



Transport and Main Roads

Queensland Transport and Roads Investment Program

2010-11 to 2013-14

Toward Q2: Tomorrow's Queensland

Connecting Queensland

The *Queensland Transport and Roads Investment Program 2010-11 to 2013-14 (QTRIP)* is an Australian first. It sets out the Queensland Government's plan to deliver transport and road projects to meet the infrastructure needs of our rapidly-growing state in line with the goals of *Toward Q2: Tomorrow's Queensland*.

No other state in Australia has a program of works that looks four years ahead to meet the future road and transport needs of a growing state.

QTRIP outlines a significant investment in transport and road projects in Queensland at a time when the country's economy is still recovering from the impacts of the global financial crisis.

QTRIP is a blueprint for the Queensland Government and the Australian Government to invest \$17 billion over the next four years into Queensland's transport and road network. For 2010-11, \$6 billion has already been committed to further strengthen the economy and sustain jobs for around 55,000 workers in transport and road infrastructure industries.

Following the recent Federal Election, and as part of the Australian Government's A Tax Plan for our Future, a \$6 billion, ten-year Regional Infrastructure Fund has been set up to tackle transport capacity restraints, with \$2 billion of this funding earmarked for Queensland.

Some of this funding will be made available from 2010-11, and details of allocations and management will be finalised with the new government.

QTRIP includes election commitments for projects under the Regional Infrastructure Fund across northern, central and southern Queensland, for 2010-11 to 2013-14.

Additional election commitments under the Nation Building Program 2, including the Moreton Bay rail link, are listed in QTRIP. Future Australian Government commitments are currently beyond the four-year planning horizon of this document.

QTRIP builds on a record ongoing investment in transport and road projects in Queensland, with more than \$25.2 billion invested in the past ten years alone.

Improving safety for Queenslanders

There are few things more important than the safety of Queenslanders on our transport and road network.

That's why \$30 million has been provided in 2010-11 for our Regional Safety and Development Program. It will deliver key regional transport infrastructure that targets safety issues on the network and supports economic growth, particularly in the mining regions. These funds will be used to maintain our vast network and that means more jobs for local workers on maintenance and safety projects throughout the state.

Transport and Main Roads (TMR) will deliver a record number of new projects in 2010-11 through our Safer Roads Sooner (SRS) initiative. \$66 million will be spent on road safety projects where they are needed most of all. It's all about road safety.

Several federally-funded initiatives will also target road safety. The Black Spot Program will address trouble spots on the state's transport and road network – that's \$12.078 million to Queensland annually.

\$11.55 million has been set aside to boost safety across Queensland's school bus fleet.

Queenslanders will also be safer on the water, with \$3.56 million invested in 2010-11 through Maritime Safety Queensland to boost safety for shipping and small craft. This includes providing pilotage for regional ports and aids to navigation.



Managing growth

With more than 2,000 people moving to Queensland each week, it is important to plan for and manage our future growth.

The recent Queensland Growth Management Summit was all about getting Queenslanders involved in shaping the state's future and, as a government, we are rising to the challenge. We want to encourage more people to settle in regional Queensland to strengthen regional economies and ease the pressure on south east Queensland. That's why we are developing a Queensland Regionalisation Strategy.

This strategy will identify our regions capacity to grow, and any infrastructure investment needed to make this happen. In doing so, the strategy will provide a state-wide blueprint for the Queensland Infrastructure Plan to program the provision of infrastructure. It will provide cues for regional plans and help determine where the new areas for development should be. TMR will play a key role in developing strategies to encourage regional growth and meet the growing transport demands in south east Queensland.

2010 is shaping up to be one of the most significant years in the delivery of key infrastructure to manage future growth and to deliver a better, brighter future for all Queenslanders. The infrastructure that is being signed, sealed and delivered across Queensland will make a big difference to people's lives. We are rolling out an ambitious transport and road building program and generating jobs for workers at a time when jobs and job security are more important than ever.

The country's biggest road and bridge project – the \$2.5 billion Gateway Corridor upgrade – will go a long way towards tackling congestion and slashing travel times for busy motorists. The twin bridges across the Brisbane River are much more than a landmark. They are at the forefront in our fight to tackle congestion. By the end of the year motorists will have six lanes northbound and six lanes southbound, delivered six months ahead of schedule.

The combined \$4.8 billion Airport Link, Northern Busway extension and Airport Roundabout Upgrade projects are currently being delivered through a public-private partnership by BrisConnections. The three projects, scheduled for completion by mid-2012, will be built together to achieve better value for Queenslanders. The Northern Busway (Windsor to Kedron) and the Airport Roundabout Upgrade projects are directly funded by the Queensland Government and are included in QTRIP.

Our cycling infrastructure is second to none. Cyclists too have reason to celebrate with a state-of-the-art bikeway and pedestrian path across the Brisbane River. Cyclists and pedestrians within the eastern suburbs of Brisbane are now able to travel across the Brisbane River for the first time. The Sir Leo Hielscher Bridge cycle facility will connect the local cycle network in Nudgee, Nundah and Eagle Farm to the pedestrian and cycle paths in suburbs south of the Brisbane River – complete with stunning views, well-planned facilities and rest areas.

It's about being healthy, being active and best of all, it's free.

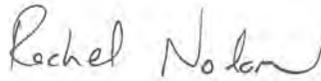
We congratulate everyone involved in the delivery of QTRIP initiatives and thank the community for their patience while work is going on around you. You are the ultimate beneficiaries of a first class road and transport network.



The Honourable Anna Bligh
Premier of Queensland
November 2010



The Honourable Craig Wallace MP
Minister for Main Roads
November 2010



The Honourable Rachel Nolan MP
Minister for Transport
November 2010

Connecting Queensland

This is the inaugural release of the Transport and Main Roads (TMR) *Queensland Transport and Roads Investment Program* (QTRIP), which highlights the department's commitment to Queensland's transport and road infrastructure needs.

TMR's role, under its vision of *Connecting Queensland*, is to plan, manage and deliver a safe, efficient and integrated transport system. QTRIP demonstrates the department's commitment to delivering the best solutions for the transport task, whether by rail, bus, road, boat, air, cycling or walking.

QTRIP details the upcoming four-year program of transport and road works together in the same publication for the first time. Projects detailed in the QTRIP comprise a major proportion of the Queensland Government's infrastructure construction program to meet the needs of this rapidly-developing state.

By delivering the key transport and road initiatives listed in QTRIP, TMR will be well on the way to achieving its vision of *Connecting Queensland*, meeting our corporate objectives, and making a strong contribution to the Queensland Government's *Toward Q2: Tomorrow's Queensland*.

QTRIP 2010-11 to 2013-14

Over the four years from 2010-11 to 2013-14, funding of \$17 billion has been provided for Queensland's transport and road network. In 2010-11, Queensland Government and Australian Government funded projects totalling \$6 billion will commence, continue, or be completed, helping sustain the jobs of 55,000 people throughout Queensland. In addition, \$1.3 billion in commercial infrastructure funding will be delivered by Queensland Rail and Queensland Motorways Limited in 2010-11.

The Australian Government is committed to continuing the current Nation Building Program for 2009-10 to 2013-14, and to providing additional funding towards transport and road infrastructure in Queensland.

QTRIP reflects current Nation Building Program funding for Queensland, as outlined in the 2010-11 Federal Budget, but excludes some election commitments for the Nation Building Program and the Regional Infrastructure Fund.

Committed Queensland Government funding for the Blacksoil Interchange is shown in QTRIP, but Australian Government funding for this project, as well as several others, is not included in this publication.

This publication includes initiatives to improve traffic safety; enable greater use of public transport, cycling and walking; manage urban congestion and traffic growth more effectively; and preserve, manage and operate transport and road assets.

Highlights for the upcoming years include:

- continuing detailed feasibility planning for the Cross River Rail capacity upgrade
- extending the Northern Busway to Kedron, and the Eastern Busway to Coorparoo
- strategic planning and community consultation for the Sunshine Coast multi-modal corridor
- stage one of the Darra-Springfield Corridor, including a new railway connection from Darra to Richlands and duplication of the Centenary Highway from the Ipswich Motorway to the Logan Motorway at Carole Park
- developing a preferred option for future upgrades of Cairns' southern approaches, including bus, motor vehicle, rail corridor, and pedestrian and cycle access
- continuing design for a high-standard, four-lane southern approach to Townsville on the Bruce Highway. The first section will extend 7.5km to Cluden, and planning is underway on further sections to the south

- beginning the next stage of a \$148 million project to replace the Forgan Bridge across the Pioneer River. Stage two involves replacing the existing bridge with a new two-lane bridge to provide pedestrian and cycle facilities
- constructing the \$613 million new alignment of the Bruce Highway south of Gympie between Sankeys Road and Traveston Crossing Road, as part of the planned Cooroy to Curra project
- constructing a \$158 million project to upgrade the Pacific Motorway between Nerang and Worongary, part of the \$420 million commitment to upgrade the motorway between Nerang and Tugun, jointly funded by the Queensland Government and Australian Government.

A safe system is vital

Ensuring Queensland's transport and roads are safe is integral to the works undertaken by TMR. The department addresses safety through a range of initiatives.

QTRIP includes \$66 million for priority projects identified under Safer Roads Sooner (SRS) in 2010-11, and \$234 million for SRS projects over the four years from 2010-11 to 2013-14.

SRS aims to help reduce road trauma by providing funding for cost effective, high-benefit projects that address known and potential crash sites on state-controlled roads. Projects include improving line marking and traffic lane separation, providing better signage, removing road side hazards, providing protected turning lanes at intersections, and using intelligent transport signage to advise drivers and influence driver behaviour.

Several mass action programs are also provided as part of SRS. These provide a range of specific treatments to reduce road trauma.

The Australian Government-funded Black Spot Program contributes to the commitment to reduce crashes on Queensland roads. In 2010-11, a total of \$12.078 million has been provided for 38 projects to reduce the risk of accidents at known crash sites across the state.

The safety of children travelling to school is a priority, and QTRIP includes \$71.2 million in grants from 2010-11 to 2013-14 for safe school bus routes, safe school travel, seatbelts in school bus fleets and ensuring school buses are safety compliant in the event of a rollover type crash.

Maritime safety will also be improved through the allocation of \$13 million from 2010-11 to 2013-14 for a range of works, including upgrading and replacing navigational aids across Queensland and establishing a port vessel tracking service in Townsville.

Managing the impacts of urban growth

Encouraging the use of public transport, cycling and walking is an essential component of TMR's approach to managing the impacts of urban growth. The department is developing cycling and walking facilities across Queensland, providing new bus and rail services, integrating passenger transport services, and giving priority access to high-occupancy vehicles where appropriate, to support sustainable transport choices.

Key public transport initiatives include the Gold Coast Rapid Transit Project, jointly funded by the Queensland Government, Australian Government and Gold Coast City Council, and the Northern Busway (Windsor-Kedron) in Brisbane, which is funded by the Queensland Government and being built together with the Airport Link.

Both projects are included in the *South East Queensland Infrastructure Plan and Program* (SEQIPP), which emphasises the need for road, transport and other infrastructure projects to meet the rapidly developing region's growth needs.

Between 2010-11 and 2013-14, major projects to reduce traffic congestion and improve safety on key arterial roads are continuing, including the Ipswich Motorway upgrade (Dinmore-Goodna), funded by the Australian Government; and the Pacific Motorway Upgrade, jointly funded by the Queensland Government and Australian Government.

Intelligent transport systems are being incorporated into the existing road network to improve efficiency. This includes road signs that provide real-time information to road users about driver speed and behaviour and traffic conditions; and improving traffic monitoring and incident management to enable quick responses and limit the impact of incidents on the network.

Preserving transport and road assets

TMR is Queensland's leading manager of public assets, including 33,337km of roads, more than 6,500 bridges and major culverts, 24.6km of busways, approximately 10,000km of rail, and 886 maritime infrastructure assets. This vast network has to be preserved, maintained and operated with the most effective and efficient use of available funding.

QTRIP outlines a four-year program of maintenance and enhancement works set against the demands of an ageing network. Many road pavements around the state are 40 years old or more, having been constructed in the 1960s and 1970s during a major expansion of sealed roads.

QTRIP also includes funding for the maintenance and enhancement of rail lines, busways, airports, and maritime and cycle infrastructure.

Extreme weather caused major flooding in 2009 and 2010, resulting in significant damage to roads, rail lines, airports, bridges and culverts, and maritime infrastructure across Queensland. This posed further challenges for TMR.

During 2009-10, significant road rehabilitation works have been undertaken in various areas across the state, under the Natural Disaster Relief and Recovery Arrangements. A concerted effort was made during 2009-10 to undertake as much restoration work as possible prior to the onset of the wet season, to minimise the impact of further monsoonal activity on the already-damaged road assets. Almost \$300 million of restoration works were delivered by the department during the year.

Conclusion

Since the machinery of government changes in March 2009, I have been proud to lead TMR to bring together two strong organisations to create a single entity to cater for all the state's transport and road needs.

The QTRIP is one of the successes of this integration.

This program is the culmination of countless hours of hard work by our people, who have worked to plan and build better and safer roads and expand the public transport network for all Queenslanders.

Together we really can achieve our goal of *Connecting Queensland*.

David Stewart
Director-General
Transport and Main Roads
November 2010

Contents

Toward Q2: Tomorrow's Queensland	i
Connecting Queensland.....	iii
Contents.....	v

Introduction

Background of the QTRIP.....	1
Stakeholder engagement.....	2
Policy and planning	4
Opportunities and challenges	8
Ensuring efficient delivery.....	11
Performance	12

State overview

State-controlled transport and road infrastructure.....	13
Funding overview.....	15
Funding allocations	17
Administered funding	18

Transport and road state-wide commitments

Transport and road state-wide commitments.....	19
--	----

South Coast

Regional profile	23
Transport Programs.....	27
National Network.....	29
Other State-Controlled Roads (OSCR)	33
Transport Infrastructure Development Scheme (TIDS)	39

Metropolitan

Regional profile	43
Transport Programs.....	49
National Network.....	53
Other State-Controlled Roads (OSCR)	57
Transport Infrastructure Development Scheme (TIDS)	63

North Coast

Regional profile	69
Transport Programs.....	73
National Network.....	75
Other State-Controlled Roads (OSCR)	79
Transport Infrastructure Development Scheme (TIDS)	83

Darling Downs

Regional profile	89
Transport Programs.....	93
National Network.....	95
Other State-Controlled Roads (OSCR)	97
Transport Infrastructure Development Scheme (TIDS)	103

South West

Regional profile	109
Transport Programs.....	113
National Network.....	115
Other State-Controlled Roads (OSCR)	117
Transport Infrastructure Development Scheme (TIDS)	121

Wide Bay/Burnett

Regional profile	125
Transport Programs.....	129
National Network.....	131
Other State-Controlled Roads (OSCR)	135
Transport Infrastructure Development Scheme (TIDS)	141

Fitzroy

Regional profile	147
Transport Programs.....	151
National Network.....	153
Other State-Controlled Roads (OSCR)	157
Transport Infrastructure Development Scheme (TIDS)	161

Central West

Regional profile	167
Transport Programs.....	169
National Network.....	171
Other State-Controlled Roads (OSCR)	173
Transport Infrastructure Development Scheme (TIDS)	177

Mackay/Whitsunday

Regional profile	181
Transport Programs.....	185
National Network.....	187
Other State-Controlled Roads (OSCR)	189
Transport Infrastructure Development Scheme (TIDS)	193

Northern

Regional profile	197
Transport Programs.....	201
National Network.....	203
Other State-Controlled Roads (OSCR)	207
Transport Infrastructure Development Scheme (TIDS)	211

North West

Regional profile	215
Transport Programs.....	219
National Network.....	221
Other State-Controlled Roads (OSCR)	225
Transport Infrastructure Development Scheme (TIDS)	229

Far North

Regional profile	233
Transport Programs.....	239
National Network.....	241
Other State-Controlled Roads (OSCR)	243
Transport Infrastructure Development Scheme (TIDS)	247

Appendices

Appendix 1: Contacts	255
Appendix 2: Organisational chart	257
Appendix 3: Program descriptions.....	259
Appendix 4: Funding and allocations	283
Appendix 5: Glossary	285