$40 million over two years from 2018–19 to improve the prosperity and liveability of Queensland's regional communities, focusing on accelerating projects that will have a positive impact on areas facing high growth pressures.

TMR successfully secured \$7.4 million for the construction of the Reid Park Active Transport Bridge: North Queensland Stadium Access Project in Townsville. This project will facilitate safe access and improve the overall customer experience to major sporting and cultural events at the North Queensland Stadium and wider Townsville City Waterfront Priority Development Area. Project construction will commence in 2019–20.



Transport Inspectors guarding the Bowen Road Bridge in Townsville.



Future priorities

- Continue works on a \$43 million^{1,4} package of safety upgrades on the Bruce Highway, between Townsville and Ayr, including pavement widening, wide centre line treatment, and the construction of three overtaking lanes between Mailman Road and Mackenzie Creek.
- Continue work on a \$16 million² package of safety upgrades on the Bruce Highway, at Bluewater north of Townsville, including pavement widening, wide centre line treatment, intersection upgrades and the construction of an overtaking lane.
- Complete business case development for the \$180 million³ Townsville Ring Road Stage 5 project, that will duplicate the existing Townsville Ring Road, between Vickers Bridge and Shaw Road, delivering improved efficiency, reliability and safety for freight and passenger vehicles.

1 This project is jointly funded by the Australian Government and Queensland Government.

2 Fully funded under the Bruce Highway Upgrade Program.

3 Funded by the Queensland Government.

4 Part of this project is fully funded by the Australian Government.

Our regions

Mackay and Whitsunday

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



2672^{KM}

State-controlled road**



450^{KM}

National Land Transport Network**



224,874

Vehicle and machinery inspections



40

Boating infrastructures



8

Community safety events held



4760

Vehicle safety inspections completed



297

Bridges*



4491

Drivers licence tests conducted



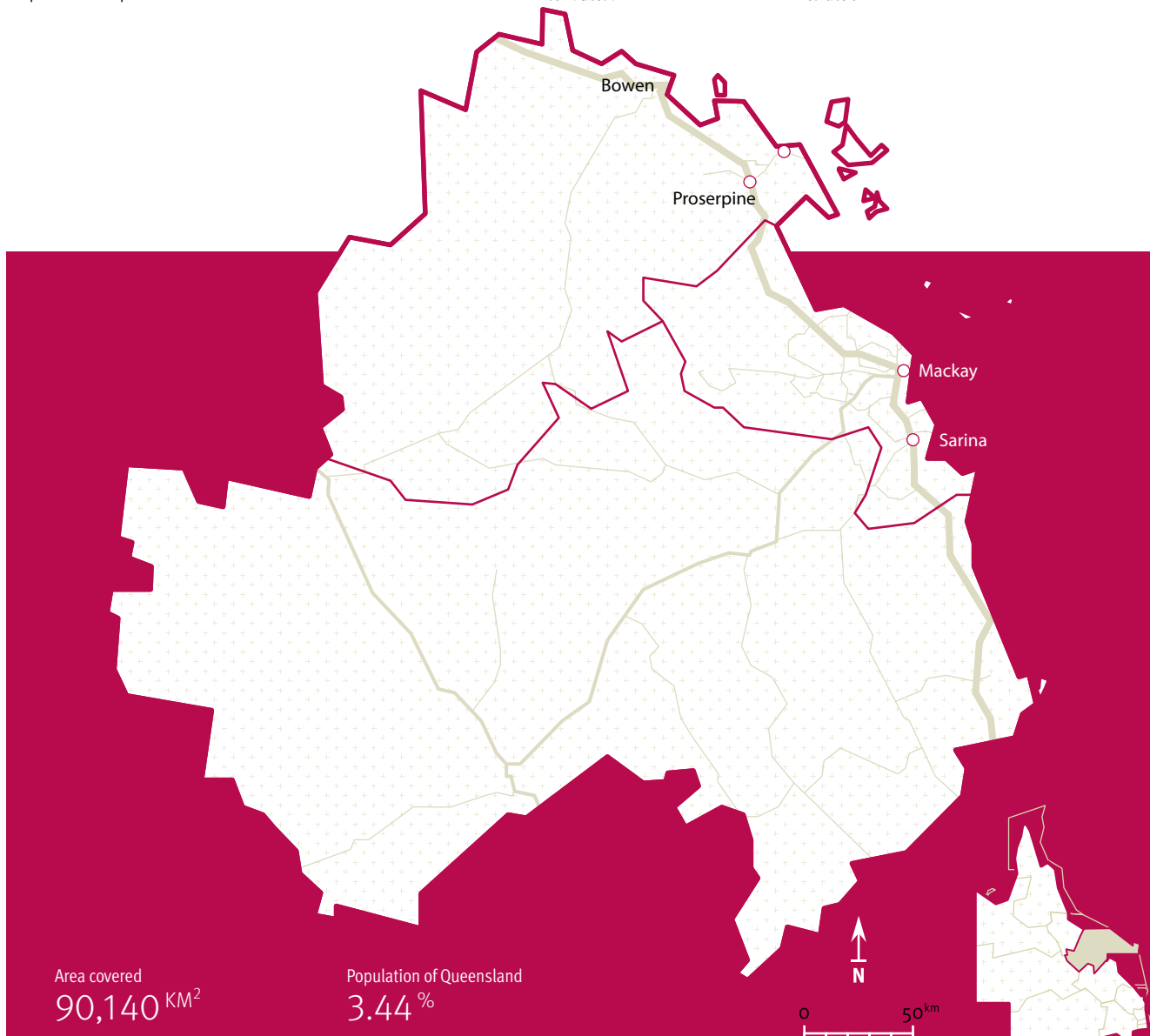
126,883

Customer face-to-face interaction



54

Priority enabled intersection



Area covered
90,140 ^{KM²}

Population of Queensland
3.44 %

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The Mackay and Whitsunday district covers 90,140 square kilometres. It extends from north of Bowen to south of St Lawrence, and west to Clermont and the Bowen Basin. The region is known for its tropical beaches and island destinations, scattered throughout the Great Barrier Reef. The region has experienced population and economic growth fuelled by tourism, sugarcane and mining resources. The area is home to around 3.44 per cent of Queensland's total population. The region has 2672 kilometres of state-controlled roads (see glossary page 295) and 450 kilometres of the National Land Transport Network (see glossary page 294).

Vines Creek Bridges replacement project

The \$19.5 million Vines Creek Bridges replacement project was completed in December 2018 after being fast-tracked as part of the Accelerated Works Program (see glossary page 293). The two bridges at Vines Creek are a key link in Mackay's transport network as they are the sole access for heavy vehicles travelling to the Port of Mackay.

Key benefits of this project include:

- increased mass limit to better accommodate heavy vehicles travelling to and from the Port of Mackay
- improved cyclist and pedestrian access with the construction of a dedicated footpath
- additional one metre storm surge protection following the completion of Mackay Regional Council's levee wall.

Highlights

- Completed the \$19.5 million^{1,2} replacement of two bridges at Vines Creek, on Mackay-Slade Point Road.
- Completed the \$979,151² intersection upgrade on the Bruce Highway at the Nebo Road and Lagoon Street intersection.
- Completed the \$29.9 million² restoration works on Marlborough-Sarina Road at Sarina Range.
- Completed the \$8.9 million² safety improvement works on Koumala-Bolingbroke Road.

The project reached construction milestones three months ahead of schedule, improving the connectivity and efficiency of Mackay's transport corridors and supporting industry growth in the region.

Sarina Range reconstruction project

Restoration works totalling \$29.9 million on the Marlborough-Sarina Road at Sarina Range were completed after a 21-month project to repair catastrophic damage caused by rainfall associated with Ex-Tropical Cyclone Debbie in March 2017.

Up to 1000 millimetres of rain was recorded around the Sarina Range, south of Mackay. As a result, Marlborough-Sarina Road suffered severe geotechnical failure with 30 areas requiring repair across 26 sites. This included two major landslips resulting in complete loss of the road and supporting embankment at each site.

The final works associated with the roadway restoration project included drainage, completion of bitumen and asphalt sealing, rehabilitation works, installation of guard rails, line marking and revegetation.

The Marlborough-Sarina Road (Sarina Range) restoration project was based on robust engineering solutions to catastrophic roadway failures and included several treatments to effectively restore the roadway. One lane of the road was reopened on 8 October 2018 under traffic control and the restoration project reached completion on 21 December 2018.

Eligible reconstruction works are jointly funded by the Commonwealth and Queensland Governments under the Natural Disaster Relief and Recovery Arrangements (NDRRA).



For more information: www.tmr.qld.gov.au/Projects/Name/S/Sarina-Range-reconstruction-project

Student road safety education

As part of the Community Road Safety Grants Scheme (see page 143), the department provided funding to a local school north of Mackay to help develop school children's road safety awareness.

Calen District State College Parents and Citizens' Association built a replica street scene with signs, crossings and lights to educate rural based students in the basics of road safety, particularly pedestrian and bicycle safety to build awareness when travelling in more built up areas. The project extended to the Calen kindergarten where the children were provided with resources to assist with developing a basic understanding of road rules.



For more information: www.qld.gov.au/transport/safety/road-safety/community-road-safety-grants

Broken River Bridge Rehab

Delivering the 2018 Broken River Bridge rehabilitation project, demonstrated the department's commitment to reducing their environmental impact and deliver an environmentally-sustainable project solution.

The Broken River Bridge is a timber structure built in 1937. The passage of time and nature's elements had significantly weathered the bridge which needed repair. Located within the Eungella National Park, the bridge is recognised as one of the world's best locations to see a rare elusive native platypus habitat.

RoadTek Mackay's Timber Bridge Rehabilitation Crew undertook work:

- driving several new steel piles into each abutment
- selected girder, corbel and bracing replacements
- removing old and install new ply decking
- walkway handrail refurbishment and footpath tread replacement.

Consideration was taken during the project to ensure only positive impacts were felt by the environment and local community, with mitigation measures taken to limit negative impact wherever possible, including:

- understanding the upcoming platypus breeding season
- wet season constraints
- peak camping seasons
- school bus schedules/holiday periods.

In addition, the team undertook all activities off-site to reduce environmental contamination, removed waste materials, and constantly monitored water quality, vibration and noise activities.



Completed works on the Broken River Bridge including new walkway making it easier for the community to 'spot a platypus'.

Mackay Ring Road

Construction activities have continued on the \$497.4 million Mackay Ring Road (Stage 1) project.

Works are progressing on the entire 11.3 kilometre two-lane Mackay Ring Road, which will cater for future growth, reduce heavy vehicle traffic through Mackay and improve the operation of local, regional and national road networks.

Motorists will benefit with a reduction in travel time by avoiding 10 signalised intersections, and the introduction of a new river crossing over the Pioneer River. The project also paves the way for the first 2.6 kilometres of the Walkerston Bypass.

A major component of the Mackay Ring Road is the construction of four water crossings and nine overpass structures. Piling works on all 13 structures are now complete, and more than 1 million cubic metres of pavement and fill have been placed on the project.

Construction is on track for completion in late-2020. This project is jointly funded by the Australian Government and Queensland Government.

Maritime crew training

In August 2018, the Maritime Safety Queensland Mackay office conducted crew and office training about vessel safety equipment use to their update skills and awareness. Some of the training included the use of marine distress flares, recovery exercises and a life raft deployment (conducted by North Queensland Bulk Ports and Reef Pilots).

The ex MSQ Pilot boat 'Borru' present in the image (white wheel house), last saw service in the port of Bundaberg in 1998.



MSQ marine on the water conducting training exercises.

Eton Range realignment on the Peak Downs Highway

The Eton Range realignment project is a \$189.3 million project on the Peak Downs Highway, west of Mackay.

The Eton Range Realignment project is aimed at improving safety, accessibility and freight efficiency on the Peak Downs Highway. The project involves constructing a new split carriageway, with two lanes in each direction. One for carrying the traffic down the range and the other to bring the traffic up.

Once completed, the project will reduce the need to close the range due to the movement of over-size vehicles and provide opportunities for motorists to safely overtake.

In 2018, works to build the reinforced earth embankment were completed. The embankment measures 780 metres long and 45 metres tall at its highest point and was built to widen part of the existing range to four lanes—from the bottom of the range to past the upper hairpin bend. During November 2018 significant drainage works were also undertaken to install part of the central stormwater drainage line around the upper hairpin bend.



A major construction milestone was reached in late 2018, when works to build the main reinforced earth embankment were completed.



For more information: www.tmr.qld.gov.au/Projects/Name/E/Eton-Range-Peak-Downs-Highway



Future priorities

- Continue planning for the \$1.8 million duplication of the Bruce Highway, between Hay Point Road and Temples Lane.
- Continue planning for the \$15 million upgrade of the Bruce Highway at Goorganga Plains to improve flood immunity.
- Complete planning for the \$380,000 upgrade of the Myrtle Creek Bridge on Proserpine–Shute Harbour Road to improve flood immunity.
- Complete planning for the \$500,000 upgrade of Bee Creek Bridge on the Peak Downs Highway.
- Continue planning for the \$2 million Mackay Port Access Road.
- Commence construction on the \$3.2 million Bowen Boat Harbour breakwater extension.
- Commence construction on the \$110.6 million Mackay Northern Access Upgrade.
- Complete construction on two overtaking lanes on the Bruce Highway at Kalarka Road and Mosquito Creek (\$7.3 million) and one overtaking lane near Carmila (\$7.5 million).
- Complete design and commence pavement widening and strengthening on the \$35 million 14.4 kilometre section of the Peak Downs Highway between Wuthung Road and Caval Ridge Mine.
- Complete construction on the \$189.3 million³ Eton Range, Peak Downs Highway.

¹ Project delivery accelerated under the Queensland Government's Accelerated Works Program.

² Reflects Life to Date expenditure for project.

³ Funding for this project is for planning and corridor preservation only.

Our regions

Central West

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



4378^{KM}

State-controlled road**



693^{KM}

National Land Transport Network**



19,135

Vehicle and machinery inspections



2

Boating infrastructures



7

Community safety events held



1922

Vehicle safety inspections completed



78

Bridges*



412

Drivers licence tests conducted



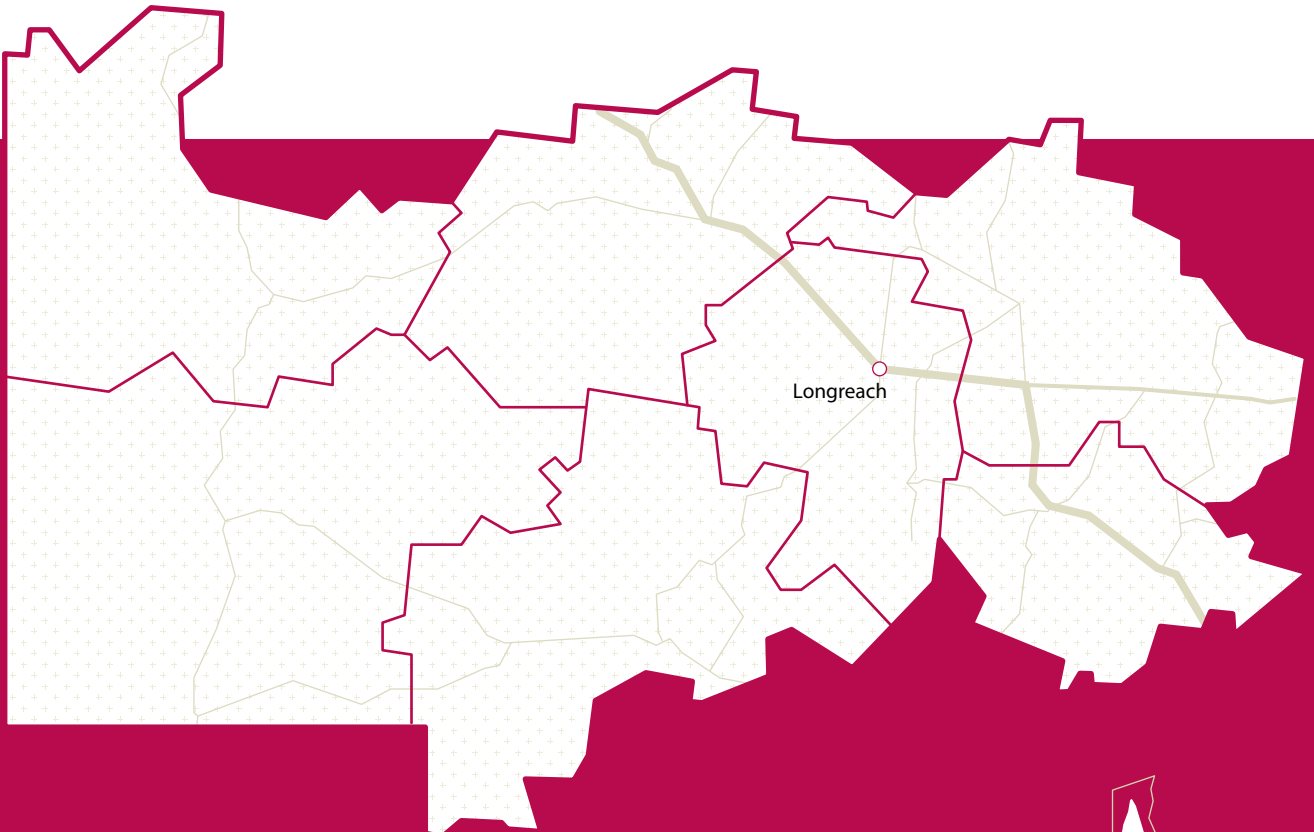
55,357

Customer face-to-face interaction



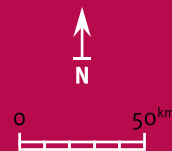
3

Driver reviver locations



Area covered
395,772^{KM²}

Population of Queensland
0.21 %



Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The Central West district covers an area of 395,772 square kilometres, or around 22.9 per cent of Queensland and is home to a wealth of agricultural, mineral and natural resources. It extends from near Kynuna in the north to the South Australian border in the south, and from the Drummond Range east of Alpha to the Northern Territory border in the west. The region is home to around 0.21 per cent of Queensland's total population. The region manages 4378 kilometres of state-controlled roads (see glossary page 295) and 693 kilometres of the National Land Transport Network (see glossary page 294).

Barcaldine-Aramac Road Upgrade Widening

Construction commenced on the \$2.1 million Barcaldine-Aramac Road widening and sealing upgrades aimed at improving road safety on a vital access road in the Central West.

The 6.5 kilometres of upgrades, about 17 kilometres south of Aramac, will deliver safer overtaking and passing opportunities for cars, road trains and caravans that frequent the road. It will also increase network reliability by reducing the time the road is closed and/or inaccessible to motorists.

Works began in February 2019 with construction expected to be completed late-2019.

Highlights

- Commenced the \$2 million¹ widening and sealing of 6.1 kilometres of the Barcaldine-Aramac Road.
- Completed the \$12.5 million widening of 11 kilometres to the Landsborough Highway, between Blackall and Barcaldine.
- Completed the \$3 million paving and sealing various sections of Blackall-Jericho Road.
- Completed the \$8.7 million² paving and sealing of various sections of the Clermont-Alpha Road.
- Completed the \$2 million paving and sealing of 6.2 kilometre section of the Jundah-Quilpie Road.
- Completed two sections of the \$5.6 million³ paving and sealing of Boulia-Tobermorey Road (Donohue Highway) west of Boulia.

Central West Principal Cycle Network

The department is accelerating delivery of the Principal Cycle Network across the state as a part of the *Queensland Cycling Strategy 2017-2027* (see page 43).

In 2018, TMR developed a plan for the bicycle network in Central West Queensland and the Central West Network Maps are now available online following endorsement by Barcaldine, Longreach, Winton, Blackall-Tambo and Boulia Councils.

There are now more than 10,400 kilometres of Principal Cycle Network identified throughout Queensland covering more than 99 per cent of the state's population.



For more information: www.tmr.qld.gov.au/Travel-and-transport/Cycling/Principal-Cycle-Network-Plans

Western Roads Upgrade Supplement

Accessing key services and businesses is becoming easier for several rural communities with \$5 million invested to seal regionally-significant roads. This commitment helps improve road safety and travel times while also ensuring more resilient links between towns.

In July 2018, the Queensland Government committed to pave and seal more than eight kilometres of the Blackall-Jericho Road and to pave and seal more than six kilometres of Jundah-Quilpie Road. These projects have reduced unsealed sections on both roads, enhancing the liveability of smaller communities and the movements of tourists, road trains and freight.

Construction commenced on both projects in November 2018 with completion achieved in June 2019.



Works underway on Blackall-Jericho Road as part of the Western Roads Upgrade Supplement.

Prickly Acacia Eradication

Prickly Acacia (*Vachellia nilotica*) is a thorny shrub or small tree listed as a restricted invasive plant under the *Biosecurity Act 2014*. It encourages erosion, threatens biodiversity, decreases pastures, and forms dense, thorny thickets that interfere with stock movement. Prickly acacia is already widespread in Queensland and has the potential to grow in most areas of the state.

The successful implementation of a program to eradicate Prickly Acacia from State-Controlled Road Reserve in TMR's Central West District has generated a high level of interest among adjacent landholders.

The program involved a number of landholders who participated in developing pest management plans with local natural resource management group, Desert Channels Queensland, and undertaking Prickly Acacia eradication on their properties. This has resulted in wide buffers adjacent to road reserves, and in some areas, continuous parcels of land eradicated of Prickly Acacia.

As the program continues tackling infestations along the road reserves, it is hopeful that more landholders will undertake eradication works alongside the department.

Lloyd Jones Weir Upgrade

The Lloyd Jones Weir on the Alice River, just south of Barcaldine is a very popular spot for camping and fishing for the locals and many travelling caravaners, and is managed by the Department of Natural Resources, Mines and Energy (DNRME).

Having previously delivered works for DNRME via a partnership or memorandum of understanding, TMR's Central Queensland crew undertook an engineering review of the proposed design and were able to have significant changes made that reduced the quantity of concrete, made construction easier and overall the costs and construction duration were reduced—while still maintaining the design requirements.

Management of the site, with a major focus on caravaners travelling in the west, was achieved by collaboration with Barcaldine Regional Council, local accommodation providers and DNRME.

The works were completed as a partnership with DNRME with joint decisions on all aspects of the project delivery. Overall the project constructed more than originally proposed for less cost and within the delivery timeframes.



Aerial photo of the works to reinforce the Lloyd Jones Weir, south of Barcaldine.

Landsborough Highway, Barcaldine South Upgrade

The \$12.5 million Landsborough Highway, Barcaldine South Upgrade project aimed at improving freight efficiency and safety on this principal north-south route servicing Western Queensland was completed in September 2018.

As part of the project around 11 kilometres of the highway between Blackall and Barcaldine was widened, drainage structures were upgraded to improve flood immunity, street lights were fitted to enhance visibility and an intersection was upgraded.

The project commenced in March 2017 and was jointly funded by the Australian Government and Queensland Government.



Works underway on the Landsborough Highway outside Barcaldine as part of the Barcaldine South Upgrade.

Clermont–Alpha Road Pave and Seal Project

Work is underway to upgrade a strategic route supporting the economic development of the beef industry, Clermont–Alpha Road. To improve the safety and strengthen links to agricultural markets, \$8.7 million has been committed to the upgrade.

In March 2018, works began to seal around 17 kilometres of the regional road. The project is being delivered in three packages with the first package completed in August 2018. Construction commenced on package two in September 2018 and package three in March 2019.

Remaining activities are progressing on schedule with project completion expected mid-2019.

Funded under the Northern Australia Beef Roads Program, this project is one of many providing targeted upgrades to key roads needed to improve the productivity and resilience of cattle supply chains in northern Australia, reducing vehicle operating and maintenance costs, and seasonal road closures. This project is jointly funded by the Australian Government and Queensland Government.

Outback Way Sealing Project

Improving road safety, connectivity and reliability was the focus of a \$5.6 million Donohue Highway upgrade to progressively seal around 18 kilometres of road between Boulia and Tobermorey.

Construction commenced in March 2018 and as part of these works, floodways were sealed to increase flood immunity.

The project has improved network safety and reliability, reducing costs for freight operators and enhanced economic opportunities for Queensland's cattle, mining and tourism industries.

The Donohue Highway forms part of the Outback Way, an approximate 2800 kilometre route between Winton in Queensland and Laverton in Western Australia.

The project was completed in May 2019 and was jointly funded by the Australian Government, Queensland Government and Boulia Shire Council.



Future priorities

- Commence pavement widening and rehabilitation of sections of Kennedy Developmental Road between Winton and Boulia.
- Complete the \$25 million⁵ road widening and strengthening on Landsborough Highway between Dingo Creek and Darr River.
- Commence the \$1.5 million Top Limestone Creek Floodway upgrade on Diamantina Developmental Road between Boulia and Dajarra.
- Commence the \$1.8 million² paving and sealing of almost four kilometres of the Eyre Developmental Road between Bedourie and Birdsville.
- Commence construction on the replacement of the sunken pontoon at Birdsville.
- Continue the \$2.1 million¹ pavement widening and rehabilitation of various sections of the Barcaldine-Aramac Road.

¹ Funded through the Queensland Government's Transport Infrastructure Development Scheme.

² Part of the Australian Government's Northern Australia Beef Roads Program, jointly funded by the Australian Government and Queensland Government.

³ Part of the Australian Government's commitment to the Outback Way, jointly funded by the Australian Government and Local Government Authorities.

⁴ Jointly funded by the Australian Government and Queensland Government.

⁵ Part of the Australian Government's Northern Australia Roads Program, jointly funded by the Australian Government and Queensland Government.

Our regions

Fitzroy

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



3530 KM

State-controlled road**



366 KM

National Land Transport Network**



275,069

Vehicle and machinery inspections



57

Boating infrastructures



7

Community safety events held



10,638

Vehicle safety inspections completed



309

Bridges*



6173

Drivers licence tests conducted



182,867

Customer face-to-face interaction



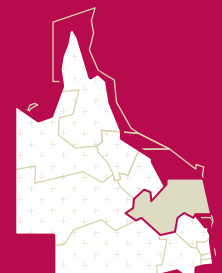
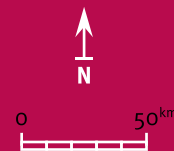
109

Priority enabled intersection



Area covered
117,588 KM²

Population of Queensland
4.5 %



Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The Fitzroy District covers an area of 117,588 square kilometres, or around 6.8 per cent of Queensland. It extends from north of Capella to south of Taroom, and from Gladstone in the east, to west of Emerald. The region is home to around 4.5 per cent of Queensland's total population. The coastal regions of Fitzroy are the gateway to the southern Great Barrier Reef and boast rainforests, beaches, and the economic and industry hubs of Gladstone and Rockhampton. The region looks after 3530 kilometres of state-controlled roads (see [glossary page 295](#)) and 366 kilometres of the National Land Transport network (see [glossary page 294](#)).

Valentine Creek Bridge renewal

Construction is underway to replace the last remaining timber bridge on the Capricorn Highway, between Rockhampton and Westwood.

Site construction commenced in May 2019 on the \$8.3 million Valentine Creek Bridge project, jointly funded by the Australian Government and Queensland Government.

Originally built in 1951, the existing timber bridge will be replaced with a new concrete structure, removing weight limitations currently in place for heavy vehicles and improving freight connectivity across Central Queensland.

It is a vital piece of work to improve road safety and transport efficiency as the Capricorn Highway provides a key link in the

Highlights

- Awarded design and construction contract for the \$75 million¹ Capricorn Highway Duplication, between Rockhampton and Gracemere.
- Commenced construction on the \$20.4 million² Gladstone–Benaraby Road widening project.
- Commenced construction on the \$121 million³ Rockhampton Northern Access Upgrade and the \$36 million³ Terranova Drive intersection upgrade on the Bruce Highway, north of Rockhampton.
- Completed the \$20.1 million⁴ Bruce Highway Upgrade Program project to upgrade intersections and widen sections of the Bruce Highway, between Bajool and Rockhampton.
- Completed the \$1.4 million⁴ realignment of the Fitzroy Developmental Road at Palm Tree Creek, north of Taroom.
- Completed the \$800,000 project to install eight Township Entry Treatments on the Bruce Highway in Central Queensland.

region's transport infrastructure and is Central Queensland's principal east-west freight corridor and part of Australia's National Key Freight Route Network. A side-track has been put in place temporarily to accommodate traffic flow during the bridge replacement works. The new bridge is expected to be completed by December 2019.

Rockhampton Northern Access Upgrade and Terranova Drive Intersection Project

Construction of the Rockhampton Northern Access Upgrade and Terranova Drive Intersection Project began in December 2018. Road safety and capacity issues on this section of the Bruce Highway (north of the Rockhampton CBD) were first identified in the 2012 *Bruce Highway Action Plan*. This included opportunities to improve access and road safety for the industrial, commercial and residential developments in the vicinity of Parkhurst and for all motorists using the highway.

These issues were among the reasons for the Australian and Queensland Governments jointly funding the \$121 million Rockhampton Northern Access Upgrade and the \$36 million Bruce Highway and Terranova Drive Intersection Project.

The combined \$157 million Rockhampton Northern Access Upgrade and Terranova Drive Intersection Project will include:

- construction of two new Bruce Highway lanes and reconstruction of existing lanes between Rockhampton–Yeppoon Road and Terranova Drive
- replacement of existing bridge structures crossing Limestone Creek and Ramsay Creek with new bridge structures
- upgrade of intersections at Rockhampton–Yeppoon Road, Boundary Road (South), Boundary Road (North), Olive Street, Stirling Drive and Terranova Drive
- realignment of Boundary Road (South) connecting it to the Parkhurst Industrial Area
- construction of service roads to access industrial and commercial land west of the Bruce Highway
- relocation of public utilities and services into a single services corridor (where possible).

Site construction for the two Bruce Highway projects north of Rockhampton are expected to be completed and open to traffic by mid-2020.



The Rockhampton Northern Access Upgrade focuses on addressing safety and capacity issues identified on the Bruce Highway approximately 7 kilometres north of the centre of Rockhampton.

Yeppoon branch line

In 2018–19, construction was underway to revitalise the \$4.1 million Yeppoon Branch Line.

The project involves upgrading 1.9 kilometres of track, including replacing sleepers, replacing two timber bridges with modern concrete culverts and extending the length of the siding.

This upgrade will enable cattle producers in North West and Central West Queensland to transport livestock by rail directly to the abattoir in Rockhampton.

Revitalising the rail line will help strengthen Rockhampton's beef industry by increasing opportunities for regional producers to transport livestock by rail.

Queensland Rail is undertaking the works, with completion expected in late 2019.

Engineering Aspirations Program

Budding Rockhampton engineers were given an opportunity to see the varied types of career options at TMR as part of a work experience event in 2018.

As part of a three-day joint initiative between Emmaus College, TMR and Central Queensland University, 18 students were able to actively participate in road construction activities including soil classification testing, surveying, design, concrete mix design and flexural beam testing.

The mentoring opportunities were led by TMR surveyors, materials officers, cadet technologists, designers and engineers.

Gladstone oil spill response practice

In May 2019, 15 people from the Department of Transport and Main Roads, the Department of Environment and Science, Livingstone Shire Council and the Gladstone Ports Corporation Limited attended an Oil Spill Response Basic Equipment Operators course in Gladstone. The competency-based course included theory and practical instruction in the operation of specialised oil spill response equipment located in Gladstone and owned by Maritime Safety Queensland (MSQ) and the Port of Gladstone. The two-day course provided participants with the skills to safely and effectively contain and recover oil that may be spilled within the port. The course was part of a wider MSQ training program designed to maintain and build upon Queensland's oil spill response capability in Queensland waters, the Great Barrier Reef and Torres Strait.

Rockhampton Ring Road planning and preservation

The planning and preservation phase of the \$65 million Rockhampton Ring Road Project is underway.

A key road infrastructure recommendation from the Fitzroy River Floodplain and Road Planning Study, the Rockhampton Ring Road will provide a western link of the Bruce Highway, west of Rockhampton, with key linkages into the city at the Capricorn Highway, Ridgeland Road, Alexandra Street and Yaamba Road (Rockhampton–Yeppoon Road).

The planning and preservation phase is progressing study recommendations by protecting the future state-controlled road corridor and future railway land, as well as delivering recommended option/s and the business case to support construction.

Gazettal of the future road and rail corridor was published in February 2019, to enable the Queensland Government to place conditions on proposed developments and protect the identified land for future road and rail construction.

When constructed, the Rockhampton Ring Road will integrate with major infrastructure already completed, including Yeppoon North and Yeppoon South, as well as the Rockhampton Northern Access Upgrade and Capricorn Highway Duplication (Rockhampton – Gracemere).

The project is jointly funded by the Australian Government and Queensland Government.

Gladstone–Benaraby Road High Risk Roads Safety Project

Road safety along the Gladstone–Benaraby Road will be improved with the Queensland Government investing \$20.4 million through the High Risk Roads initiative, under the Targeted Road Safety Program.

The Gladstone–Benaraby Road traverses urban, industrial and rural areas, and provides an important local connection for commuter, industrial and recreational traffic to and from Gladstone.

The project will deliver 14 kilometres of wide centre line treatment on Gladstone–Benaraby Road, remove safety hazards from within the road corridor to improve visibility and sight distance, and realign the Rifle Range Road intersection.

The widening works are being delivered in two stages. Stage 1, between the Bruce Highway and Boyne Island Roundabout, is currently in construction. Stage 2, between Boyne Island Roundabout and Dalrymple Drive, is expected to be completed by December 2020.

The High Risk Roads initiative is a state-funded initiative under the Targeted Road Safety Program to address key safety concerns on the state-controlled road network identified for the whole of a road segment or route, instead of at individual discrete locations as is the focus of the Safer Roads Sooner and Black Spot programs.

Improving township entry treatment safety

In 2018–19, \$800,000 funded by the Australian Government, was spent to improve the safety at the entry point to eight Central Queensland highway communities in 2018–19.

The Township Entry Treatments for Marlborough, Yaamba, The Caves, Marmor, Mount Larcom, Benaraby, Bororen and Miriam Vale included providing physical measures at the transition from a high-speed to a lower speed environment that coincides with entering a township, such as signage and pavement marking.

These treatments, used in New Zealand and the United Kingdom and have contributed to a reduction to vehicle speeds and vehicle crash rates by enhancing drivers' awareness to the changing environments.

Robert Clark Drive new boat ramp

Works on the new \$4.8 million four-lane boat ramp at Robert Clark Drive, North Rockhampton was completed in August 2018. The new public recreational boating facility boasts a new four-lane boat ramp featuring a 60 metre long floating walkway, 50 car-trailer parks, a boat wash down area, adjacent walkways, an area for single car parks, as well as a fishing platform onsite.

During construction of the boat ramp, there were a few hurdles to overcome after encountering a thick layer of soft mud along the river bank. This needed to be excavated and stabilised with rocks before construction could continue. Specialised treatment was required before placement of the ramp foundation material and construction of the boat ramp could proceed.

The new facility is a welcome addition for local recreational anglers and will be another boost to Rockhampton's growing fishing and tourism industry. Funding for the in-water components was provided by the department's Marine Infrastructure Fund.

The new four-lane boat ramp at Robert Clark Drive in North Rockhampton.





Crew commencing constructions works for the breakwater on the Stanage Bay boat ramp.

Stanage Bay boat ramp upgrade

The Stanage Bay boat ramp upgrade construction began in April 2019, following the contract award in February 2019.

This boat ramp is vital to the community and will provide an economic boost during construction and upon completion. To maintain access to the Stanage Bay boat ramp during construction, contractors will work on one side of the boat ramp leaving the other side open for community use. A traffic management plan is in place to ensure this operation runs smoothly and safely for all involved.

The \$3.1 million in state government funding was committed following approval by the Great Barrier Reef Marine Park Authority for the upgrade works in November 2018. The Queensland Government is committed to upgrading boating facilities along the Capricorn Coast with funding provided for this project from the Marine Infrastructure Fund.



Future priorities

- Construction of Stage 2 of the \$30 million⁵ Emu Park Road – Type 1 Road Train Access to Rockhampton Abattoirs project.
- Complete the \$100 million planning for Stage 2 of the Gladstone Port Access Road Extension.
- Construction of the \$20 million⁶ Philip Street widening project in Gladstone, between the Dawson Highway and Glenlyon Road.
- Construction of \$19 million⁷ six overtaking lanes on the Capricorn Highway, between Rockhampton and Emerald, funded through the National Partnership Agreement.
- Complete construction of a \$3.1 million new two-lane boat ramp, floating walkway and breakwater groyne at Stanage Bay, north of the Capricorn Coast.

1 Part of the Australian Government's Northern Australia Roads Program, jointly funded by the Australian Government and Queensland Government.

2 Funded through the Queensland Government's High Risk Roads Program, as part of the Targeted Road Safety Program.

3 Jointly funded through the Australian Government and Queensland Government.

4 Reflects Life to Date expenditure for project.

5 Part of the Australian Government's Northern Australia Beef Roads Program, jointly funded by the Australian Government and Queensland Government. The Queensland Government contribution is funded through the Priority Economic Works and Productivity Program, as part of the State Infrastructure Fund.

6 Funded by the Australian Government.

7 This project includes Australian Government funding of \$15.2 million.

Our regions

Wide Bay and Burnett

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



2971 KM

State-controlled road**



272 KM

National Land Transport Network**



387,053

Vehicle and machinery inspections



64

Boating infrastructures



48

Community safety events held



5771

Vehicle safety inspections completed



295

Bridges*



7166

Drivers licence tests conducted



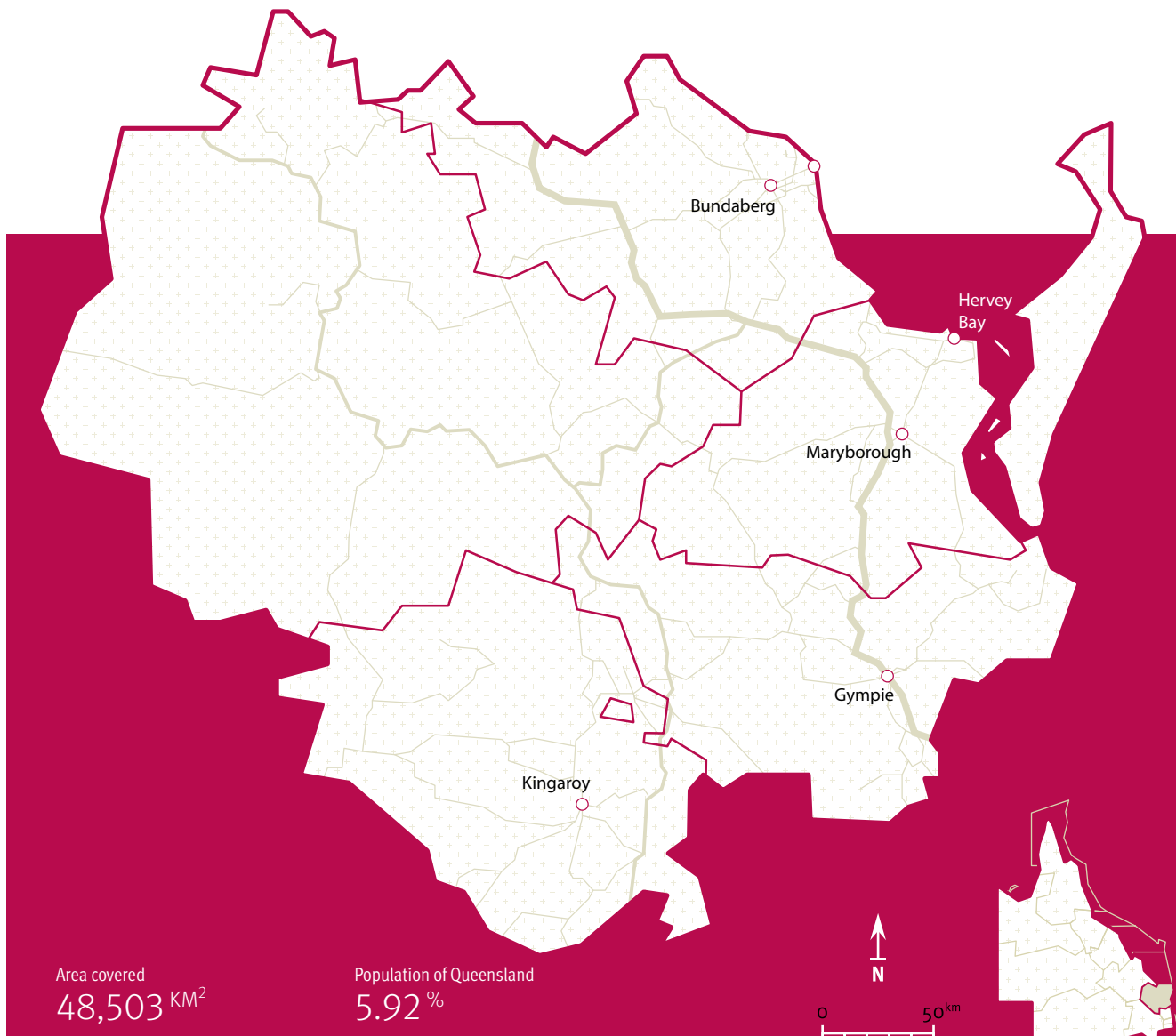
270,424

Customer face-to-face interaction



120

Priority enabled intersection



Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

Wide Bay Burnett covers an area of 48,503 square kilometres and encompasses the local government areas of Bundaberg, Cherbourg, Fraser Coast, Gympie, North Burnett and South Burnett. The region is home to around 5.92 per cent of Queensland's total population. Home to a range of established industries including primary production of sugar cane, small crops, beef, dairy and timber and mining, tourism and fishing. It is renowned for its diverse landscapes, from coastal plans to rural hinterland, and is home to an abundance of significant natural and built attractions. The region manages 2971 kilometres of state-controlled roads (see glossary page 295) and 272 kilometres of the National Land Transport Network (see glossary page 294).

Replacement of Maryborough's March Street jetty

The department commenced piling work and demolition on Maryborough's \$1.5 million March Street jetty in January 2018.

A new floating pontoon is proposed to replace the existing March Street Jetty and adjacent gangway, which were damaged during the floods in 2013. Practical completion is scheduled for 30 August 2019. It is intended that the proposed facility will be predominantly used by recreational vessels to assist with loading and disembarkation of passengers, tying

up tender dinghies and some limited commercial uses may also be permitted, subject to approval.

The project is being funded by the department's Marine Infrastructure Capital and Maintenance Investment Program, through the collection of recreational vessel registration fees.



Construction commenced on the March Street jetty in Maryborough.

Cooroy to Curra – Section D

Pre-construction work on the \$1 billion Cooroy to Curra – Section D (C2CD) project started in late-2018, with a contract awarded in December to remove all structures from the future highway corridor. Work to relocate services such as power and telecommunications began in March 2019, with Queensland Rail relocating services within their corridor to accommodate future C2CD bridge construction.

C2CD is 26 kilometres of four-lane divided highway on a new alignment (east of Gympie), between Woondum and Curra. Interchanges at Penny Road, Gympie Connection Road and Curra will provide motorists with convenient connections to regional destinations such as Gympie city and the Cooloola Coast. This high priority project is the final link in the 62 kilometre Cooroy to Curra upgrade and will make the Bruce Highway safer, faster and more reliable with increased flood immunity.

C2CD is jointly funded by the Australian Government (\$800 million) and the Queensland Government (\$200 million).

Highlights

- Continued significant rehabilitation works on the heritage-listed Burnett Traffic Bridge in Bundaberg.
- Completed funding feasibility study for the Bundaberg to Gin Gin rail trail.
- Completed construction of the Gympie Road and Lindah Road intersection upgrade at Tinana, which forms part of the \$38 million¹ Bruce Highway (Tinana Interchange) upgrade.
- Completed the \$2.2 million three-lane boat ramp and floating walkway at Bullock Point.
- Completed the upgrade of the \$1.4 million Maryborough–Biggenden Road and Yerra Road intersection in August 2018. The intersection was relocated away from the crest to improve visibility. Dedicated right and left-turn lanes were also constructed to separate through and turning traffic. The upgrade has improved access for heavy vehicle operators.
- Completed the \$2.1 million¹ widening of Oakes Drive and Raintree Avenue.
- Executed new seven-year bus contracts with delivery partners in Bundaberg.

Pialba–Burrum Heads Road intersection improvements

In October 2018, TMR completed the \$26 million upgrade of the Pialba–Burrum Heads Road, Scrub Hill Road and Wide Bay Drive intersection at Eli Waters near Hervey Bay.

It involved realigning Wide Bay Drive to the east to create a crossroad intersection with Scrub Hill Road, installing traffic signals and providing additional lanes for improved efficiency.

The intersection services Xavier Catholic College located on Wide Bay Drive to the north and Yarrilee State School located on Scrub Hill Road to the south. Previously, Pialba–Burrum Heads Road would become heavily congested at the intersection during peak morning and afternoon times. The traffic signals now allow gaps in through traffic for side road motorists to enter onto the main road. Pedestrian and bike rider safety has also been improved for students with signalised crossings installed on each leg of the intersection and dedicated cycle lanes.

Initial feedback from the community is positive with reports of improved intersection performance and road users feeling safer since traffic signal installation.

The project was funded by the Royalties for the Region Program ([see glossary page 295](#)).

Lochaber Creek Bridge upgrade

The Lochaber Creek Bridge is a 78-year-old timber bridge on the Burnett Highway, south of Eidsvold. The existing bridge has narrow traffic lanes and requires regular maintenance to keep it in a safe, and trafficable condition.

Construction is well underway to replace the current timber bridge with a stronger and wider concrete structure. The new bridge will be safer and better suited to the vehicle types and volumes currently using it and will reduce the need for ongoing maintenance. The Malmoe Road intersection, just north of Lochaber Creek Bridge, will also be upgraded as part of the bridge replacement project.

The new bridge is expected to be available for use in late-2019, construction and weather conditions permitting.

The \$9.8 million project is jointly funded under round three of the Australian Government’s Bridges Renewal Program, with a 50:50 arrangement with the Australian Government and Queensland Government.

Traveston Commercial Roadside Facility Development

In September 2018, the department signed an agreement with a proponent to develop a Commercial Roadside Facility and Driver Rest Area at the Traveston Road Interchange (Bruce Highway) at Traveston.

The agreement was the result of a competitive tender process to engage the private sector to design and develop a 24-hour roadside facility complete with fuel, food outlets, electric vehicle charging infrastructure, public amenities and light and heavy vehicle driver rest facilities, at no cost to TMR.

The facility will help address fatigue management along the highway and contribute to the implementation of the Queensland Government’s *Electric Vehicle Superhighway*. The development aligns with the government’s *Advancing our Cities and Regions Strategy*, which focuses on using state property to deliver better community outcomes, create jobs and drive economic growth.

Plans have now been lodged with Gympie Regional Council for assessment. TMR will provide a long-term lease of the land to the proponent, who is responsible for all planning, design, funding, development, operation and maintenance activities associated with the facility for the duration of the lease.



For more information: www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Commercial-roadside-facilities



Removing the old timber bridge deck on Yabba Creek No 4.

Case study

Yabba Creek No 4 Timber Bridge Repairs

A routine inspection at Yabba Creek No 4 identified urgent repair works were needed to replace the ‘stress laminated’ Oregon softwood timber bridge decking which had started to shrink and lose tension. Yabba Creek Road is 6.5 kilometres west of Imbil.

The Wide Bay Burnett crew effectively dealt with a range of challenges to successfully deliver this project. Not only did the creek need to comply with waterway barrier permit conditions, including a strict 180-day commitment to complete the works between April and October 2018. Yabba Creek is also home to a thriving ecosystem, including platypus, Krefft’s River Turtle, freshwater prawns, Pacific blue-eye fish and freshwater catfish.

To meet strict environmental constraints and minimise creek disturbance, the department applied innovative strategies to complete the project while preserving the natural environment and delivering cost savings.

As an example, old steel liners replaced reinforced concrete pipes which helped minimise project time and creek disturbance. Innovative rock filled removable bags were also used to infill around pipes to improve downstream protection and security during flooding. Additionally, a large slewing crane was used to remove the original deck and temporary pier group to further protect the creek.

These solutions helped protect the Yabba Creek environment and deliver project savings by reducing time to complete the works. The Yabba Creek No 4 reconstruction project was completed in August 2018 with a project value of \$1.4 million.



Future priorities

- Continue planning for an upgrade of \$1.5 million Bundaberg-Port Road.
- Commence the development of a *Bundaberg Integrated Transport Strategy* to identify the strategic needs for Bundaberg’s transport system.
- Commence construction of the \$170,000 Burrum Heads pontoon repair and relocation.
- Continue to plan for upgrades of the state-controlled road network to support extractive and agriculture industries in the North Burnett region.
- Complete investigations for the \$107 million^{2,3} Tiaro Flood Immunity Upgrade.
- Complete the design for the jointly-funded \$103 million² Saltwater Creek Upgrade section of the Bruce Highway north of Maryborough, to improve flood immunity and road safety.
- Complete construction of a \$2.1 million³ 3.71 kilometre upgrade of the Bruce Highway at Chatsworth, north of Gympie.
- Upgrade \$6.3 million⁴ Bundaberg–Gin Gin Road to reduce roadside hazards and install guardrails, audio tactile line marking and pedestrian facilities, upgrading intersections and improving signage.

¹ Funded through the Queensland Government’s Safer Roads Sooner Program, as part of the Targeted Road Safety Program.

² This project is jointly funded by the Australian Government and Queensland Government.

³ Fully funded under the Bruce Highway Upgrade Program.

⁴ Funded through the Queensland Government’s High Risk Roads Initiative, as part of the Targeted Road Safety Program.

Our regions

Darling Downs

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



4533^{KM}

State-controlled road**



687^{KM}

National Land Transport Network**



324,934

Vehicle and machinery inspections



7

Boating infrastructures



50

Community safety events held



14,774

Vehicle safety inspections completed



225

Bridges*



8489

Drivers licence tests conducted



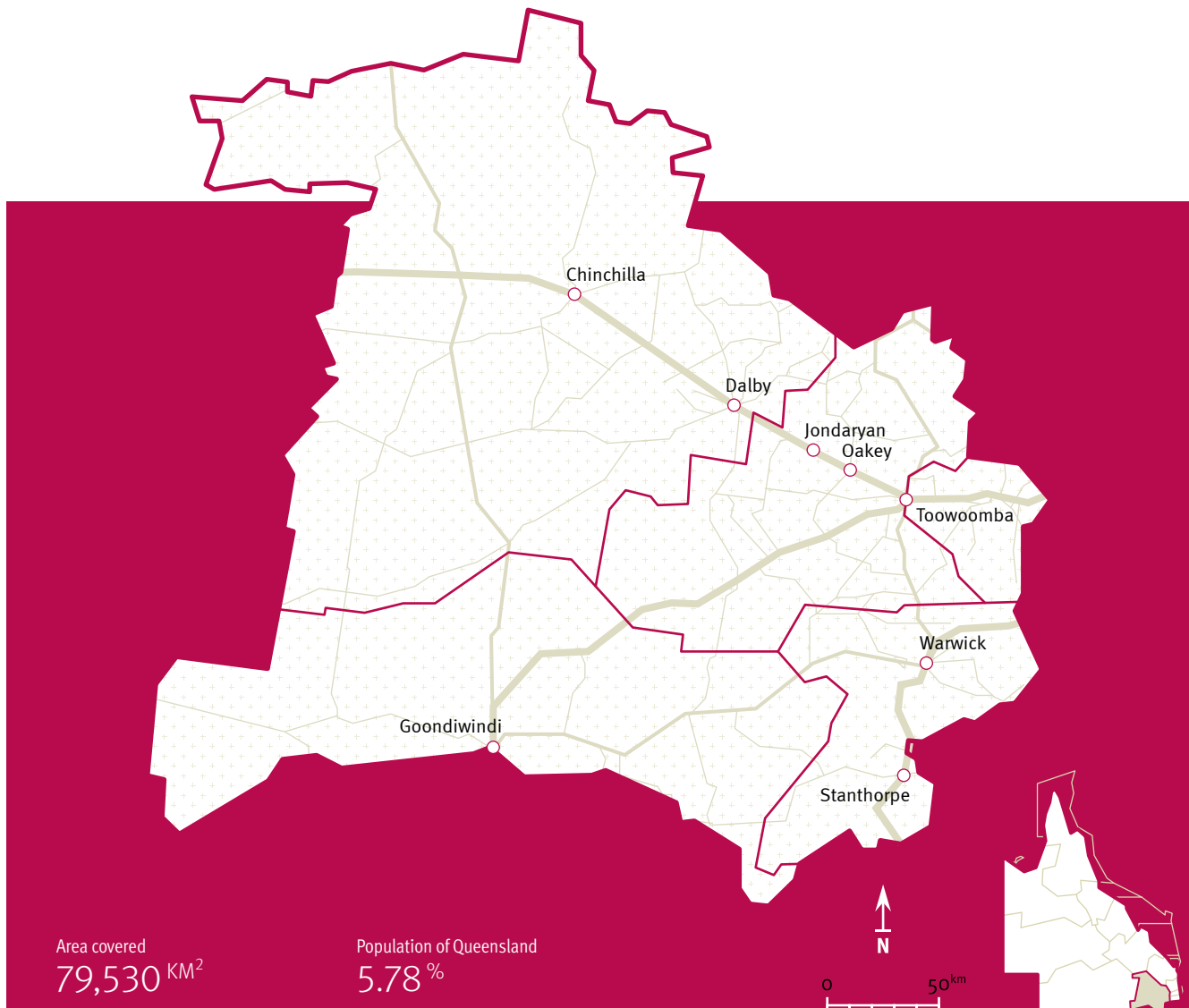
239,945

Customer face-to-face interaction



113

Priority enabled intersection



Area covered
79,530 ^{KM}²

Population of Queensland
5.78 %

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The Darling Downs District covers an area of 79,530 square kilometres and is home to around 5.78 per cent of Queensland's total population. It extends from Wandoan in the north and south to the New South Wales border, and from Hatton Vale in the east to Dulacca in the west. Recognised as Australia's second-largest agricultural production area and across Australia as 'salad bowl country', delivering fruit and vegetables, cotton, viticulture, poultry, beef and dairy cattle. The region has 4533 kilometres of state-controlled roads (see glossary page 295) and 687 kilometres of the National Land Transport Network (see glossary page 294).

Stanthorpe Southern Roundabout

The traffic crash history of a Southern Downs intersection was the primary reason why \$8.5 million in Targeted Road Safety Program funding was allocated to build a roundabout at the southern intersection of the New England Highway and Stanthorpe Connection Road.

Construction was completed in June 2019, making it safer for motorists entering and exiting the highway.

Highlights

- Completed construction and opened the western half of the \$1.606 billion² Toowoomba Second Range Crossing.
- Completed construction on the \$8.5 million² Stanthorpe Southern Roundabout.
- Commenced construction work on \$19 million³ Chinchilla Open Level Crossing Upgrade and Colamba Street Signals.
- Continued multiple works on the Warrego Highway Upgrade project.
- Managed and delivered oversized wind turbine loads to Coopers Gap Wind Farm.

Coopers Gap Wind Farm

Coopers Gap Wind Farm is located approximately 250 kilometres west of Brisbane and once fully operational will annually produce approximately 1.5 megawatt hours (MWh) of renewable energy. The energy produced from the 123 turbines will be sufficient to power more than 260,000 average Australian homes when fully operational.

The Coopers Gap transportation task involves moving over 1200 oversized loads from the Port of Brisbane through Toowoomba to the Coopers Gap Wind Farm site. Once loaded for transport, the turbine blades are around 80 metres in length.

TMR and the transport operator have been faced with numerous challenges during this transportation task such, particularly because of the length of the load, as travel restrictions for roadworks, turning movements at intersections, closure to parts of the Toowoomba range and restrictions on heavy vehicle travel times.

TMR actively leads consultation activities, reviews transport management plans, and negotiates alternative routes with road owners and local governments. TMR, through system enhancements, has also introduced project specific access permits, which allows multiple vehicles and towing units to be listed on permits greatly reducing the number of permits required.

Chinchilla Open Level Crossing

Safety improvement work began in May 2019 at the Chinchilla Open Level Crossing, Warrego Highway and Colamba Street Signals \$19 million project. The project is being delivered as part of the Warrego Highway Upgrade Program (see page 46–47) jointly funded by the Australian Government and Queensland Government.

The open level crossing upgrade is designed to improve road safety and provide greater freight efficiency by reducing traffic conflicts where it meets the Warrego Highway with signalised boom gates and lighting. Traffic signals will also be installed at the Colamba Street intersection with the Warrego Highway in Chinchilla, improving access, safety and efficiency.

These works will provide safer access to business and residential properties adjoining the highway through Chinchilla. Work is expected to be completed in February 2020.



Aerial view of the Toowoomba Second Range Crossing.

Case study

Koala preservation

The department is committed to the management of biodiversity practices and to minimising the impact of its operations. Recent work on the Warrego Highway at Oakey highlights the great outcomes that can be achieved for researchers and the community when the assessment and management of departmental works impacting koalas is undertaken collaboratively by all stakeholders.

At this site, rather than using ecologists to identify koalas, specially trained sniffer dogs were deployed, armed with special boots that allowed them to walk safely over the difficult ground conditions. The method, developed through TMR-sponsored research using sniffer dogs, proved that dogs are superior to humans in locating koalas. This enabled the local community, local government and TMR to accurately quantify the real impact of the project on the local koala population and the value of the koala population to the community. The method also enabled ecologists to focus on koala health and this population was identified as extremely healthy with no evidence of disease; a condition extremely rare in most urbanised koala populations.

Consequently, an investigation by the University of the Sunshine Coast on the genetics of the populations was undertaken which identified that although the koala population was small it was genetically diverse. Genetic analysis of scat material also allowed the team to identify koala high and low use areas within the study area so clearing could be eliminated or minimised in those areas.

Toowoomba Second Range Crossing

The western half of the \$1.606 billion Toowoomba Second Range Crossing was completed and opened to traffic on 8 December 2018. This 24 kilometre long section provides road users with a host of new connections between key destinations including the Toowoomba central business district and Wellcamp Airport. It additionally provides access via the:

- Gore Highway interchange, Athol
- Toowoomba-Cecil Plains Road interchange, Wellcamp
- Warrego Highway western interchange, Charlton
- Boundary Street, Gowrie Junction
- Mort Street interchange, Cranley.



Key features of this section include:

- four lanes (two lanes each way) between Cranley and Charlton, a distance of nine kilometres
- two lanes (one each way) between Charlton and Athol, a distance of 15 kilometres
- grade-separated interchanges at Cranley, Charlton, Wellcamp and Athol
- access to the Nass Road truck stop and decoupling pad at Charlton
- a grade-separated connection to Boundary Street.
- sections of centre line widening to reduce the risk of head-on crashes.

Works are continuing, and it is expected the remaining section of the road will be opened later in 2019.



Future priorities

- Continue \$6.4 million intersection improvements on New England Highway (Yarraman - Toowoomba) at Ruthven Street and North Street in Toowoomba.
- Continue construction of the \$6.4 million⁴ West Creek culvert upgrade on the Warrego Highway (Toowoomba – Dalby) in Toowoomba.
- Complete upgrading the \$9.3 million⁴ Emu Creek Bridge on New England Highway (Yarraman – Toowoomba).
- Commence \$6.7 million⁴ bridge replacement works at One Arm Man Creek Bridge on Jackson–Wandoan Road.
- Commence a \$10.7 million strengthening and widening project on New England Highway (Yarraman – Toowoomba).
- Continue planning a \$19.4 million² package of safety works on the New England Highway between Warwick and Wallangarra.

¹ This project is jointly funded by the Australian Government and Queensland Government, and is being delivered as a Public Private Partnership.

² Funded through the Queensland Government's High Risk Roads Program, as part of the Targeted Road Safety Program.

³ Part of the Australian Government's Warrego Highway Upgrade Program, jointly funded by the Australian Government and Queensland Government.

⁴ Funding for this project is for pre-construction activities only.

⁵ Part of the Australian Government's Heavy Vehicle Safety and Productivity Program, jointly funded by the Australian Government and Queensland Government.

Our regions

South West

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



3949^{KM}

State-controlled road**



418^{KM}

National Land Transport Network**



40,537

Vehicle and machinery inspections



9

Boating infrastructures



15

Community safety events held



2309

Vehicle safety inspections completed



84

Bridges*



720

Drivers licence tests conducted



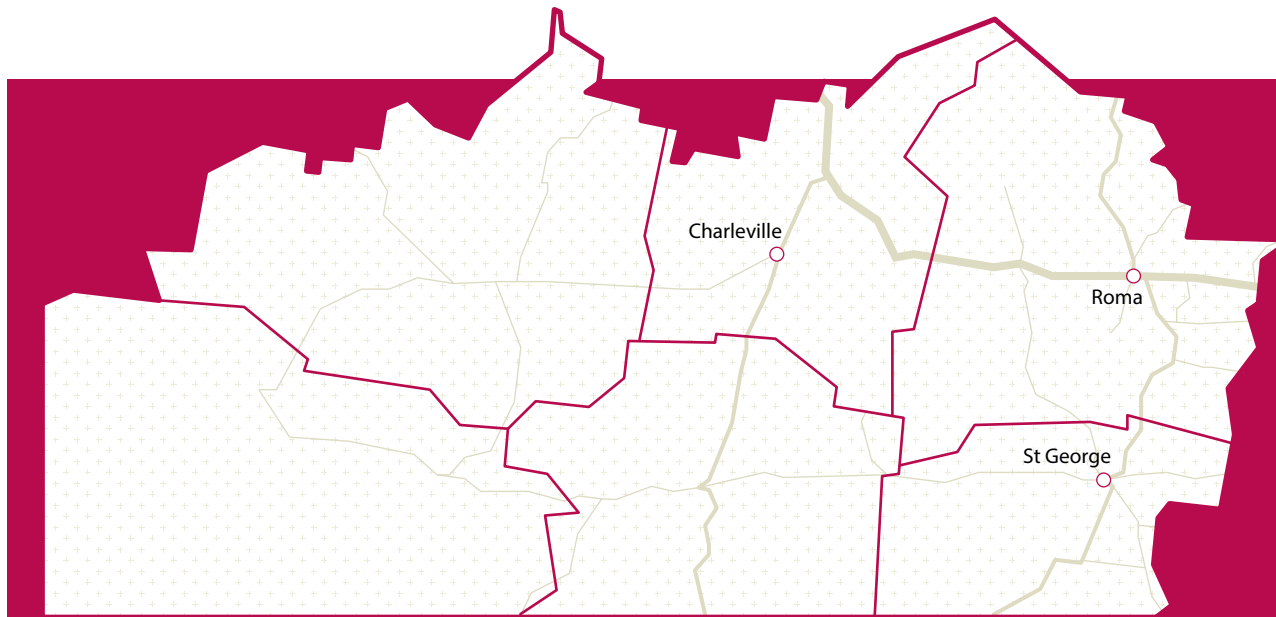
18,476

Customer face-to-face interaction



5

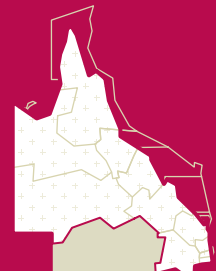
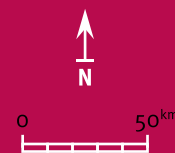
Township entry treatment



Area covered
319,259^{KM²}

Population of Queensland
0.48 %

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)



The South West District covers an area of 319,259 square kilometres, or around 18.4 per cent of Queensland. It extends from north of Augathella to the New South Wales border in the south, and from east of Jackson to the South Australian border in the west. The region is home to around 0.48 per cent of Queensland's total population. The region is recognised for accommodating Australia's largest cattle sale centre in Roma. The closest section of outback Queensland to Brisbane, the South West is home to red sands that give way to thriving wetlands and national parks, as well as wedge-tailed eagles and boulder opals. The region looks after 3949 kilometres of state-controlled roads (see glossary page 295) and 418 kilometres of the National Land Transport network (see glossary page 294).

Carnarvon Highway Upgrade Program

The remaining four of the six sites listed in the Carnarvon Highway Upgrade Program between St George and Surat, and Injune and Rolleston were completed in the 2018–19 financial year.

Works completed between St George and Surat, included strengthening and widening 66 kilometres of the highway.

Works completed between Injune and Rolleston included widening 16 kilometres of the highway and widening or replacing several culverts.

Highlights

- Completed \$29.3 million^{1,2} pavement widening at various locations on the Carnarvon Highway between St George and Surat and between Injune and Rolleston.
- Completed the \$6.7 million³ program of works on various local government and lower order state-controlled roads.
- Completed the \$13.31 million program to reseal 575 kilometres of national and state network roads.
- Commenced \$681,000⁴ work on town entry treatments at various locations on the Warrego Highway between Miles and Roma.
- Completed \$4.9 million⁵ pavement strengthening and widening on the Warrego Highway at the Carroll Creek crossing between Miles and Roma.

These upgrades were funded under Round 5 of the Heavy Vehicle Safety and Productivity Program (HVSP) jointly funded by the Australian Government and Queensland Government.

Additional funding to continue the widening works, under Round 6 of the HVSP, has been secured for the Carnarvon Highway, between St George and Surat and Injune and Rolleston.



Carnarvon Highway Upgrade Program (Injune-Rolleston).

Warrego Highway Upgrade Program - Carroll Creek

The \$4.9 million Carroll Creek Culvert Replacement project was opened to traffic in May 2019, as part of the Warrego Highway Upgrade Program (WHUP).

Construction commenced in November 2018 and included culvert replacement on the Warrego Highway at the Carroll Creek crossing, between Miles and Roma. Other work completed included pavement strengthening and widening works.

The works will reduce maintenance costs, improve road safety for all motorists and productivity for road freight operators and the regional industries they serve.

The project was delivered as part of the overarching WHUP designed to improve road safety between Toowoomba and west of Miles.

This work was jointly funded by the Australian Government and Queensland Government.



Roadworks on Warrego Highway at Carroll Creek.

Innamincka Road paving and sealing

Paving and sealing of the \$2.9 million Innamincka Road is underway.

This work will help to drive tourism in South West Queensland by linking the Dig Tree Heritage site, Birdsville, Innamincka National Park and the Strzelecki Track.

The works will also improve road safety and connectivity for all motorists.

This work is jointly funded by the Queensland Government and Bulloo Shire Council.

Quilpie-Adavale Road

The Quilpie-Adavale Road upgrade is continuing.

To improve road safety conditions and connectivity for South West towns, priority sections of the Quilpie-Adavale Road are being improved to a sealed standard, linking Diamantina Developmental Road to Hell Hole National Park.

This work is jointly funded by the Queensland Government and Quilpie Shire Council.

2018–19 Reseal Program

As part of the \$13.3 million South West Reseal Program, 575 kilometres of national and state network roads were resealed.

The reseal program is a vital part of TMR's ongoing maintenance program for the South West to improve road safety and connectivity between towns in the region.

By resealing roads TMR is helping to preserve the surface and improve reliability of the road network.



Reseal works on Mitchell-St George Road.

South West Town Entry Treatments

Work commenced in May 2019 on \$681,000 Town Entry Treatments (TETs) in the South West, as part of TMR's Targeted Road Safety Program.

To improve road safety for communities along the Warrego Highway between Miles and Roma, TETs are being installed at Drillham, Dulacca, Yuleba and Wallumbilla.

A TET is a speed management treatment that involves the installation of signage and line markings at the entry point into a town, where the speed limit transitions from a high speed rural environment to a lower speed environment.



Town Entry Treatment at Yuleba, Warrego Highway.



Future priorities

- Complete construction of a \$7.6 million new bridge and approaches over the Moonie River on Noondoo-Thallon Road at Thallon.
- Continue \$4.4 million⁶ pavement widening on the Carnarvon Highway between St George and Surat.
- Continue \$2.9 million⁶ pavement widening, including four culvert extensions, on the Carnarvon Highway between Injune and Rolleston.
- Complete \$942,000 pavement rehabilitation and stabilisation on the Warrego Highway between Miles and Roma.
- Commence \$2.2 million pavement rehabilitation and stabilisation on the Landsborough Highway between Morven and Augathella.

1 Reflects Life to Date expenditure for project.

2 Part of the Australian Government's Heavy Vehicle Safety and Productivity Program, jointly funded by the Australian Government and Queensland Government.

3 In partnership with local councils, under the Roads and Transport Alliance with Local Government Association of Queensland.

4 Funded through the Queensland Government's Mass Actions Program, as part of the Targeted Road Safety Program.

5 Part of the Warrego Highway Upgrade Program, jointly funded by the Australian Government and Queensland Government.

6 Part of the Australian Government's Heavy Vehicle Safety and Productivity Program, jointly funded by the Australian Government and Queensland Government.

Our regions

North Coast

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



1368 KM

State-controlled road**



129 KM

National Land Transport Network**



921,320

Vehicle and machinery inspections



58

Boating infrastructures



3

Community safety events held



16,073

Vehicle safety inspections completed



406

Bridges*



20,218

Drivers licence tests conducted



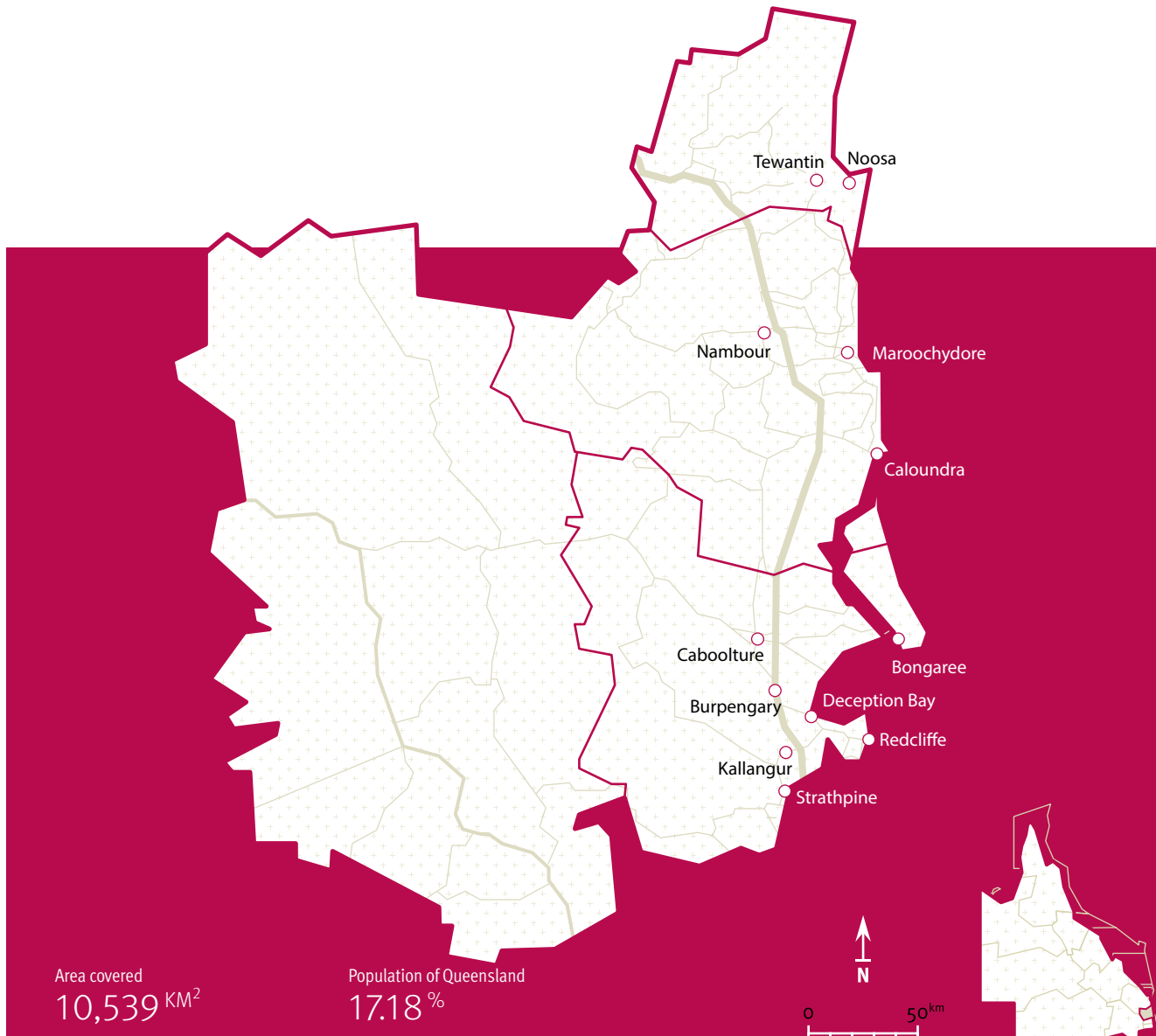
451,026

Customer face-to-face interaction



448

Priority enabled intersection



Area covered
10,539 KM²

Population of Queensland
17.18 %

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The North Coast District covers an area of 10,539 square kilometres, or around 0.6 per cent of Queensland and is home to around 17.18 per cent of Queensland's population. This area extends from Cooroy in the north to Fernvale in the south and from Bribie Island in the east to west of Esk. North Coast is known for its coastline full of beaches and bustling coastal towns, whilst the hinterland is famous for its fresh produce and gourmet dining. The region looks after 1368 kilometres of state-controlled road (see glossary page 295) and 129 kilometres of the National Land Transport Network (see glossary page 294).



Maintenance dredging works were completed on the Bellara boat ramp at Bribie Island.

Bruce Highway Upgrade – Caloundra Road to Sunshine Motorway

Major construction is well underway on the \$812.95 million Bruce Highway Upgrade – Caloundra Road to Sunshine Motorway (CR2SM).

The project will upgrade the Bruce Highway to six lanes, including a major upgrade to the Sunshine Motorway interchange and reconfiguring the Caloundra Road interchange into a Diverging Diamond Interchange (DDI), which will improve safety and importantly, will significantly reduce the environmental impact to the Beerwah State Forest. Construction for the first bridge piles for the DDI commenced in March 2018 with all 58 concrete girders in place by June 2019.

The DDI is an emerging interchange design in Australia, allowing right-turning traffic and through traffic to move through the interchange simultaneously, easing congestion, significantly reducing delays and improving safety. Once completed, motorists will move seamlessly to cross over from the left carriageway to the right side, and then back again, with traffic movements controlled by synchronised signals at each end.

The first of two one-way bridges are due to open to traffic towards the end of 2019 and the DDI will be fully operational

Highlights

- Completed \$2 million of safety improvements on D'Aguiar Highway between Caboolture and Kilcoy.
- Completed \$2.3 million¹ of safety improvements at the intersection of Beerburum Road and Pumicestone Road.
- Completed \$22 million² of construction of an additional northbound lane on Nicklin Way between Main Drive and Waterview Street, as part of the Sunshine Coast University Hospital access improvements.
- Continued the \$33 million installation of barriers on various section of the Bruce Highway (Brisbane – Gympie).
- Completed the \$170,000 widening and repairs of the Thurecht Parade boat ramp at Scarborough.
- Completed the \$250,000 maintenance dredging of the Bellara boat ramp at Bribie Island.
- Continued the \$812.95 million widening the Bruce Highway, from four to six lanes, between Caloundra Road and the Sunshine Motorway including upgrades to interchanges at Caloundra Road and the Sunshine Motorway.
- Continued the \$8 million³ safety improvement packages as part of the *Caboolture Connection Road Route Safety Strategy* accelerated works.
- Continued the detailed design and commenced preconstruction activities for the \$301.25 million Maroochydore and Mons Roads interchange upgrade project.

later in 2020, when both bridges are constructed and operating in conjunction with new on and off-ramps at the interchange.

A new service road will also be constructed for local traffic on the western side of the Bruce Highway between Steve Irwin Way and Tanawha Tourist Drive. This will separate long distance Bruce Highway traffic from local traffic movements, allowing the highway to function as a high-speed, high-volume corridor.

TMR worked with the local Indigenous community and businesses to provide employment opportunities as part of the Caloundra Road to Sunshine Motorway project, that complies with the Queensland Charter for Local Content.

The \$812.95 million CR2SM project is jointly funded by the Australian Government and Queensland Government (80:20). Staged construction continues to roll out across the project site with construction scheduled for completion in late-2020.



Aerial view of the Caloundra Road interchange.

Nambour-Bli Bli Road upgrade

The upgrade of Nambour-Bli Bli Road has commenced with works to involve pavement rehabilitation, widening at key locations and the repair and replacement of some of the culverts.

A total of \$2.3 million has been invested for the upgrade aimed at improving safety and accessibility for road users.

The Nambour-Bli Bli Road upgrade will also include a section of the road east of the Bruce Highway being rebuilt and realigned. Works will be undertaken to correct the shape of the road and the geometry, as well as the installation of a new surface to improve safety. Works are scheduled to be completed by mid-2020.

Nambour Connection Road upgrade

The \$6.89 million Nambour Connection Road upgrade was completed in August 2018.

The pavement rehabilitation and resurfacing works took place along a 4.5 kilometre section of the road between Panorama Drive at Nambour and Ferntree Creek Road at Kulangoor.

The upgrade works incorporated the main street in Nambour and subsequently, the many motorists that frequent this busy area now enjoy the benefits of an improved road surface and smoother driving conditions.

Works commenced in April 2018 and were completed in four months.

Brisbane Valley Rail Trail

The department has completed \$3.1 million in construction projects to improve the safety and access along the Brisbane Valley Rail Trail.

The Brisbane Valley Rail Trail, or BVRT, is a recreational trail that follows the disused Brisbane Valley rail corridor from Wulkuraka, west of Ipswich, to Yarraman, west of Kilcoy. At 161 kilometres, the rail trail is Australia's longest and provides walkers, cyclists and horse riders with a unique opportunity to experience the diverse rural landscape of the Brisbane Valley.



Since 2016, the department has been responsible for completing the BVRT. TMR continues to make improvements to the BVRT to enhance its user experience.

In July 2018, the last remaining section between Moore and Toogoolawah was completed, with the project being co-funded by the Australian Government, Queensland Government and Somerset Regional Council.

In January 2019, refurbishment of the heritage listed Lockyer Creek Railway bridge was completed. The bridge, located between Lowood and Coominya, is now open for use by trail users.

TMR is the state agency responsible for the day-to-day management and maintenance of the BVRT in conjunction with Ipswich City Council, Somerset, South Burnett and Toowoomba Regional Councils, and the Ambassadors of the BVRT.

TMR has also installed distance markers along the corridor to improve user safety and is currently finalising a five-year Strategic Plan to guide future investment and management decisions for the BVRT.

 For more information: www.tmr.qld.gov.au/bvrt

The recently completed heritage listed Lockyer Creek Railway bridge.



New bus service for Little Mountain residents

In March 2019, to support the increased development and population growth in the Priority Development Area of Caloundra South, TMR introduced a new dedicated service connecting this growing area to the Caloundra CBD. This new service provides customers with:

- increased span of operating hours
- increased service coverage
- improved reliability, network connection and ease of use
- reduced travel time.

The community of Baringa now has access to more than 200 weekly bus services with 10 new bus stops providing better access to services through Baringa and Caloundra West, making it easier for customers to catch public transport.

At the same time as the introduction of the new route 606, TMR made changes to the existing route 603 to provide greater reliability for customers and to provide a dedicated service to the area of Little Mountain.

Investing in public transport service improvements encourages a more sustainable transport system by providing alternatives to private car use and reducing vehicle emissions.



New bus service – Baringa route 606 with 200 weekly trips plus new weekend service for Little Mountain residents.

Early childhood road safety education

As part of the Community Road Safety Grants Scheme ([see page 143](#)), the department provided funding to a kindergarten south of Redcliffe to educate children about road safety.

Florence Kindergarten in Margate, focused on early childhood learners (3–5-year-olds) and their families to share the road safety message with classroom resources, communication with parents, community events, and the provision of resources to the local library to extend the reach and impact of the early childhood road safety education initiative.

 For more information: www.qld.gov.au/transport/safety/road-safety/community-road-safety-grants



The completed Production Avenue access to Kawana Way (facing south) as part of the Sunshine Coast University Hospital access upgrade works.

Sunshine Coast University Hospital access improvements

Construction on the latest package of works to improve access to the Sunshine Coast University Hospital (SCUH) at Birtinya was completed in March 2019.

A number of works packages were prioritised and endorsed by an interagency Queensland Government taskforce. A total of \$22 million was allocated for works on Kawana Way, Caloundra–Mooloolaba Road, locally known as Kawana Way Link Road and Nicklin Way.

The works improved the traffic capacity of Nicklin Way, between Main Drive and Waterview Street, and provided a new connection to Kawana Way via Production Avenue. Works provided an additional northbound lane on Nicklin Way and improved intersection performance and pedestrian and cycling facilities.

Nicklin Way intersections at Main Drive/Wyanda Drive, Production Avenue and Waterview Street/Minkara Street were upgraded, introducing new traffic signals at Production Avenue to improve safety and efficiency. Production Avenue was extended to provide an additional left-out access to Kawana Way. This new intersection will distribute traffic more evenly and, in turn, ease congestion at existing intersections. The upgrade complements work already completed at four Kawana Way roundabouts and the Kawana Way Link Road intersection with Kawana Way, near Woodlands Boulevard.

In addition, Intelligent Transport Systems (ITS), including CCTV cameras, will be installed at the upgrade locations allowing the network to be monitored and signals adjusted for optimisation as required. The ITS will also aid in incident management around the SCUH and support works delivered to date. ITS is used to improve traffic efficiency by minimising traffic problems and providing users with real-time information about issues such as traffic conditions. This additional ITS work is expected to be completed by mid-2020.

Beerburum Road and Pumicestone Road intersection

Construction of the \$2.4 million Beerburum Road and Pumicestone Road intersection upgrade project was completed in April 2019, providing safety upgrades for motorists at one of Caboolture's busiest intersections.

In direct response to local development growth and an increase in road users across the Caboolture region, this intersection has been improved with the provision of fully controlled right-turn movements, and capacity improvements through construction of dual right-turn lanes into Pumicestone Road.



The upgrade also included the following:

- relocating the northbound Pumicestone Road railway pedestrian crossing
- realigning and improving the road surface and footpaths
- reshaping and relocating traffic islands, and
- removal of existing drainage and effective erosion and sediment controls to protect the waterway to Lagoon Creek.

These safety improvements will reduce the number of crashes at the intersection caused by motorists trying to find gaps in traffic while attempting a right turn, while also supporting the site's environmental needs.

This project was funded under the Queensland Government's Targeted Road Safety Program, which aims to improve road safety and focuses on implementing high-benefit, cost-effective solutions to prevent traffic crashes and incidents on Queensland roads.



Future priorities

- Commence construction works on the \$1.88 million new floating walkway at Uhlmann Road, Burpengary.
- Complete the \$31.9 million installation of barriers on various sections of the Bruce Highway (Brisbane – Gympie).
- Complete design and commence construction for the \$10.4 million Lawnton park 'n' ride upgrade.
- Continue the \$9.9 million public transport enhancements around major urban developments across the district.
- Continue detailed design on the \$662.5⁴ million project to widen the Bruce Highway from four to six lanes between Caboolture-Bribie Island Road and Steve Irwin Way (Exit 163).
- Continue widening the \$812.95 million Bruce Highway, from four to six lanes, between Caloundra Road and the Sunshine Motorway, including upgrades at Caloundra Road and the Sunshine Motorway.
- Commence the \$10.4 million intersection signalisation on Caboolture-Bribie Island Road at Old Toorbul Point Road.
- Continue \$28.8 million³ intersection improvements on Burpengary-Caboolture Road and Beerburrum Road.
- Continue \$30 million preconstruction activities for an upgrade of the Petrie roundabout intersection on Redcliffe Road.
- Continue \$8 million³ intersection improvements as part of the Caboolture Connection Road Route Safety Strategy accelerated works.

¹ Funded through the Queensland Government's Safer Roads Sooner Program, as part of the Targeted Road Safety Program.

² Funded through the Queensland Government's Priority Economic Works and Productivity Program, as part of the State Infrastructure Fund.

³ Funded through the Queensland Government's High Risk Roads Program, as part of the Targeted Road Safety Program.

⁴ Final scope of works is subject to further planning.

Our regions

Metropolitan

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



527^{KM}

State-controlled road**



89^{KM}

National Land Transport Network**



1,554,557

Vehicle and machinery inspections



47

Boating infrastructures



37

Community safety events held



36,275

Vehicle safety inspections completed



460

Bridges*



41,146

Drivers licence tests conducted



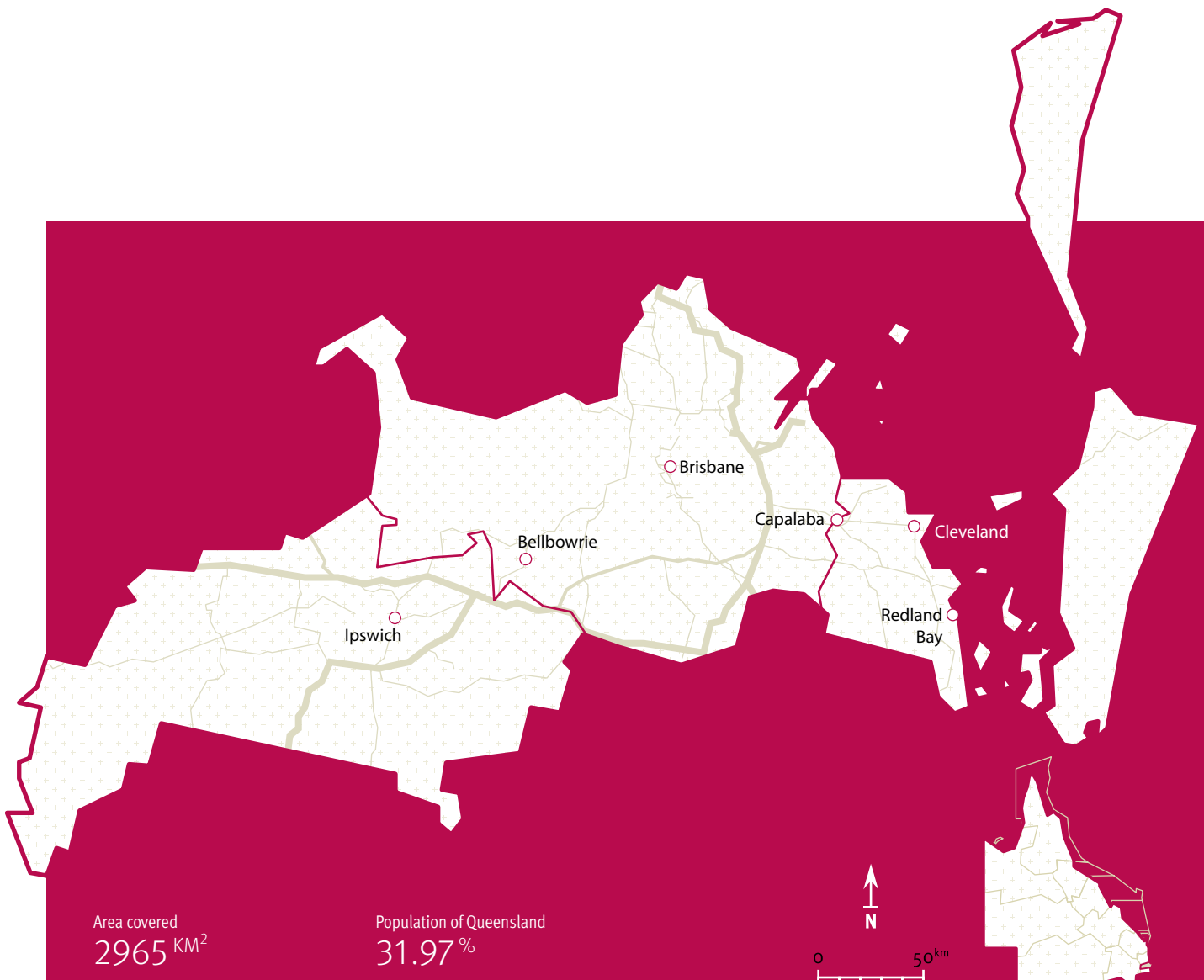
966,214

Customer face-to-face interaction



502

Priority enabled intersection



Area covered
2965 KM²

Population of Queensland
31.97%

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The Metropolitan region covers 2965 square kilometres, or around 0.2 per cent of Queensland. This area is divided by the Brisbane River and extends from Mount Glorious in the north, to Logan City in the south, and from Point Lookout, Stradbroke Island in the east, to the west of Helidon and the major centre of Ipswich. Host to the capital city of Queensland with a river curling around its landscape, the Metropolitan region is home to a world-class international airport; a busy international port; a comprehensive road and rail network; a fully-integrated public transport and ticketing system; and vibrant entertainment and sporting venues. The region is home to 31.97 per cent of Queensland's total population. Although the region is small in geographic area, it consists of 527 kilometres of the state controlled road network (see [glossary page 295](#)), and 89 kilometres of the National Land Transport Network (see [glossary page 294](#)).

Veloway 1 Cycleway, Stage E

Construction of the \$45.7 million Veloway 1 Cycleway (V1) Stage E is underway.

Stage E is the biggest single package of works in the entire V1 project and will provide a 1.4 kilometre path for people riding bikes between Birdwood Road, Holland Park West, and Gaza Road in Tarragindi.

Highlights

- Completed construction of the \$1.143 billion¹ Gateway Upgrade North project to widen the Gateway Motorway to six lanes between Nudgee and Bracken Ridge.
- Undertook the \$210,000 Bulimba Peninsula Transport and Congestion Study.
- Completed \$4.5 million safety improvements at Mount Cotton Road and Sanctuary Drive intersection.
- Completed \$700,000 dredging works at Kedron Brook at Brisbane Airport floodway entrance.
- Completed Stage One of the Buranda Transit Oriented Development.
- Completed the \$400,000 planning for the Centenary Motorway Cycleway (Richlands Train Station-Springfield).
- Completed upgrade works at the \$170,000 Scarborough, Thurecht Parade boat ramp, widening to four lanes.
- Commenced Stages Two and Three of the \$13.2 million North Brisbane Bikeway, running from Somerset Street, Windsor to Rigby Street, Woolloowin.

The V1 is a dedicated cycleway to connect Brisbane CBD and Eight Mile Plains adjacent to the Pacific Motorway. The 17 kilometre bicycle path will provide a safe and efficient route for people riding bikes and will encourage more cycling, more often, for riders of all ages and abilities.

Safety for bicycle riders will be improved along the route by providing physical separation from motorists with bridges over Marshall Road, Sterculia Avenue, and Bapaume Road at the Gaza Road off-ramp laying the foundations for future growth.

The V1 will also provide better connectivity to the local bike networks, hospitals, shopping centres, and education facilities.



For more information: www.tmr.qld.gov.au/Projects/Name/V1/Veloway-1-Pacific-Motorway

Victoria Point Central bus station

Construction has commenced on the new \$9.8 million Victoria Point Central bus station which will deliver improved safety and efficiency for passengers while improving travel times and service reliability. The improved facilities will also provide capacity to meet the growing population and demand for bus services.

The new bus station, providing bus platforms on either side of Cleveland-Redland Bay Road, between Bunker Road at Victoria Point Shopping Centre, will include:

- two new high quality sheltered platforms with capacity for six buses
- improved customer comfort and safety through improved lighting and security cameras
- new bicycle storage
- bus driver facilities to support improved network operations.

Relocation of the station will provide centralised access to local facilities and improve travel for the broader community, supporting local economic and community development for Victoria Point.

Demand Responsive Transport pilot in Logan

As the transport environment is increasingly changing, the department will need to adapt through new service delivery options such as Demand Responsive Transport (DRT).

A trial of this public transport mode in select Logan suburbs has highlighted the effectiveness of the service in providing greater public transport coverage and resident access to nearby destinations in low density areas which can be challenging to traditional bus services.

Provided by local taxi operator Yellow Cabs, the service brings together small groups of people who are looking to travel at the same time. It uses advanced technology to plan the most efficient route, picking up each passenger and taking them to major public transport stations and local facilities.

Patronage on the trial has grown steadily with over 50,000 passenger trips being taken since its inception. Feedback indicates that customer satisfaction is high. As an outcome of the trial, TMR is investigating the integration of DRT as part of the broader public transport network including exploring opportunities for customer registration, journey planning, booking and trip management to be delivered through a single application.

Continuation of the trial will provide the necessary time for TMR to complete investigations and potentially deliver on an integrated technology option for DRT. This is consistent with learnings from the Logan trial that have shown that DRT service models should be integrated with the wider network and systems.

The technology platform has the potential to integrate booking, journey planning and payment in one application, and is a first step towards Mobility as a Service (MaaS) in Queensland. MaaS is where mobility solutions are consumed as a service, rather than individuals owning and organising their own modes of transport..

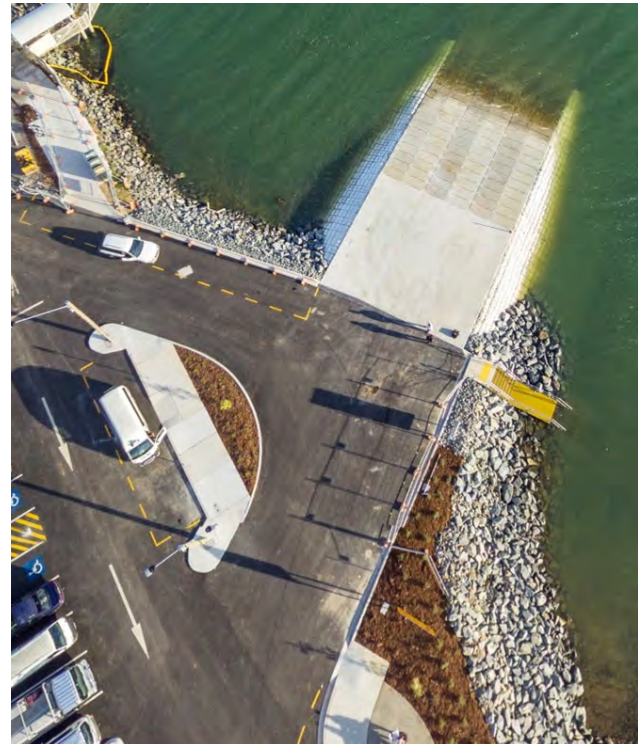


For more information: translink.com.au/travel-with-us/drt

Macleay Island new boating facility

The long-awaited new recreational boat launching facility was completed in November 2018. TMR provided \$1.74 million from the Marine Infrastructure Fund to Redland City Council to deliver the project as part of the Macleay Island foreshore redevelopment project.

A new boat ramp for Macleay Island has been in the pipeline for several years, with locals keen to see an upgraded facility that separates recreational boats from the barge service. The new recreational facility boasts a two-lane ramp with the provision for a future floating walkway to be installed on a third lane.



Macleay Island's new two lane boat ramp.



The Demand Responsive Transport pilot operating at the Logan Hyperdome, Logan.

Albion Transit Oriented Development

TMR is facilitating a Transit Oriented Development (TOD) outcome at Albion Train Station using underutilised and surplus state-owned land. Following a procurement process and concept design phase, the selected developer (Albion TOD Pty Ltd, represented by Geon Property) lodged the first two development applications for assessment in September and October 2018.

The proposed \$750 million development includes mixed use retail, residential and commercial development centred around the Albion Train Station. As part of the project, the developer will deliver \$28.7 million of transport infrastructure improvements including improved access to Albion Train Station, *Disability Discrimination Act 1992* compliant improvements, consolidated commuter park 'n' ride infrastructure and improved pedestrian and cyclist connectivity.

Construction of stage one is expected to commence in early-2020.



For more information: www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Transit-oriented-developments



Concept design of the Albion transit-oriented development.

Ipswich Motorway Upgrade – Rocklea to Darra (Stage 1)

TMR continued to deliver the \$400 million Rocklea to Darra (Stage 1) project (R2D), jointly funded by the Australian Government and Queensland Government, as part of the Ipswich Motorway Upgrade.

R2D will improve travel time reliability, safety, local connectivity and flood immunity by:

- providing safer access to and from the motorway
- increasing motorway capacity
- constructing higher bridges over the Oxley Creek area
- providing improved active transport facilities
- providing better local road connectivity.

In July 2018, the scope of Stage 1 of the project was increased to include the Boundary Road Connection, within the already committed funding.

A major milestone was reached in March 2019 with the successful completion of the temporary realignment of both east and westbound traffic utilising the recently-completed new service roads and bridges.

R2D will upgrade the existing motorway from four to six lanes and include new service roads and seven new bridges. The project will also deliver improved active transport connections with shared pedestrian and cycle pathways throughout and a dedicated separated cycle pathway along the northern service road.



Ipswich Motorway Upgrade – Rocklea to Darra (Stage 1) project: Construction of new motorway bridges over Oxley Creek floodplain (Photo credit: R2D Aerials Press 39).

North Stradbroke Public Transport Study

The department is delivering the North Stradbroke Island Public Transport Study, which is one of 23 initiatives under the Queensland Government's *North Stradbroke Island Economic Transition Strategy*.

TMR worked with key stakeholders, including representatives from state and local government, community and business organisations, to develop a strategy for enhancing the public transport network in a way that supports economic development while maintaining cultural, environmental and community values.

The department undertook community consultation regarding the study which attracted more than 720 online and hard-copy survey submissions, and conducted information sessions on the island which more than 100 people attended.

Following this, the draft *North Stradbroke Island Public Transport Strategy* is to be released for public consultation in mid-late 2019.

South Brisbane Transport and Mobility Study

Brisbane's inner south is experiencing rapid change with strong population growth, high-density development, and busy centres and tourism hotspots in the area generating high rates of visitation. Additionally, major new public transport infrastructure initiatives, such as Cross River Rail, are set to transform the transport experience in the area.

The department has been investigating these pressures and opportunities through the South Brisbane Transport and Mobility Study to develop a coordinated approach to the area's transport future. The study has been community-led, putting local knowledge and experience at its centre.

To enable the community to reach us when it was convenient for them, TMR delivered a combined digital and face-to-face engagement program featuring:

- a 24-hour online interactive map and survey
- 14 pop-up community engagement booths
- meetings with stakeholders and community organisations.

TMR is using this valuable local knowledge to guide and inform the development of transport initiatives for Brisbane's inner south.

Headland at Point Lookout (Photo credit: Tourism and Events Queensland).





Future priorities

- Continue delivering the \$400 million² Ipswich Motorway: Rocklea – Darra (Stage 1) project, to upgrade the motorway from four to six lanes from just east of the Oxley Road roundabout to the Granard Road interchange at Rocklea.
- Commence construction of the \$80 million³ Sumners Road interchange upgrade over the Centenary Motorway.
- Commence detailed design for the \$20 million⁴ Centenary Bridge upgrade (Stage 1 northbound) on the Centenary Highway at Jindalee.
- Complete construction of the \$42.7 million Veloway 1 (V1) Cycleway (Stage E) project between Birdwood Road in Holland Park West and Gaza Road at Tarragindi.
- Continue construction of the North Brisbane Bikeway (Stage 2 and 3) between Windsor and Woolloowin, to link Brisbane's CBD to the northern suburbs.
- Complete design for the \$4 million North Brisbane Bikeway (Stage 4) between Rigby Street and Price Street.
- Complete design for the new \$44.5 million⁵ Springfield Central train station multi-storey park 'n' ride facility.
- Commence construction of the Ferny Grove Transit Orientated Development at Ferny Grove train station.
- Continue the \$1.5 million Old Northern Road intersection upgrade at Albany Creek.
- Continue to deliver key park 'n' ride projects at Eight Mile Plains, Springfield Central, Geebung, Virginia, Lindum, Darra, Salisbury, Cannon Hill and Ebbw Vale stations.
- Commence upgrade of the \$20.5 million passenger ferry terminals on the Southern Moreton Bay Islands.
- Continue planning for the \$53 million progressive upgrade of Gympie Road, through bus priority works and intersection improvements.



¹ Reflects Life to Date expenditure for project.

² Includes Australian Government funding of \$200 million. The Queensland Government contribution includes \$88.4 million from the State Infrastructure Fund - Priority Economic Works and Productivity Program.

³ Funded through the Queensland Government's Significant Regional Infrastructure Projects and Program, as part of the State Infrastructure Fund.

⁴ Funding for this project is for pre-construction activities only.

⁵ Jointly delivered by Queensland Rail and Department of Transport and Main Roads.

Our regions

South Coast

Data source: *Bridge Information System (BIS), 30 June 2019

Data source: **A Road Management Information System (ARMIS), 2019



1049^{KM}

State-controlled road**



130^{KM}

National Land Transport Network**



994,539

Vehicle and machinery inspections



6

Boating infrastructures



30

Community safety events held



16,006

Vehicle safety inspections completed



336

Bridges*



36,109

Drivers licence tests conducted



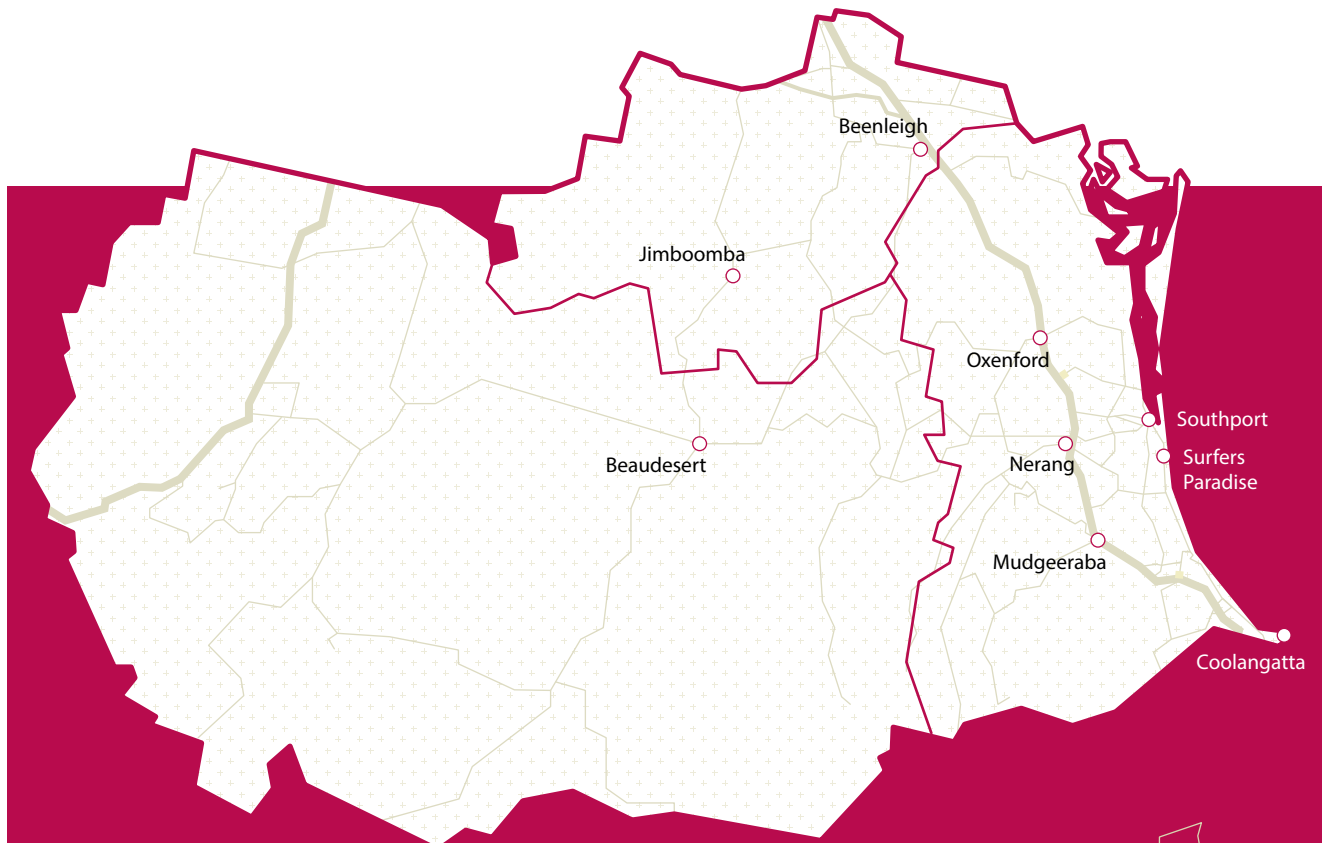
678,426

Customer face-to-face interaction



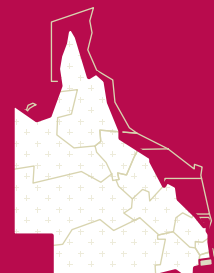
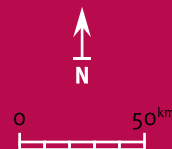
621

Priority enabled intersection



Area covered
6544 ^{KM}²

Population of Queensland
19.48 %



Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au (retrieved 16 May 2019)

The South Coast region is one of the fastest growing in the south east corner of Queensland with 19.48 per cent of Queensland's total population. It covers 6544 square kilometres from the New South Wales border in the south to Springwood in the north, and as far west as the Cunningham Highway, west of Boonah. The South Coast's local economy includes marine, education, information communication and technology, food, tourism, creative, environment and sports industries offering long-term growth and prosperity for the region. There are 1049 kilometres of state-controlled roads (see glossary page 295) across the region and 130 kilometres of the National Land Transport Network (see glossary page 294).

Extra 73 services from Coomera to Ormeau

Due to the region's growing population, improvements were made to the 722 TransLink Pimpama bus route from Coomera to Ormeau, in February 2019.

Improvements to these services included:

- 73 additional weekly services operating over a longer span of hours
- increasing the span of operating hours and frequency of services
- providing coverage through new estates
- adding new stops which improve walk-up catchments for nearby residents
- connecting to key destinations including Coomera Town Centre.

Services now operate between 6:30am–7pm during the week and weekend services operating between 7:30am–6:30pm providing more travel options for local residents, including greater access to Coomera and Ormeau rail stations. Investing in public transport service improvements encourages a more sustainable transport system by providing alternatives to private car use and reducing vehicle emissions. To support the improved services, ten new bus stops were delivered, all fully accessible in line with *Disability Standards for Accessible Public Transport (2002)*, ensuring the improved services are accessible to everyone in these areas.

Highlights

- Completed the \$34.6 million duplication of Waterford-Tamborine Road, from two to four lanes, between Anzac Avenue and Hotz Road at Logan Village.
- Continued the construction of cycling connections in the district, including the delivery of on-road bike lanes on Logan Road in Underwood, as part of the Veloway 1 (V1) Cycleway.
- Construction of road safety improvements on Beaudesert-Beenleigh Road between Dunns Road and Luscombe Crescent at Wolfdene.
- Restoration of Beechmont Road, Gold Coast-Springbrook Road, Nerang-Murwillumbah Road, and Lamington National Park Road damaged by Ex-Tropical Cyclone Debbie in 2017.
- Completed Stage 2 of the Helensvale bus facility upgrade, including new cycle storage facilities, upgrades to the park 'n' ride, kiss 'n' ride and taxi facilities, and additional accessible parking bays.
- Undertook planning for the \$10.9 million^{1,2} business case development for the Gold Coast Light Rail (Stage 3A) between Broadbeach South and Burleigh Heads.
- Undertook a business case development for \$4.2 million of safety and capacity upgrades at Exit 38 and 41 interchanges on the Pacific Motorway at Yatala.
- Undertook a business case development for the \$1.6 million¹ Mount Lindesay Highway four-lane upgrade between Stoney Camp Road and Chambers Flat Road interchanges.
- Completed the gazettal alignment of the kilometre future state-controlled transport corridor between Loganholme and Nerang, known as the Coomera Connector.
- Implemented a program of works along the Pacific Motorway (M1) including the widening of the Mudgeeraba to Varsity Lakes section to six lanes (\$197.5 million) and the Pacific Motorway Upgrade: M1/M3 Gateway merge (\$190 million).
- Completed the detailed design of the continued Pacific Motorway (M1) program of works including the Eight Mile Plains to Daisy Hill (\$749 million) and Varsity Lakes to Tugun upgrades (\$1.03 billion).
- Completion of heritage preservation works at Hardy's Lookout, Springbrook Mountain, including the replacement of pavement, installation of two new seats and a new directional plaque for the top of the memorial cairn.
- Implemented truck lane restrictions, restricting trucks to the left lanes, on the M1 between Springwood and Robina.
- Completed safety upgrade to the Mount Lindesay Highway at North Maclean, including a signalised intersection at Greenbank Road and a new service road along the eastern side of the highway.
- Completed Waterford-Tamborine North Street interaction including installation of traffic signals.

Helensvale bus station upgrade completed

The Helensvale bus station upgrade, completed in two stages was fully delivered in August 2018. The new station, which was used as a key interchange for the 2018 Gold Coast Commonwealth Games is Queensland's first tri-model transport facility, connecting bus, train and tram services in the one location.

A comprehensive package of works was completed, including:

- over 200 metres of covered walkway, including the centre pathway from Town Centre Drive into the station
- new bus shelters
- improved pedestrian safety
- additional park 'n' ride spaces
- increase to accessible parking spaces
- improved signage
- upgraded taxi rank and kiss 'n' ride facilities included sheltered areas
- new bus driver facilities
- upgraded kiss 'n' ride passenger facility and
- 50 additional bicycle spaces and storage facilities.

This transport hub is making it more convenient for customers to access and connect to multiple services, all of which help reduce congestion on the Gold Coast road network.



Helensvale station: New multi-modal interchange enabling seamless customer transfers between trams, trains and buses at Helensvale (Photo credit: MultiModal drones).

Moreton Bay Operation

During the first weekend of the September school holidays in 2018, Maritime Safety Queensland (MSQ) officers joined enforcement partners from the Queensland Police Service and Queensland Boating and Fisheries Patrol to undertake a multi-jurisdictional three-day operation of southern Moreton Bay and the northern Broadwater on the Gold Coast. During

the operation, more than 170 vessels were intercepted with MSQ officers educating the boating public on responsible boat ownership, how to be compliant with sewage legislation, being visible at night and ensuring each vessel was equipped with the correct safety and firefighting equipment.

Funding for the successful operation was made available through each department and set the benchmark for future multi-agency operations in the area. These types of operations, where staff from three agencies are in the field on multiple smaller patrol vessels, promote ongoing inter-agency co-operation and a positive use of both physical and human resources.



Queensland Boating and Fisheries Patrol vessel 'Mantis' and Water Police vessel 'W Conroy' during the operation.

Mount Lindesay Highway Safety Improvement Project

TMR is delivering an Australian Government and Queensland Government jointly funded \$20 million safety improvement project on the Mount Lindesay Highway at North Maclean.

North Maclean has been identified through crash statistics as one of the highest risk sections of the highway, due primarily to the uncontrolled access points to driveways and side roads. As a result of these findings a number of measures are being constructed along the highway to improve safety for motorists and the local community.

The project currently under construction includes:

- a new service road along the eastern side of the highway, connecting Chambers Flat Road Interchange and Greenbank Road, enabling motorists to safely access businesses and residences and minimise conflicting traffic movements on the Mount Lindesay Highway
- a new signalised intersection at Greenbank Road to provide highway traffic access to the new service road, and provide motorists exiting the service road safe access to both southbound and northbound lanes of the highway
- a new access slip-lane between St Aldwyn Road and Wearing Road to provide southbound highway traffic access to the service road

- connecting businesses and residents on the eastern side of the Mount Lindesay Highway to the service road, to limit the number of direct entry and exit points along the highway
- safety improvements, including new guardrails, anti-glare screens, line-marking on the highway to eliminate overtaking and right-turn movements, and a reduction in the highway speed limit to 80km/h.

This stretch of the Mount Lindesay Highway currently carries more than 20,000 vehicles per day. This includes heavy freight transport as Mount Lindesay Highway is a strategic freight route to the Port of Brisbane and Brisbane Airport.

The Mount Lindesay Highway Safety Improvement Project – North Maclean is scheduled for completion early-2020.



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



Aerial photo of the Mount Lindesay Highway at North Maclean prior to works starting.

Safe driving for seniors

As part of the Community Road Safety Grants Scheme (see page 143), the department provided funding to the Migrant Centre Organisation Inc to help seniors drive safely.

The not-for-profit organisation, that supports migrants on the Gold Coast, engaged with older drivers across culturally and linguistically diverse backgrounds to deliver safe driving workshops, self-guided assessments, and translated resources to 12 languages to reflect the Gold Coast's culturally diverse senior population.



For more information: www.qld.gov.au/transport/safety/road-safety/community-road-safety-grants

Waterford–Tamborine Road intersection upgrade completion

TMR, in partnership with the Department of State Development, Manufacturing, Infrastructure and Planning's Economic Development Queensland unit, recently delivered the \$34.6 million intersection upgrade project on Waterford–Tamborine Road, from Logan Village to Yarrabilba in September 2018.

This major arterial road, connecting Logan to the Gold Coast Hinterland, currently carries 14,000 vehicles per day. The project provides long-term benefits to the community by increasing the road network capacity and improving traffic flow to accommodate predicted growth in traffic volumes.

The project included upgrading the four intersections located on Waterford–Tamborine Road between Anzac Avenue and Hotz Road, Logan Village in addition to widening the existing 2.6 kilometre stretch of road along this section of Waterford–Tamborine Road from one to two traffic lanes in each direction. A centre median separates northbound and southbound traffic lanes.



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

Pacific Motorway (M1) Exit 49 completion

The Pacific Motorway (M1) Exit 49 Pimpama project has improved safety for motorists by providing increased capacity on the northbound off-ramp and through the installation of roundabout metering traffic signals at the Rifle Range Road and Yawalpah Road roundabouts. Roundabout metering technology will control the flow of traffic at the roundabouts, reducing the need for motorists to queue on the M1 shoulder.

This is an interim project to make the interchange safer for motorists. Further planning is also now underway for a major upgrade of this interchange.



The upgraded Exit 49 on the M1 at Pimpama, including installation of roundabout metering traffic signals.

Gold Coast Light Rail update

The \$10.9 million Gold Coast Light Rail Stage 3A (GCLR3A) reference design uses the existing road transport corridor and is in the centre of the Gold Coast Highway from Broadbeach South to Burleigh Heads, a distance of 6.7 kilometres.

In April 2018, a jointly-funded business case in partnership with the City of Gold Coast for GCLR3A. Building Queensland led development of the detailed business case for GCLR3A in partnership with TMR. The detailed business case was finalised in December 2018. In February 2019, the business case was sent to Infrastructure Australia for assessment and was added to the priority project list.

GCLR3A's business case comprises of circa seven kilometres of dual light rail track with eight new stations, extending the existing line from Broadbeach to Burleigh Heads along the Gold Coast Highway. The project will also include five new light rail vehicles, a light rail - bus interchange at Burleigh Heads and supporting works and improvements. According to the business case, the construction of GCLR3A will take approximately three years.

During August 2018, consultation was undertaken with the community to help inform the detailed business case. Feedback on the GCLR3A proposal included:

- around 750 people attending community drop in sessions and 169 submitting feedback forms
- over 500 people taking part in market research
- more than 2000 people visiting the GCLR3A engagement website with 969 completing the online survey.

Community feedback from these activities indicated broad support for GCLR3A of the light rail. It also raised questions about potential construction impacts, changes to parking, increased density, pedestrian crossings on the Gold Coast Highway and future stages of light rail (west and south). This community input was used to inform the GCLR3A's detailed business case.

Reconstruction of Gold Coast-Springbrook Road

The \$25 million Gold Coast-Springbrook Road major reconstruction was completed in March 2019 following substantial rainfall after Ex-Tropical Cyclone Debbie.

The reconstruction of 72 sites along the road included repairs to severe landslips along a 10 kilometre closed section between Neranwood and Springbrook, which reopened in December 2018.

The reopening of Gold Coast-Springbrook Road has reconnected communities and restored safe and efficient travel routes for locals and tourists.

Reconstruction works are jointly funded by the Commonwealth and Queensland governments under the Natural Disaster Relief and Recovery Arrangements (NDRRA).



Landslip reconstruction works progressing along Gold Coast-Springbrook Road.

Case study

Disaster recovery works in South Coast

A major reconstruction program at 384 sites across the South Coast region is complete, following Ex-Tropical Cyclone Debbie in March 2017. The works included repairs to 243 earthworks and batter locations, 83 structures and 6.2 kilometres of damaged road pavement, as well as clearing silt and debris at 44 locations.

Works at 118 sites on Lamington National Park Road have also been completed. This road is a 19 kilometre stretch of winding and

mountainous road corridor with steep and fragile embankments. Due to the terrain, some works had to be completed at night to minimise traffic disruption and protect the safety of workers.

A total of 23 sites on Beechmont Road were also damaged during Ex-Tropical Cyclone Debbie and are all repaired. As part of these works more than 700 soil nails were installed with the total drilling length of all soil nails being almost five kilometres. This project also faced the challenge of transporting plant with excess mass load via a route with a steep climb and tight bends. A very different solution was devised, which involved disassembling a 69 tonne hydraulic rotary rig before it was transported to site, reducing the overall mass of the machine.



Future priorities

- Progress the \$21 million Greenbank bus facility park 'n' ride upgrade.
- Implement the Pacific Motorway (M1) program of works addressing congestion on the M1 corridor.
- Continue construction of additional southbound lanes on the \$195.3 million³ merge between Gateway Motorway and the Pacific Motorway at Eight Mile Plains and Rochedale.
- Continue the \$197.5 million⁴ widening the Pacific Motorway, from four to six lanes, between Mudgeeraba and Varsity Lakes.
- Commence construction of the Pacific Motorway (M1) \$749 million Eight Mile Plains to Daisy Hill and \$1.03 billion Varsity Lakes to Tugun upgrades.
- Commence the \$25 million⁵ safety and capacity upgrades at Exit 57 interchanges on the Pacific Motorway at Oxenford.
- Complete the \$20 million⁶ road safety improvements on the Mount Lindesay Highway at North Maclean.
- Commence the \$20 million extension of the four-lane duplication of Mouth Lindesay Highway, between Camp Cable Road and intersection of Johanna Street and Tamborine Street at Jimboomba.
- Complete a traffic signalisation upgrade of the North Street intersection with Waterford-Tamborine Road at Logan Village.
- Continue the \$12 million⁷ safety improvements along various sections of Beaudesert-Beenleigh Road between Birnam and Luscombe.
- Complete the \$4 million installation of on-road cycle lanes along Logan Road between Levington Road and Kingston Road at Underwood, as part of the Veloway 1 Cycleway.

¹ Reflects Life to Date expenditure for project.

² Reflects Queensland Government contribution only to this project.

³ Australian Government contribution capped at \$115 million, with the Queensland Government to fund the balance. Queensland Government contribution includes \$42 million from the State Infrastructure Fund - Priority Economic Works and Productivity Program.

⁴ Indicative total project cost to be confirmed. Australian Government contribution capped at \$110 million, with the Queensland Government to fund the balance. Queensland Government contribution includes \$44 million from the State Infrastructure Fund.

⁵ Funded through the Queensland Government's State Infrastructure Fund.

⁶ This project includes Australian Government funding of \$16 million.

⁷ Funded through the Queensland Government's High Risk Roads Initiative, as part of the Targeted Road Safety Program.