



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.

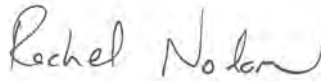
We congratulate everyone involved in the delivery of QTRIP initiatives and thank the community for their patience while work is going on around you. You are the ultimate beneficiaries of a first class road and transport network.



**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

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## Introduction

Cyclist on the new Princess Alexandra Hospital Bikeway  
Brisbane, October 2009



# Background of the QTRIP

In March 2009, the new department Transport and Main Roads (TMR) was created, combining the former two departments Queensland Transport and Main Roads. The new department is responsible for planning, managing and delivering Queensland's integrated transport environment to achieve sustainable transport solutions for road, rail, air and sea.

The *Queensland Transport and Roads Investment Program 2010-11 to 2013-14* (QTRIP) is the flagship document for the new department, and brings together the program of works for transport and road projects for the first time.

The QTRIP details the projects TMR plans to deliver over the next four years, and replaces the *Roads Implementation Program*, which was published annually by the former department, Main Roads.

The continued collaboration of transport and road specialists across the new department will mean an increased focus on developing integrated transport solutions. Benefits include:

- ensuring project delivery progresses smoothly by enabling workforce planning across all industry sectors
- providing transparency about transport and road projects
- ensuring strategies and policies are integrated across jurisdictional boundaries and with the private sector
- coordinating infrastructure and services across various transport modes
- integrating transport planning and land use planning so that development has an appropriate level of accessibility, and land use structures support sustainable transport options.

## Purpose

The QTRIP enables TMR to:

- comply with legislative requirements

- provide stakeholders with information to make more informed business and workforce planning decisions
- provide stakeholders with information to be able to influence future transport and road investment decisions
- build on and inform other transport strategies and plans
- demonstrate the support provided to local government and Indigenous communities for local road upgrades.

## Content

The QTRIP identifies firm funding commitments for the first two years for Queensland Government funded road projects, and for the first year for Australian Government funded road projects, and transport projects. It identifies indicative funding for the remaining years of the four-year program.

Publishing a four year program of works, rather than the five year program as published previously, ensures there is consistency with the Queensland Government's forward estimates time frames.

*The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14* identifies firm commitments for works on Local Roads of Regional Significance for the first two years, and indicative funding for the last two years.

The program of works published in the QTRIP is developed in line with Australian Government and Queensland Government funding allocations in their respective annual budgets.

The QTRIP complies with Queensland Government and Australian Government policy objectives and TMR's business direction as set out in the *Transport and Main Roads Corporate Plan 2010-2014*. It includes government commitments for transport and road projects.

Expenditure and allocation figures in the QTRIP do not include commercial works delivered by Queensland Motorways Limited, Queensland Port Authorities, or Queensland Rail.

## Legislative requirements

Under the *Transport Infrastructure Act 1994*, the Director-General is required to produce an annually-published program. The Minister's approval of the QTRIP equates to approval for individual road projects, and the transport program will also be incorporated into this publication from 2010-11 onwards.

According to the *Transport Infrastructure Act 1994*, the QTRIP must be publicly available and include details of funding for the upcoming year, and one or more later years.

The QTRIP is TMR's investment plan for infrastructure assets, as required by the *Financial Performance and Management Standard 2009*.

Legislation requires an integrated approach to transport and related land-use planning across all levels of government. To enable this integration, the *Transport Planning and Coordination Act 1994*, *Transport Infrastructure Act 1994* and *Sustainable Planning Act 2009* require the following documents to be prepared, in addition to the QTRIP:

- the *Transport Coordination Plan*, which provides policy coordination and consistency of direction across the various modes of transport (for example, road and rail)
- the *South East Queensland Regional Plan* and the *South East Queensland Infrastructure Plan and Program*
- individual modal strategies, such as *Roads Connecting Queenslanders*
- integrated regional transport plans for all modes of transport, which take into account land use and long-term regional transport requirements
- documents to assist each local government to integrate land and infrastructure use.

## Stakeholder engagement

Queensland's transport and road system is an integral part of community life – connecting people, business and industry, markets, employment and social networks. Transport infrastructure must meet community needs while keeping pace with changes in the global economy, population growth, industry dynamics, changing travel patterns, the changing nature of work, and social and environmental trends. TMR is committed to managing and operating a safe and efficient transport system that will provide a sustainable legacy for future generations of Queenslanders.

Connecting with stakeholders is an essential part of TMR's business. TMR is committed to understanding and responding to the needs and expectations of stakeholders to achieve the best transport and road outcomes for Queensland.

### Key stakeholders

TMR connects directly with a broad range of stakeholders through a wide range of engagement activities including one-on-one engagement, community engagement, industry briefings, and establishing alliances and partnerships with external organisations.

The department's key stakeholders include individuals, groups and organisations from across the community and government such as Queensland Police; Department of Infrastructure and Planning; local government; the Local Government Association of Queensland; the Australian Government; RACQ; Queensland Trucking Association; Bicycle Queensland; and AgForce Queensland.

Major industry partners and suppliers include Queensland Major Contractors Association; Civil Contractors Federation; Aboriginal Areas Protection Agency; Consult Australia; Engineers Australia; the Australian Asphalt Pavement Association; and universities.

These stakeholders are vital partners in TMR's business. They provide a level of critical analysis, input and advice that helps the department refine its policies, programs, investment decisions and services. TMR remains committed to nurturing these relationships into the future.

As part of this dialogue, TMR asks its key stakeholders to rate the quality of relationships with them, rating TMR's performance against the elements of trust, commitment, recognition and inclusiveness. TMR uses this information to continue to improve interactions with stakeholders and ensure these relationships are strong, long-lasting and mutually beneficial.

### Benefits of stakeholder engagement

Stakeholder engagement helps TMR stay attuned to the changing preferences, needs and expectations of stakeholders. It helps the department understand what its stakeholders value, and means that these values can be considered during decision-making and planning processes. This ensures TMR's delivery and management of the transport and road system is more effective and reliable, safety targets are improved, and the overall transport network is better preserved and managed. This enables TMR to continue to deliver improved transport and road infrastructure for Queensland.

Community and stakeholder participation makes a real difference in helping TMR develop and implement sustainable policies, programs and services to deliver longer-term benefits for communities. It enables the department to get a better understanding and appreciation of stakeholders needs, and has proven to be highly effective in helping ensure the services that are delivered are better aligned with these needs.

The benefits of effective stakeholder relationships include:

- transparency of decision making processes
- improved coordination of strategies and activities
- working with local government to develop "one network" that recognises the function of strategic local government roads
- a transport network that is integrated, more efficient and effective
- better coordination of planning across the state.

### Stakeholder involvement in planning

TMR works with key stakeholders to plan and deliver:

- integrated regional transport plans for many regions across Queensland
- rail network strategies and intermodal facilities to improve rail and road integration
- road planning and construction works to provide a safe network to meet the community's needs
- port strategies to focus investments where additional capacity is required
- air and rail community service obligations to provide population centres with access during floods
- public transport, cycling and walking plans to help provide convenient and safe travel opportunities.

### Working with communities

The decentralised nature of TMR's operations has provided a strong local presence in Queensland communities for many years. This ensures the department has built and sustained strong relationships with stakeholders, primarily through engagement with the community on infrastructure projects.

An overarching engagement policy, accompanied by standards and guidelines, has been in place since 1996. Staff are also supported by a resource kit, tool box and planner. The department also conducts two-day, in-house engagement training, aimed at building engagement skills. These resources guide staff in undertaking the department's broader community engagement activities.

## Working with local government

TMR, the Local Government Association of Queensland (LGAQ) and local governments collaborate in the Roads Alliance to manage Queensland's road network, irrespective of ownership.

The Roads Alliance was established in 2002 to address state and local road network challenges and manage Local Roads of Regional Significance (LRRS). The LRRS network is approximately 33,600km in length and comprises lower-order state-controlled roads and higher-order local government-controlled roads.

Since the inception of the Roads Alliance, the Queensland Government has increased investment in the LRRS network from \$307 million per annum in 2005-06 to \$478 million per annum in 2010-11. The four-year program of works detailed in *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14* reflects this funding.

In addition to the current Transport Infrastructure Development Scheme (TIDS) funding, \$30 million per annum for the next four years was announced in March 2010, for the Regional Safety and Development Program. This funding is available to Regional Road Groups (RRGs) in western, rural and remote areas of Queensland. The funding will improve rural roads and help secure the future of these regions by promoting economic prosperity and employment.

Investment in the LRRS network is managed by 19 RRGs. RRGs are voluntarily formed by regional groupings of mayors and TMR regional representatives and have substantial decision making authority under the Roads Alliance.

RRGs determine the expenditure priorities for the development, management and delivery of regional road programs. These programs are derived from RRG regional investment strategies, which outline:

- the long-term vision for each segment of the LRRS network, providing the foundation for the RRG program development process
- the short-term priorities that guide the selection of projects to be included in the program of works.

The formation of the Roads Alliance has led to increased collaboration, capability building and engagement in the regions. Collaboration based on regional priorities for community outcomes, rather than road ownership will continue as the key driver of the Roads Alliance. Through this collaborative approach, the Roads Alliance focuses on:

- coordinated road network planning
- improved sharing of resources and information, resulting in increased capacity and capability
- improved road delivery efficiency
- improved road stewardship practice, with a particular emphasis on road safety.

Looking to the future, continued improvement and greater innovation will remain a priority of the Roads Alliance. The Roads Alliance will also seek to capitalise on the amalgamation of Queensland Transport and Main Roads, and will identify and investigate opportunities to address broader transport issues.

## Working with national stakeholders

TMR represents Queensland's interests on a national level by engaging with the peak Australian transport and road bodies, including the Australian Transport Council; the Standing Committee on Transport; Austroads; the Australian Road Forum; and ARRB Group Ltd. Through this representation, the department is recognised nationally and internationally for its contribution to the roads agenda and for its willingness to learn from others.

These associations enable the department to participate in both the World Road Association and the International Road Federation, and position Queensland as the Smart State.

TMR is working with the transport industry and other agencies to implement the national Intelligent Access Program. This innovative approach provides heavy vehicles with access, or improved access, to the Australian road network. In return, heavy vehicles are remotely monitored by satellite-based telemetry services to ensure compliance with specific access conditions. This benefits the transport industry by increasing vehicle efficiency and productivity, providing for better preservation of the road network, and improving safety conditions.

TMR's involvement with Austroads, the association of Australian and New Zealand road transport and traffic authorities, helps shape the development of national transport policies, standards and guidelines to ensure that transport challenges unique to Queensland are highlighted and given due consideration.

## Policy and planning

Transport and Main Roads (TMR) sets its strategic policy direction to enable it to plan, manage and oversee the delivery of a safe, efficient and integrated transport system that supports sustainable economic, social and environmental outcomes in Queensland.

The department ensures its strategic policy direction contributes to the Queensland Government's five ambitions for the state: strong, green, smart, healthy and fair as part of *Toward Q2: Tomorrow's Queensland*.

### The planning cycle

TMR uses a transport system management cycle to provide a broad framework that supports clear decision making for TMR's policy, planning and investment. This cycle is consistent with the Australian Transport Council's *National Guidelines for Transport System Management in Australia*.

The *Transport Planning and Coordination Act 1994* sets the requirement for TMR to develop the *Transport Coordination Plan* (TCP). The TCP provides a framework for strategic planning and management of transport resources in Queensland, and sets the long term objectives for the Queensland transport system.

Implementing these objectives occurs through various transport system modal strategies; integrated regional transport plans; infrastructure delivery plans such as the *Queensland Transport and Roads Investment Program 2010-11 to 2013-14*; and corridor, route and link plans. At an operational level the TCP influences the actions taken through input to the *Transport and Main Roads Corporate Plan 2010-2014* and subsequent business plans followed throughout the department.

From these strategies, plans and programs TMR makes strategic investment choices and operational budget allocations to best meet the strategic objectives of TMR's transport system strategies and plans. Progress against these strategic objectives is evaluated on an ongoing basis and results are reported through the department's *Annual Report* and the *Transport and Main Roads Service Delivery Statement*.

TMR uses a range of external scanning mechanisms to inform future adjustments to the long term direction and subsequent transport system strategies and plans for Queensland.

### Transport and Main Roads Corporate Plan 2010-2014

The *Transport and Main Roads Corporate Plan 2010-2014* shown in **Figure 1** provides the direction and priorities for the department over the four-year period. It also provides direction for the development of divisional business plans. This document is updated annually to ensure it is always current.

TMR's strategic priorities for 2010-2014 have been identified, and are represented in **Figure 1** as follows:

- ensure safety underpins everything we do
- improve investment decisions to make the best use of available resources to support Queensland's economic development and quality of life
- engage community and stakeholders about choices to be made within the transport system
- increase the climate change preparedness and energy resilience of the transport system

- embrace current and emerging technologies to improve the transport system and customer service
- create an organisation and workplace that leads transportation into the future.

The department's strategic objectives for 2010-2014 have also been identified, and are represented in **Figure 1** as follows:

- a sustainable transport system which promotes economic growth and enhances liveability
- a safe transport system leading to improved health and wellbeing for Queenslanders
- an accessible transport system linking people to employment, education, services and social networks
- transport-related impacts on the natural, cultural and built environments managed for the community
- enhanced capability and capacity of the transport and logistics-related industries
- enhanced leadership and stakeholder relationships, improving transport outcomes for Queensland
- capable people and contemporary processes and systems enabling us to achieve our corporate objectives.

## Integrated Transport Planning Framework

The *Integrated Transport Planning Framework* sets out a collaborative, consistent and sustainable approach to transport planning in Queensland. It considers all transport modes including road, rail, port and air. It considers a region's transport system as a whole, taking into account land use and long-term regional transport requirements to develop strategies that are contestable.

The integrated regional transport planning process provides a sound basis for decision making to ensure the highest priority projects are progressed. This feeds directly into programs of works such as the QTRIP.

## State Planning Program

The *State Planning Program* (SPP) represents the body of strategic transport planning investigations undertaken by TMR. The SPP is also a mechanism to achieve integrated transport outcomes through the appropriate selection, management and monitoring of planning investigations.

The SPP is a rolling program of planning investigations that apply to all modes of transport, at all levels. The program balances high level strategic imperatives with regional and local demands for robust planning investigations that provide a gateway for investment decision making.

The SPP is a balanced program covering the hierarchy of planning types. High level planning, such as integrated regional transport plans, translate the desired broad direction of the transport system into a regional context, consistent with the strategic direction provided by the TCP and identify the priorities for more detailed planning needs. Planning at a more detailed level provides a bottom-up feedback loop to inform planning at a higher level, and is used to develop programs of investment.

A state-wide planning approach is required to address the diversity of regional needs, and develops a strategic outlook on how the transport network should develop over the next 20 years. The long term planning approach seeks to maximise the benefits from the program to improve safety and the level of service. Planning is undertaken within a framework to ensure consistency, relativity and transparency of recommendations.

Figure 1: Transport and Main Roads Corporate Plan 2010-2014

<b>Our vision</b>	<b>Connecting Queensland</b>
<b>Our purpose</b>	<b>Plan, deliver and manage a transport system that connects Queensland</b>
<b>We value</b>	<b>Our customers, our people and our reputation</b>

<b>Strategic challenges</b>	<b>Strategic opportunities</b>	<b>Our priorities</b>
<ul style="list-style-type: none"> <li>Provide adequate transport options to achieve economic and social outcomes across Queensland</li> </ul>	<ul style="list-style-type: none"> <li>Provide for and maintain a safe and efficient transport system by exploring suitable funding choices</li> </ul>	<ul style="list-style-type: none"> <li>Ensure safety underpins everything we do</li> <li>Improve investment decisions to make the best use of available resources to support Queensland's economic development and quality of life</li> </ul>
<ul style="list-style-type: none"> <li>Increase people's knowledge and understanding about transport system policies and investment choices</li> <li>Ensure the department's contribution to Queensland's economy remains a key driver of decision making</li> </ul>	<ul style="list-style-type: none"> <li>Work with the freight and logistics sector to connect Queensland and keep Queensland moving</li> </ul>	<ul style="list-style-type: none"> <li>Engage community and stakeholders about choices to be made within the transport system</li> </ul>
<ul style="list-style-type: none"> <li>Manage the impacts of climate change on the transport system</li> <li>Encourage the uptake of vehicles, or travel alternatives, that increase resilience to rising oil prices and reduce emissions</li> </ul>	<ul style="list-style-type: none"> <li>Lead the reduction of greenhouse gas emissions and reliance on oil-based inputs in the transport system</li> </ul>	<ul style="list-style-type: none"> <li>Increase the climate change preparedness and energy resilience of the transport system</li> </ul>
	<ul style="list-style-type: none"> <li>Provide people with more informed travel choices and services using technology-based solutions</li> </ul>	<ul style="list-style-type: none"> <li>Embrace current and emerging technologies to improve the transport system and customer service</li> </ul>
<ul style="list-style-type: none"> <li>Enhance capability and capacity of the department and the transport and logistics-related industries</li> </ul>	<ul style="list-style-type: none"> <li>Articulate a clear long-term direction for the department and the transport system that supports economic development and quality of life</li> </ul>	<ul style="list-style-type: none"> <li>Create an organisation and workforce that leads transportation into the future</li> </ul>



Objectives and strategies aligned with Queensland Government objectives in *Toward Q2: Tomorrow's Queensland*

Government objectives	Corporate objectives	Key performance indicators	Corporate strategies
<b>Strong</b> Creating a diverse economy powered by bright ideas	1 A sustainable transport system which promotes economic growth and enhances liveability	<ul style="list-style-type: none"> <li>Travel time reliability</li> <li>Major transport projects completed on time and within budget</li> <li>Transport system assets which meet agreed standards</li> </ul>	<p>1.1 Develop and implement integrated transport system policies and plans</p> <p>1.2 Plan and make balanced investments in cost-effective transport infrastructure and services</p> <p>1.3 Deliver cost-effective transport infrastructure</p> <p>1.4 Maintain and protect transport system assets</p> <p>1.5 Achieve efficient use and operation of the transport system</p> <p>1.6 Lead transport technologies, improvement and innovation</p>
<b>Healthy</b> Making Queenslanders Australia's healthiest people	2 A safe transport system leading to improved health and wellbeing for Queenslanders	<ul style="list-style-type: none"> <li>Road, rail and marine fatality rates</li> <li>Perception of public transport safety</li> <li>Use of active transport (walking and cycling)</li> </ul>	<p>2.1 Manage safe access to the transport system</p> <p>2.2 Ensure the safety of vehicles, vessels and trains and their operation</p> <p>2.3 Maintain a safe and secure transport environment</p> <p>2.4 Encourage more cycling and walking</p>
<b>Fair</b> Supporting safe and caring communities	3 An accessible transport system linking people to employment, education, services and social networks	<ul style="list-style-type: none"> <li>Satisfaction with public transport services</li> <li>Customer service responsiveness</li> <li>Transport services for Aboriginal and Torres Strait Islander peoples</li> </ul>	<p>3.1 Plan and provide appropriate, accessible and reliable public transport services to all Queenslanders</p> <p>3.2 Provide accessible and efficient customer services</p> <p>3.3 Provide transport-related opportunities to help close the gap in disadvantage for Aboriginal and Torres Strait Islander peoples</p>
<b>Green</b> Protecting our lifestyle and environment	4 Transport-related impacts on the natural, cultural and built environments managed for the community	<ul style="list-style-type: none"> <li>Transport greenhouse gas emissions</li> <li>Transport-related environmental incidents</li> </ul>	<p>4.1 Develop and share knowledge about the potential impacts of climate change on the transport system</p> <p>4.2 Facilitate increased use of transport options that minimise impacts on the environment</p> <p>4.3 Conduct regulatory and compliance activities and our own operations to reduce transport-related impacts on the environment</p>
<b>Smart</b> Delivering world-class education and training	5 Enhanced capability and capacity of the transport and logistics-related industries	<ul style="list-style-type: none"> <li>Capability and capacity of transport and logistics-related industries</li> </ul>	<p>5.1 Support the capability and capacity of Queensland's transport and logistics-related industries</p>
<b>Enabling</b>	6 Enhanced leadership and stakeholder relationships, improving transport outcomes for Queensland	<ul style="list-style-type: none"> <li>Transport leadership</li> <li>Stakeholder relationships</li> </ul>	<p>6.1 Lead and influence state and national transport-related policy reform</p> <p>6.2 Build partnerships, alliances, networks and knowledge-sharing with government, industry and the community</p>
	7 Capable people and contemporary processes and systems, enabling us to achieve our corporate objectives	<ul style="list-style-type: none"> <li>Workplace health and safety</li> <li>Capability and capacity of our people</li> <li>Reliability and effectiveness of our business systems</li> </ul>	<p>7.1 Provide safe, healthy and secure workplaces that support organisational outcomes</p> <p>7.2 Continuously improve departmental planning, management, governance and ethical standards</p> <p>7.3 Ensure a sustainable, agile and robust workforce</p> <p>7.4 Implement effective business systems, processes and practices</p>

## Opportunities and challenges

### Managing growth

The core responsibility of Transport and Main Roads (TMR) is to efficiently manage the movement of people and goods safely around Queensland. To ensure the economic, social and environmental sustainability of Queensland's transport system, the department must consider today's infrastructure needs, while planning for tomorrow.

A 2008 study by the Queensland Office of Economic and Statistical Research predicts the state's population of four million people could double in 50 years through overseas and interstate migration and natural increases. The Queensland government is working to manage the impact of this growth, harness the opportunities it brings and mitigate the risks which come with it.

Such increases present significant challenges for TMR including:

- meeting the transport needs of Queensland's diverse population
- competing stakeholder expectations
- travel demand exceeding transport system capacity
- uncertain economic environment
- skills and capability of transport industries.

New technologies will play a significant role in managing traffic demand and increasing the efficiency of current assets.

To help tackle this problem, the government held the Queensland Growth Management Summit in late March 2010, providing a unique opportunity for the government to listen to Queenslanders about how they thought future growth should be managed across the state.

In May 2010, the Premier released the government's comprehensive response to issues raised at the summit in a landmark document -*Shaping Tomorrow's Queensland*.

This document outlines 47 key actions to manage growth in the state. The actions are built around a focus on six priority areas: shaping the future; strengthening our regions; promoting liveable and affordable communities; delivering infrastructure; protecting our lifestyle and environment; and connecting communities.

Some of the first actions undertaken included the creation of Growth Management Queensland within the Department of Infrastructure and Planning.

Coordinated policy and planning is also achieved through input from industry and government stakeholders to determine what future needs will be and how they can be accommodated. Understanding the complexity of the transport network, offering the best mix of transport choices for people and goods, and informing road and transport users of these choices can increase the system's overall efficiency.

### Safety

The Australian Government's *National Road Safety Strategy 2001-2010* aims to significantly reduce the number of road fatalities in Australia.

In line with this national strategy, TMR is committed to improving safety on the state-controlled road network, as outlined in the *Queensland Road Safety Strategy 2004-2011*. This strategy aims to prevent crashes from occurring, to minimise crash severity, and reduce the long-term consequences of injuries, through various initiatives.

Business support systems such as the Road Safety Risk Manager tool have been rolled out across Queensland, as part of the Roads Alliance NetRisk arrangement, to help TMR identify, understand and more effectively prioritise risks and treatments relating to safety. The award-winning Road Safety Partnership Project is also being undertaken through the Roads Alliance.

A number of programs are in place to improve transport and road safety. These are detailed in **Appendix 3: Program descriptions**, and include Safer Roads Sooner, Black Spot Program, Safe School Travel (SafeST) initiatives, the School Bus Upgrade Scheme and Maritime Safety Minor Works.

Safety at roadworks sites, for motorists and construction workers, is also a high priority. This issue is being addressed through:

- a public awareness campaign, *Please slow down – roadwork safety is your responsibility too*, which is being delivered through multiple media channels, asking motorists to look out, watch out and be aware
- supporting the Department of Justice and Attorney-General to deliver awareness training for Queensland's *Traffic Management for Construction or Maintenance Work Code of Practice 2008*, which is expected to result in greater consistency in roadwork signage practices in Queensland
- providing more information about signage and safety at roadworks on the TMR website at [www.tmr.qld.gov.au](http://www.tmr.qld.gov.au).

### Freight needs

Transportation of goods and services is vital to economic development and growth. The freight task in Queensland is expected to continue to grow, driven by strong population growth and economic activity. This is likely to place increasing pressure on the transport system, particularly key interregional and urban links, and connections supporting major industrial areas, commercial business parks and major retail centres. Enhancing freight movement is critical to Queensland's competitiveness and economic performance.

Queensland has a diverse economic base largely comprising production oriented industries such as mining and agriculture; and consumption driven industries such as building and construction, hospitality and retail, accommodation and business services.

These types of industries present varying transport movement demands. The challenge is to continue to deliver an integrated transport system that supports broad community and industry freight needs, and is safe, efficient and environmentally sustainable. This includes:

- exploring opportunities for integrated transport solutions that effectively use transport modes to facilitate efficient freight movement
- optimising the existing transport system capacity and performance for freight
- planning and positioning the transport system to accommodate and exploit future freight opportunities
- supporting freight movement through cost-effective and affordable investment
- developing a more cohesive freight environment with local government, the Australian Government, industry and the community.

## Environment and climate change

Queensland's environment is under increasing pressure because of the state's growing population and associated industrial and residential development.

TMR is working to reduce greenhouse gas emissions by ensuring its policies and practices contribute to the targets in *Toward Q2: Tomorrow's Queensland*. TMR is also implementing several initiatives within the Queensland Government's climate change strategy, *Climate Q: toward a greener Queensland*, and has established the Office of Sustainable Transport within its Strategic Policy Division to progress these initiatives.

The department is committed to the Queensland Government's environmental offsets policy, and is working with the Department of Environment and Resource Management (DERM) to develop strategies and policies that define the department's future responsibilities in offsetting residual negative environmental impacts.

Environmental sustainability is being addressed by several different programs. The impact that transport and road projects can have on the environment during the planning and design stages is being analysed, and environmental management plans are being applied during project construction.

TMR is improving the condition of the road reserve by investing in nature conservation, fire risk management, road landscape, road traffic noise barriers, and heritage management. The department is also investing in reducing the number of contaminated areas, degraded areas, and declared pests and weeds.

Procurement practices also reflect TMR's commitment to sustainability, in line with the Queensland Government's *State Procurement Policy 2008*. The department continues to ensure that its procurement activities achieve value for money, with minimal damage to the environment. This is achieved by setting, measuring and reporting on sustainable procurement targets.

Strategies and policies are being developed to further define TMR's contribution to environmental management, to reduce Queensland's dependency on oil and to strengthen relationships with DERM and other regulatory agencies.

## Employment and economic development

The Queensland Government has committed to creating a state where knowledge, creativity and innovation drive a diverse economy. This will provide a stronger, more enduring, environmentally responsible and globally competitive economy for all Queenslanders.

To support economic growth, TMR has implemented workforce strategies to provide long-term sustainable transport-related employment opportunities throughout Queensland. These strategies ensure a highly skilled and motivated workforce is attracted and retained, and the department is equipped to effectively manage current and future challenges.

Strategies include:

- building future transport-related capability and expertise by providing opportunities for apprentices, trainees and cadets
- collaborating with local government and other Queensland Government agencies to support cross-agency employment and training programs
- providing local opportunities where practicable
- actively encourage positive relationships among diverse cultural groups
- working within local areas, including Aboriginal and Torres Strait Islander communities, to build effective pathways to education, training and employment
- conduct workforce planning activities to identify our current and future workforce requirements
- actively support opportunities to partner with educational institutions and private sector agencies for transport-related joint ventures in training and research and development.

## Finance and funding

Funding to build, maintain and operate the transport system in Queensland comes from many sources, primarily from the Queensland Government and Australian Government.

The state-funded component includes revenue from motor vehicle registration and proceeds from fines (such as camera-detected offences), as well as other sources. Some projects are partly funded by local government and developer contributions. Others are jointly funded by the Queensland Government and Australian Government through Natural Disaster Relief and Recovery Arrangements.

This intricate system has become even more complex as a result of global economic uncertainty and an environment of constrained resources. As TMR is responsible for Queensland's transport and road network, the challenge will be to manage current and future infrastructure under these uncertain circumstances.

TMR can maximise its investments by working with stakeholders from across Queensland, and targeting projects that align with the department's priorities and transport and road user needs. Funding provided by Infrastructure Australia, and greater collaboration with the Australian Government, presents major opportunities in delivering Queensland's infrastructure into the future. By engaging with stakeholders to better inform investment decisions, TMR can manage funding for a sustainable transport system.

## Rural, remote and Indigenous communities

Rural, remote and Indigenous communities contribute significantly to Queensland's social and economic landscape. In recognising the importance of these communities to all of Queensland, the Queensland Government is progressively exploring new funding options for transport infrastructure improvements within these communities.

A number of initiatives build upon previous years' work to further improve the surface of roads, improve flood immunity to reduce outages in the wet season, and maintain or upgrade aerodromes and maritime infrastructure.

Employment and training opportunities for local residents remain a top priority, and wherever practical built into project delivery.

## The ageing road network

The majority of the state-controlled road network was constructed in the 1960s and 1970s. The roads of this era were generally constructed with a design life of 20 years. An analysis of Queensland's roads in 2009 indicated that 50% of state-controlled roads were older than 23 years. Queensland also has more than 20,252 lane kilometres of pavement older than 30 years, including more than 8,475 lane kilometres older than 40 years.

The amount of road rehabilitation in the past has not been sufficient to stop the overall ageing of roads in Queensland. Despite this, significant lengths of pavement have performed extremely well, beyond their design life. This is partly due to TMR's maintenance and intervention practices.

Recent floods across large parts of Queensland have exposed the vulnerability of the pavement on the road network, and has demonstrated that intervention at current funding levels will not sustain the network over time. TMR has increased maintenance works, particularly reseals, to further protect the ageing road pavement.

## Ensuring efficient delivery

Transport and Main Roads (TMR) ensures its projects are delivered efficiently by encouraging and fostering healthy competition in the marketplace.

It achieves this by working with industry, local government and RoadTek to ensure there are three viable sectors able to deliver transport and road projects across Queensland.

The most appropriate and efficient method of delivery is determined for each project according to TMR's project delivery framework. Procurement planning processes also take into account available resources, and match demand with the capability and capacity of each sector.

This provides regions with flexible options and value for money, and ensures TMR meets its commitments and obligations to the community.

TMR has also established stockpiles of bulk materials at strategic locations across Queensland, to ensure remote communities have access to the necessary resources to cater for their transport needs.

This process ensures that the provisions detailed in the *Local Industry Policy: A fair go for the local industry* are met, providing local industry with full, fair and reasonable opportunity to tender for infrastructure and resource-based work.

### Open tender and competitive bid

As shown in **Figure 2**, the majority of transport and road projects over \$10 million are delivered by private contractors and developers. This supports regional and industry growth, building capability in construction across Queensland.

Private contractors, developers and RoadTek are invited to submit bids for these projects, and are then engaged in short- to medium-term contracts. All bids are rigorously assessed to ensure value for money will be achieved.

### Sole invitee

Routine maintenance works in TMR are carried out under road maintenance performance contracts.

The predominant method of delivery is through sole invitee arrangements with RoadTek, the department's internal commercial business provider, and local governments across Queensland.

In order to have sole invitee status, contractors are required to offer productivity improvement targets to TMR.

#### Sole invitee RoadTek

Some projects are delivered on a sole invitee basis by RoadTek, as shown in **Figure 2**.

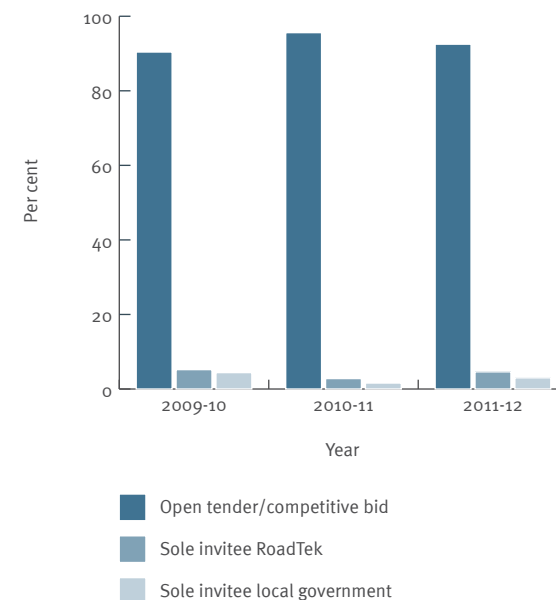
This process is only used after thorough evaluation of key criteria to ensure value for money will be achieved.

#### Sole invitee local government

Local governments also deliver projects on a sole invitee basis, as shown in **Figure 2**. This enables the Queensland Government to meet rural and regional development needs, benefiting rural and regional communities and ensuring continuity of work in these remote areas.

Local governments are required to submit tenders for these projects, which are rigorously assessed to ensure value for money will be achieved.

**Figure 2: Method of delivery for public transport infrastructure and roadworks 2009-10 to 2011-12** <sup>(1)</sup> <sup>(2)</sup>



*(1) Includes projects in excess of \$10 million only. Transport Programs data is based on the assumptions that rail, cycle, boating and capital grants are open tender or competitive bid.*

*(2) Projects delivered through open tender and competitive bid include works delivered by RoadTek and local governments.*

## Performance

### Measuring performance

Transport and Main Roads (TMR) conducts regular, detailed reviews of physical and financial performance in the delivery of projects. This ensures the works effort can be redirected if unforeseen circumstances cause delays to projects.

TMR's performance target is to have at least 90% of projects delivered on time and within budget, within agreed tolerance limits. Tolerance limits have been set for project estimates, to improve the reliability of estimating over the project life cycle and, specifically, for project approvals in years one and two, to reduce variations in project cost.

Tolerance limits recognise problems associated with construction activities such as re-work due to wet weather; adverse site conditions; changes in scope that become evident during the design or construction phase, resulting in increased project costs; incidents where insufficient allowance for risk has been built into initial cost estimates; and cultural heritage, native title and land acquisition issues.

### Performance measures and indicators

Performance measures for project development and delivery align with the priorities in the *TMR Corporate Plan 2010-2014*. These measures are reported regularly to senior- and upper-level management, and are acted on when variations are identified.

TMR's success in developing and managing transport and roads projects, programs and networks is gauged through performance indicators. Measurement tools and performance targets, which focus on the effectiveness and efficiency of those elements, have been developed and improved in conjunction with Austroads. Queensland-specific indicators have also been developed, consistent with TMR's strategic directions.

### Performance in 2009-10

Gross expenditure for transport and road infrastructure programs funded by the Queensland Government and Australian Government of \$4.5 billion, or 93% of the revised allocation of \$4.7 billion, was achieved in 2009-10, as shown in **Figure 3**.

Construction of 70% of road projects began on schedule, and 67% were completed on schedule.

The 2009-10 result reflects the impacts of severe weather experienced across Queensland in early 2010, which resulted in natural disaster declarations in all but five of the state's 73 local government areas.

This was lower than the target of 90%, as a result of this severe weather and monsoonal flooding from Cyclones Olga, Neville, Ului and Paul.

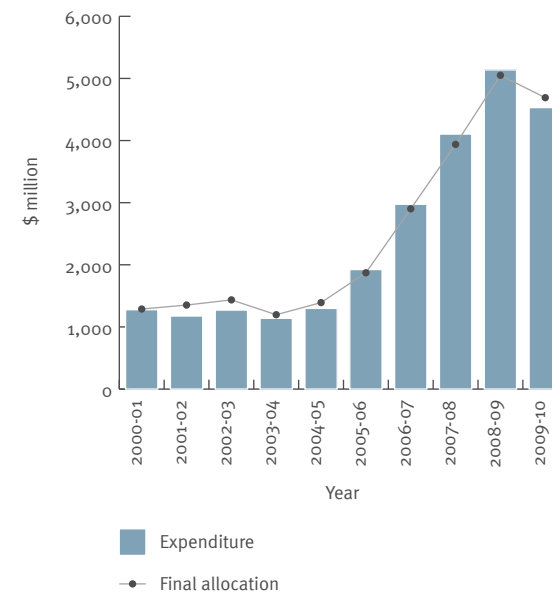
TMR's flexible approach to project management, enabling projects to be accelerated where possible, meant the effect of natural disaster on project delivery could be minimised.

The department continues to focus on improved project and program management, and project estimating processes, to ensure state-wide capability and consistency is increased, particularly in terms of scope, risk and cost across all phases of the life cycle of projects.

Significant regional achievements in project delivery during 2009-10 are detailed under each region's tab, in the **Regional profile** section.

Project cost performance outcomes for the 2009-10 financial year will be included in the *Annual Report 2009-10*.

**Figure 3: Gross expenditure for public transport infrastructure and roadworks 2000-01 to 2009-10<sup>(1)</sup>**



*(1) The 2008-09 allocation reflects significant federal funding as part of the Building Australia Fund.*



## State overview

Maintenance dredging at Canaipa Passage  
North Stradbroke Island, July 2009

## State overview



# State-controlled transport and road infrastructure

## Rail

TMR manages rail corridor land in Queensland and, with TransLink, oversees operations of Queensland Rail Limited (QR), a government-owned corporation. Through its key businesses, QR operates approximately 10,000km of rail network in Queensland, and moves approximately 244 million tonnes of freight and 62 million passengers annually.

The major national rail network and other railway is shown in **Figure 4**.

TMR promotes efficient and effective passenger and freight services by investing in the acquisition, maintenance and operation of rail infrastructure. This includes below-rail assets, such as tracks, bridges and signalling equipment, and above-rail assets with TransLink, such as stations and rollingstock.

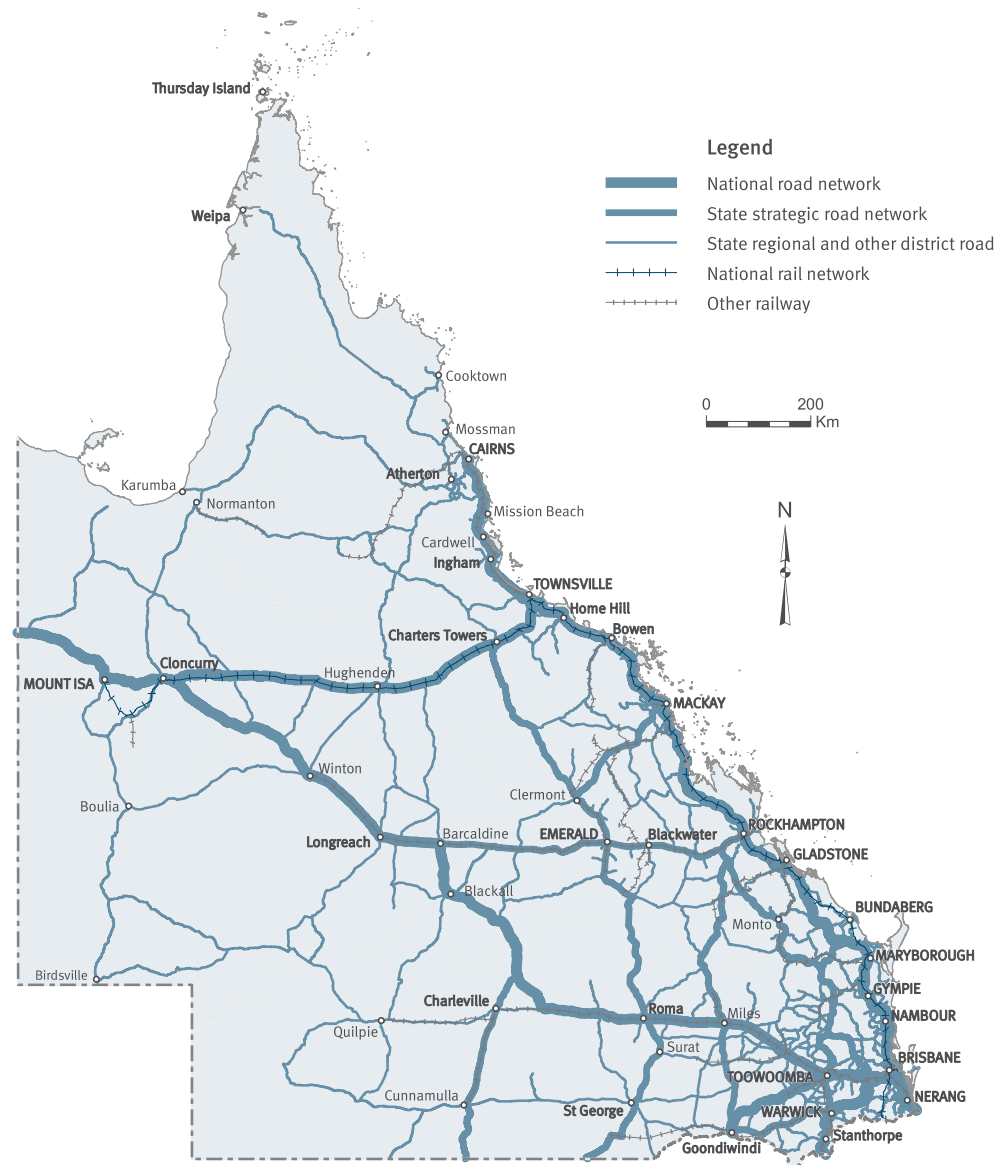
Details of rail projects can be found under each region's tab, in the **Transport Programs** section, if applicable.

## Maritime

TMR and Maritime Safety Queensland (MSQ) own, manage and operate maritime infrastructure across Queensland, which is made up of 279 boat ramps, 29 pontoons, 41 jetties, five floating walkways, two barge/boat ramps and 530 aids to navigation. TMR, via MSQ, funds the construction and ongoing structural maintenance of boating facilities. The local managing authority provides the land-based infrastructure, such as car and trailer parking; manages the operations at the facility; and conducts day-to-day maintenance.

Details of maritime infrastructure projects can be found under each region's tab, in the **Transport Programs** section, if applicable.

Figure 4: Queensland's transport and road system map



## Cycleways

TMR plans, constructs, operates and provides grants to local governments for cycleways across Queensland. Cycleways provide a safe and efficient form of travel, linking people to work, recreation and services. Responsibility for ongoing asset management lies with either TMR or local governments, depending on the asset owner.

Details of cycling infrastructure projects can be found under each region's tab, in the **Transport Programs** or **Transport Infrastructure Development Scheme** section, if applicable.

## Busways

TMR plans, delivers and owns busways in south east Queensland, which is currently 24.6km in length. Busways remove buses from roads, easing traffic congestion and leading to improved services and increased patronage.

Details of busways projects can be found under each region's tab, in the **Transport Programs** section, if applicable.

## Light rail

TMR is planning the first light rail system on the Gold Coast. This will consist of 13km of light rail. Light rail provides fast, frequent and reliable services to move high volumes of people through densely populated areas.

Details of light rail can be found under the South Coast Region's tab, in the **Transport Programs** section.

## State-controlled roads

TMR owns, manages and operates Queensland's state-controlled roads. Queensland has the longest state-controlled network of any Australian state or territory, with 33,337km of roads, representing 25% of all state-controlled roads across Australia. Queensland's state-controlled roads consist of roads on the National Land Transport Network (National Network) and Other State-Controlled Roads. The different classes of roads are shown in **Figure 4**.

The state-controlled network includes the major traffic carrying and linking roads across Queensland; 80% of Queensland's road traffic is carried on state-controlled roads. State-controlled roads carry traffic volumes ranging from less than 50 vehicles per day to more than 140,000 vehicles per day. These roads are used for a wide range of purposes, including freight, tourist trips, daily commutes, access to services, and recreation.

The estimated replacement value of Queensland's state-controlled road network is \$54.9 billion, as at 30 June 2009, making it the Queensland Government's largest publicly-owned physical infrastructure asset.

### National Network roads

TMR owns, manages and operates the National Network in Queensland, including 5,040km of roads.

The National Network is a single integrated network of land transport linkages of strategic national importance. The National Network is based on national and inter-regional transport corridors, including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity.

Details of roads projects on the National Network can be found under each region's tab, in the **National Network** section.

### Other State-Controlled Roads

As shown in **Figure 4**, Other State-Controlled Roads in Queensland include:

- state strategic roads – 4,150km
- regional and district roads – 24,147km.

Details of roads projects on Other State-Controlled Roads can be found under each region's tab, in the **Other State-Controlled Roads** section.

## Local government-controlled roads

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

Details of projects on local government-controlled roads can be found under each region's tab, in the **Transport Infrastructure Development Scheme** section.

## Transport and road state-wide commitments

Funding commitments beyond those listed under each region's tab, are included under the **Transport and road state-wide commitments** section.

## Funding overview

The *Queensland Transport and Roads Investment Program 2010-11 to 2013-14* (QTRIP) details a \$17 billion investment in transport and road system management, planning, improvement, maintenance and operation over the next four years.

This funding is primarily sourced from the Queensland Government and Australian Government, as shown in **Figure 5**. Some projects are also partly funded by local government and developer contributions, and through Natural Disaster Relief and Recovery Arrangements, jointly funded by the Queensland Government and Australian Government.

As shown in **Figure 6**, this funding has been allocated to Transport Programs, works on the National Network, Other State-Controlled Roads, and to the Transport Infrastructure Development Scheme. A further break down of funding allocations are shown in **Figure 6** to **Figure 10**.

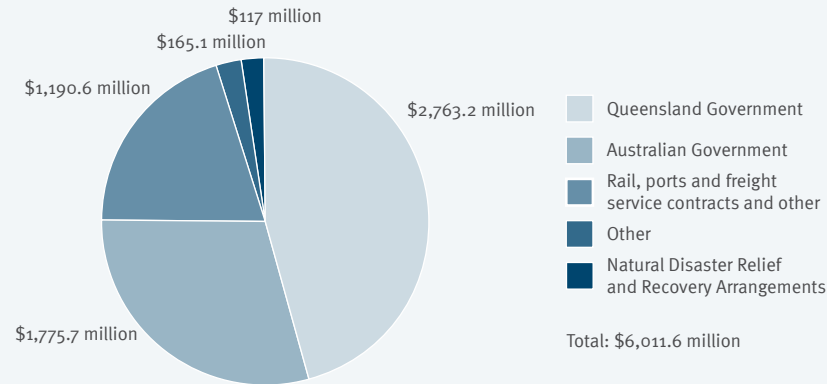
### Queensland Government funding

Queensland Government funding for transport and road projects in 2010-11 totals \$2.8 billion. Over the next four years, \$9.5 billion is being provided.

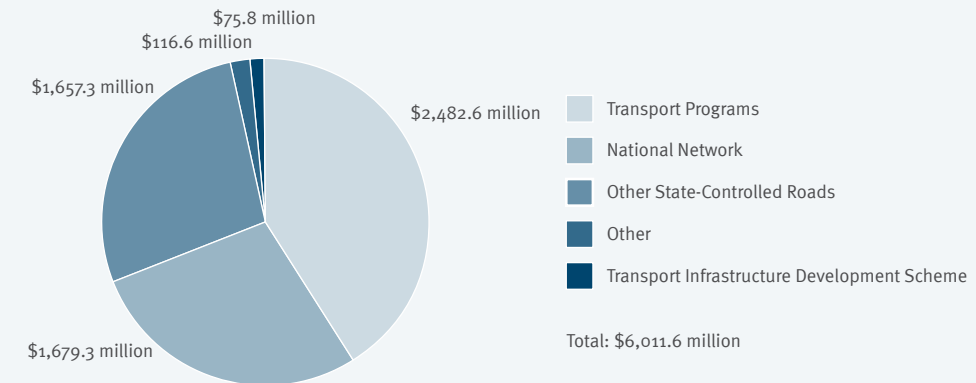
In March 2010, the Minister for Main Roads announced an additional funding pool of \$30 million in 2010-11. This is special funding aimed at enhancing productivity, efficiency, safety and access across the rural road network, and is now known as the Regional Safety and Development Program (RSDP).

The RSDP is primarily aimed at assisting western Queensland, and priority will be given to submissions from South West, Outback and North West Regional Road Groups (RRGs). Priority may also be given to other rural and remote areas in Queensland where considerable economic activity, such as large scale mining or industrial growth, is occurring.

**Figure 5: Funding sources for public transport infrastructure and roadworks 2010-11 <sup>(1)</sup>**



**Figure 6: Funding allocations for public transport infrastructure and roadworks 2010-11 <sup>(1)</sup>**



<sup>(1)</sup> For full funding and allocations details see **Appendix 4: Funding and allocations**.

This program will allow RRGs to continue to improve key roads to benefit all regional road users and support regional development, improved transport outcomes, safer roads, and increased employment in Queensland. This investment in roadworks will help stimulate regional economies and support local communities.

An additional \$5.8 million builds on the previously published \$30.4 million of roadworks in regional Queensland being provided through the Sustainable Resource Communities Initiative. This funding will allow projects in key areas to be fast-tracked, to secure existing jobs and create new jobs for Queensland communities.

Also supporting regional Queensland is a funding allocation of \$150 million over three years announced in June 2008, to improve the road network in the Bowen Basin and further support central Queensland's coal mining industry.

Work will also continue on the remainder of the \$350 million Regional Bridge Renewal Program.

Projects in south east Queensland will receive \$5.4 billion in funding over the next four years to 2013-14, including the transport and road infrastructure investment outlined in the *South East Queensland Infrastructure Plan and Program* (SEQIPP). This includes \$20 million in 2010-11 to continue the Cycle Network Program.

In 2010-11, more than \$10 million will be invested in maritime infrastructure including recreational boating facilities and maritime safety works. A total of \$23 million is being provided in Transport Capital Grants for initiatives such as rural and remote airport upgrades, improving school bus safety, and improving disability access.

Over the next four years, \$234 million is being provided through Safer Roads Sooner to reduce the number of crashes with deaths or serious injuries on state-controlled roads. This includes \$66 million for 2010-11.

TMR is also directing a greater level of funding towards the preservation and renewal of Queensland's road network over the next four years. This forms part of TMR's asset management strategy to protect the investment in roads.

## Australian Government funding

Australian Government funding for transport and road projects in 2010-11 totals \$1.8 billion. This is part of a total of \$7.2 billion in funding that has been committed over the period 2008-09 to 2013-14.

The 2010 Federal Budget funding allows current Australian Government funded projects to continue as forecast, with further projects under the Nation Building Program receiving funding. This includes:

- funding of \$62 million from 2009-10 to 2010-11 toward the \$300 million upgrade of the intersection of Mains and Kessels Road at Macgregor
- Bruce Highway rest areas, overtaking lanes and projects to address black spots will receive \$78.5 million in 2010-11
- the replacement of the Isis River Bridge on the Bruce Highway has received \$18.1 million for 2009-10 to 2010-11
- the Gold Coast Rapid Transit Project received \$365 million.

The Australian Government's investment incorporates the following funding for transport and roads in Queensland:

- Nation Building Program: \$5.9 billion to deliver works of high national benefit on the National Network, including maintenance
- Building Australia Fund: \$1.3 billion to deliver works on the National Infrastructure Priority List

In addition, the Black Spot Program provides \$103.7 million to target sites on state-controlled and local government-controlled roads to reduce the risk of crashes.

From 2008-09 to 2013-14, the following funding for transport has also been provided directly to local governments to improve safety and productivity outcomes for the heavy vehicle industry and the community:

- Roads to Recovery: \$440.3 million for maintaining and upgrading local roads

- Financial Assistance Grants: \$726.2 million in untied funding to local governments.

## Local government contributions

Local governments contribute to transport and roads projects through initiatives including the Transport Infrastructure Development Scheme, the Cycle Network Program, Light Rail and Transport Capital Grants. Local governments generally contribute between 10% and 50% of costs for these projects.

## Developer contributions

Funding is not always available as and when required, to suit the needs of specific projects, because of competing priorities for limited government resources. In such cases, it is sometimes necessary for developers to make a contribution, based on the development's local impact.

## Natural Disaster Relief and Recovery Arrangements

Natural Disaster Relief and Recovery Arrangements (NDRRA) provides funding for restoring assets damaged by natural disaster events. It focuses on restoring assets as quickly as possible.

NDRRA is jointly funded by the Queensland Government and Australian Government on a cost-sharing basis, with the Australian Government contributing 75% of forecast costs above certain thresholds, and Queensland Government funding the remaining 25%.

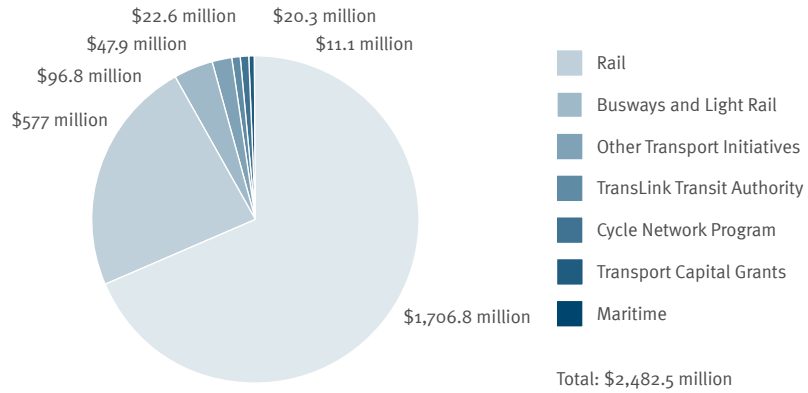
## Transport Service Contracts

Service contracts are in place which enable the upgrade, maintenance, and preservation of infrastructure to achieve improved safety and reliability, increase efficiency and provide social and environmental benefits. The subsidy allows organisations to continue to plan future services and infrastructure requirements and maintain existing assets.

# Funding allocations

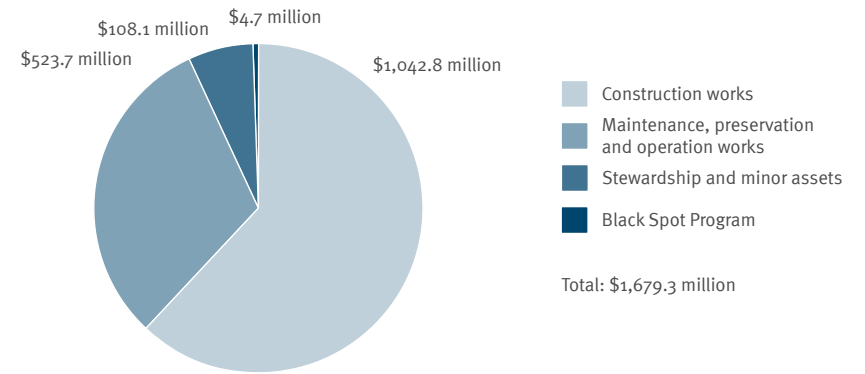
## Transport Programs

Figure 7: Funding allocations for Transport Programs 2010-11



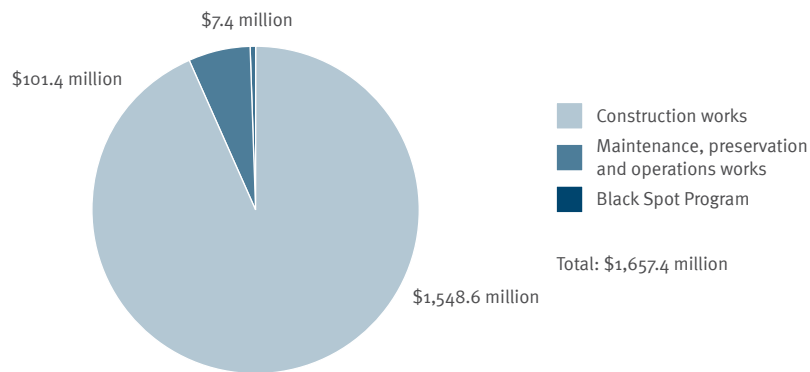
## Other State-Controlled Roads

Figure 9: Funding allocations for Other State-Controlled Roads 2010-11



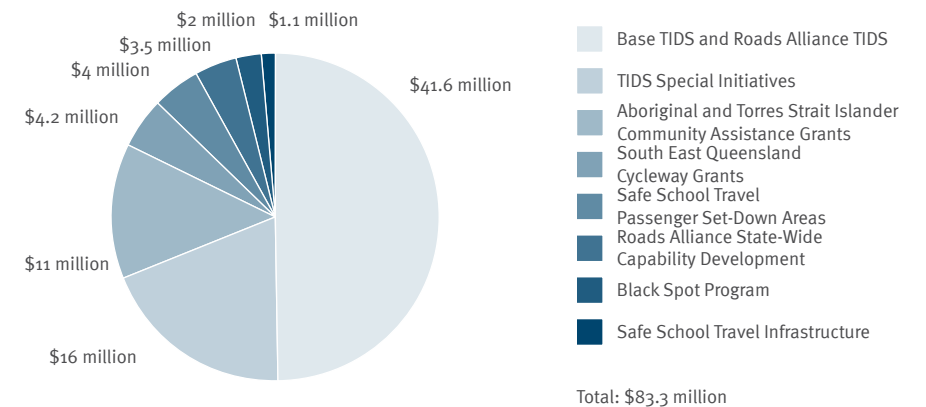
## National Network

Figure 8: Funding allocations for National Network 2010-11



## Transport Infrastructure Development Scheme

Figure 10: Funding for Transport Infrastructure Development Scheme 2010-11



## Administered funding

Transport and Main Roads (TMR) works in consultation with several government-owned organisations to plan future upgrades to the transport network. These are unlisted public companies, and are wholly owned by the Queensland Government.

Projects are subject to a project assurance framework and a value for money assessment, to determine whether projects can best be delivered by a government-owned organisation, the Queensland Government, or another delivery method. Delivery by government-owned organisations provides similar benefits to public-private partnerships, with the added benefit of a close relationship with the Queensland Government.

The Queensland Government's ownership of these organisations allows major infrastructure projects to be delivered through government funding, revenue, or borrowings that are repaid over a franchise period.



### Queensland Rail and QR National

In December 2009, the Queensland Government announced its intention to sell via an initial public offering the commercial businesses of QR Limited (QR) as an integrated rail operation, to be known as QR National. QR National will be comprised of QR's coal and freight businesses, the central Queensland coal network and the supporting workshops and track construction and maintenance functions.

On 1 July 2010, the Government established a new government-owned corporation, Queensland Rail Limited (Queensland Rail), to operate the rail passenger services in Queensland. Queensland Rail will hold the balance of the passenger and non-coal rail network. It is delivering the SEQIPP rail program on behalf of the Queensland Government, with \$446 million allocated in 2010-11, for the upgrade of infrastructure and rolling stock on the Citytrain network.



### City North Infrastructure

City North Infrastructure (CNI) was established in 2006 to represent the Queensland Government and Queensland communities on major infrastructure projects. A wholly-owned Queensland Government operation, CNI acts autonomously as a special purpose entity and is overseeing the delivery of the combined \$4.8 billion Airport Link, Northern Busway (Windsor to Kedron) and Airport Roundabout Upgrade.

Under a public-private partnership, BrisConnections has been awarded a 45 year concession to design, construct, operate and maintain the Airport Link toll road, as well as separate contracts to design and construct the Northern Busway (Windsor to Kedron) and Airport Roundabout Upgrade, which will then be handed back to the state.

The three projects are being constructed together to ensure efficiency and value for money are achieved, and will be completed by mid-2012.

There are currently 3,400 people employed by the projects, which are generating 10,000 direct and indirect job opportunities.



### TransLink Transit Authority

TransLink Transit Authority (TransLink) provides a single point of contact for public transport customer information and coordinates and integrates public transport services across south east Queensland.

TransLink is delivering the \$213 million Translink Station Upgrade Program on behalf of the Queensland Government. The program will provide new and upgraded stations, park 'n' ride facilities and bus stops.

In 2009-10, TransLink also rolled out the *go* card, a new ticketing system that enables passengers to travel seamlessly on bus, train and ferry services across south east Queensland.



### Queensland Motorways Limited

Queensland Motorways Limited (QML) owns and operates parts of the Gateway Motorway and the Logan Motorway, as toll roads; and the Port of Brisbane Motorway, under a 30-year road franchise agreement.

QML is delivering the Gateway Upgrade Project on behalf of the Queensland Government. The project will be completed by 2011 and includes the construction of a new bridge next to the former Gateway Bridge – now known as the Sir Leo Hielscher Bridges; the upgrade of 12 kilometres of motorway from Mount Gravatt-Capalaba Road to Lytton Road; and 7km of new motorway north of the Sir Leo Hielscher Bridges, through airport land to Nudgee Road, including connection to a second airport access.

QML is also delivering stage one of the Gateway Upgrade South between Mount Gravatt-Capalaba Road and Miles Platting Road. The upgrade will include widening the bridges over Mount Gravatt-Capalaba Road and Prebble Street and minor intersection upgrades at Mount Gravatt-Capalaba Road interchange.

In 2009-10, QML also made the transition to free-flow tolling, installing sophisticated no-stop tolling systems and removing existing cash toll plazas.



## State-wide commitments

Finishing touches on the new Oak Creek Bridge on the Inglewood-Texas Road  
10km north of Texas, October 2009

## State-wide commitments



## Transport and road state-wide commitments

Most projects and programs are detailed under each region's tab in the Transport Programs, National Network, Other State-Controlled Roads and Transport Infrastructure Development Scheme sections. The balance of approved funding is detailed in this section.

Transport and road state-wide commitments include special initiatives and funding commitments that have been prioritised and will be allocated to regions in the future. It also includes state-wide contracts, which are administered on a state-wide level to improve the cost effectiveness of program delivery.

### Transport state-wide commitments

Program	Funding source	Subprogram/description	Approved <sup>(1)</sup>	Indicative			
			2010-11 \$'000	2011-12 \$'000	2012-13 \$'000	2013-14 \$'000	
Other Transport Initiatives	Queensland Government	Transport Corridor Acquisition Fund <sup>(2)</sup>	69,239	65,125	67,678	44,657	
		South East Queensland High Occupancy Vehicle Program <sup>(2)</sup>		500	1,000	5,000	
		Urban Congestion Initiative <sup>(4)</sup>	7,695	5,625			
		New Transport Investigations <sup>(2)</sup>	8,388	4,106			
<b>Subtotal: Other Transport Initiatives</b>			<b>85,322</b>	<b>75,356</b>	<b>68,678</b>	<b>49,657</b>	
Cycle Network Program	Queensland Government	South East Queensland Cycle Network Program (Grants) <sup>(2) (4)</sup>	10,913	12,304	16,834	18,518	
		South East Queensland Cycle Network Program (Capital) <sup>(2) (3) (4)</sup>	1,630	22,834	31,415	33,754	
<b>Subtotal: Cycle Network Program</b>			<b>12,543</b>	<b>35,138</b>	<b>48,249</b>	<b>52,272</b>	
TransLink Transit Authority	Queensland Government	TransLink Station Upgrade Program <sup>(4)</sup>	12,761	22,200	34,400	51,527	
		Stop and Station Infrastructure Improvement Grants	3,000	3,000	3,000	3,000	
<b>Subtotal: TransLink Transit Authority</b>			<b>15,761</b>	<b>25,200</b>	<b>37,400</b>	<b>54,527</b>	
Maritime	Queensland Government	Boating Infrastructure Minor Works <sup>(3) (4)</sup>	588	3,440	5,577	5,577	
		Marine Safety Minor Works <sup>(3) (4)</sup>	500	3,213	3,113	3,113	
		Marine Safety Minor Works – Navigational Aids Minor Works Strategy	130				
		Marine Safety Minor Works – Upgrade Voice Recorders Strategy	583				
<b>Subtotal: Maritime</b>			<b>1,801</b>	<b>6,653</b>	<b>8,690</b>	<b>8,690</b>	
Transport Capital Grants	Queensland Government	School Bus Upgrade Scheme	11,551	14,729	11,502	11,449	
		Regional Airport Development Scheme <sup>(3) (4)</sup>	900	1,800	1,800	1,800	
		Public Transport Compliance with Disability Standards	1,935	1,935	1,935	1,935	
		Accessible Buses	1,000	1,000	1,000	1,000	
		Safe School Bus Routes	300	300	300	300	
		Safe Walking and Pedalling	200	200	200	200	
<b>Subtotal: Transport Capital Grants</b>			<b>15,886</b>	<b>19,964</b>	<b>16,737</b>	<b>16,684</b>	

Program	Funding source	Subprogram/description	Approved <sup>(1)</sup>	Indicative		
			2010-11	2011-12	2012-13	2013-14
			\$'000	\$'000	\$'000	\$'000
Rail	Queensland Government	SEQIPP Rail – Grade Separations at level crossings				2,315
		Other Rail – Telecommunications Backbone Network Strategy	946	951	330	
		Other Rail – Across Queensland Rail (General) Strategy <sup>(5)</sup>	558,234			
		CityTrain rollingstock (38 three set cars) <sup>(2)</sup>			107,363	210,000
		Funding commitment for SEQIPP projects <sup>(3)</sup>	1,854		10,000	90,000
<b>Subtotal: Rail</b>			<b>561,034</b>	<b>951</b>	<b>117,693</b>	<b>302,315</b>
<b>Total: Transport Programs state-wide commitments</b>			<b>692,347</b>	<b>163,262</b>	<b>297,447</b>	<b>484,145</b>

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) This is a SEQIPP approved program.
- (3) Committed funding for programs is included at a state-wide level in 2010-11. For project funding for transport projects, see the relevant region.
- (4) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (5) Funding for Other Rail – Across Queensland Rail (General) Strategy is shown in 2010-11 only.

## Road state-wide commitments

Program	Funding source	Subprogram/description	Approved		Indicative
			2010-11	2011-12	2012-13 to 2013-14
			\$'000	\$'000	\$'000
Nation Building Program	Australian Government <sup>(1)</sup>	Safety initiatives - Caboolture to Curra	6,500	6,500	10,490
		Safety initiatives - Curra to Sarina	23,000	28,000	49,000
		Safety initiatives - Sarina to Cairns	12,000	28,000	55,000
		Rest areas - Curra to Sarina	5,000	5,000	10,000
		Rest areas - Sarina to Cairns	2,000	3,000	
		Rest areas - Warrego Highway	1,500	1,500	2,000
		Overtaking lanes - Curra to Sarina	15,000	30,000	60,000
		Overtaking lanes - Sarina to Cairns	15,000	15,000	30,000
		Overtaking lanes - Warrego Highway (Oakey to Dalby)	2,000	3,000	5,000
		Strengthening and widening - Curra to Childers	5,000	7,500	12,500
		Strengthening and widening - Childers to Sarina	15,000	20,000	35,000
<b>Subtotal: State-wide Nation Building Program</b>			<b>102,000</b>	<b>147,500</b>	<b>268,990</b>
Black Spot Program	Australian Government <sup>(1)</sup>	Funding commitment for 2011-12 to 2013-14		12,078	24,156
<b>Subtotal: State-wide Black Spot Program</b>				<b>12,078</b>	<b>24,156</b>
Natural Disaster Relief and Recovery Arrangements	Queensland Government	Balance of funding commitment	83,456	48,712	
<b>Subtotal: State-wide Natural Disaster Relief and Recovery Arrangements</b>			<b>83,456</b>	<b>48,712</b>	
Transport Infrastructure Development Scheme	Queensland Government	Funding commitment for 2012-13 to 2013-14			128,428
<b>Subtotal: State-wide Transport Infrastructure Development Scheme</b>					<b>128,428</b>
Special Initiatives	Queensland Government	National Network routine maintenance	24,946		
		Rate 3 Lighting Project	10,000	23,772	
		State-wide Data Collection	4,701	4,757	9,654
		Koala Corridor	1,000	8,470	
		Sustained Network Productivity <sup>(2)</sup>	2,800	2,000	
		Camera Detected Offence Program – state-wide safety initiatives	8,000	16,000	6,000
		Safer Roadworks Campaign	1,300	1,300	2,600
		Strategic Noise Barriers Program	3,000	4,000	13,000
		Noise Barriers	1,000	4,780	
		Regional Safety and Development Program	23,000	23,000	48,400
		Hardship Resumptions	64,308	127,205	
<b>Subtotal: State-wide Special Initiatives</b>			<b>144,055</b>	<b>215,284</b>	<b>79,654</b>

Program	Funding source	Subprogram/description	Approved		Indicative
			2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000
Queensland Road System Performance Plan (QRSPP) Maintenance, Preservation and Operations	Queensland Government	Nature conservation	500	700	1,143
		Degraded areas	1,500	1,110	
		Heritage preservation	250	419	309
		Declared pest species		270	
		Road landscape	366	330	732
		Performance of rail crossings	1,443	900	
		Driver fatigue management	257	1,200	500
		Overload management	1,258	3,000	1,350
		Traffic management	5,006	3,485	5,035
		Traveller information	2,476	81	171
		Incident management	50		
		Bridge inspection and servicing	22,910	23,634	49,530
<b>Subtotal: QRSPP Maintenance, Preservation and Operations</b>			<b>36,016</b>	<b>35,129</b>	<b>58,770</b>
Safer Roads Sooner	Queensland Government	Forgiving Roadsides	750	750	
		Median Barriers	1,125	1,125	
		High Friction Surfacing	750	750	
		Stopping Places and Rest Areas	375	375	
		Bicycle Safety	190	190	
		Intelligent Transport Systems	750	750	
		Audio-Tactile Line Marking	500	500	
		Crash Awareness and Targeted Interventions	550	555	
		Motorcycle Safety	624	4,000	8,000
Funding commitment for 2012-13 to 2013-14					73,884
<b>Subtotal: State-wide Safer Roads Sooner</b>			<b>5,164</b>	<b>8,995</b>	<b>81,884</b>
<b>Total: Roads state-wide commitments</b>			<b>371,141</b>	<b>467,698</b>	<b>641,882</b>

(1) Australian Government allocations for 2011-12 and beyond are indicative only.

(2) This is part of the Traffic Management Initiative.









## South Coast Region

The upgrade of Nerang South Interchange (Exit 73) on the Pacific Motorway  
2.7km south of Nerang, January 2009

# South Coast



- Legend**
-  National road network
  -  State strategic road network
  -  State regional and other district road
  -  National rail network
  -  Other railway
  -  Local government boundary

# Regional profile

## Overview

South Coast Region covers an area of approximately 6,547km<sup>2</sup>, or around 0.4% of Queensland. It extends from Logan in the north to the New South Wales border in the south, and from Southport in the east to Cunninghams Gap in the west.

South Coast Region has a resident population of approximately 830,144 people and is home to approximately 18.8% of Queensland's total population.

The state-controlled road network in the region is 1,050km in length, and includes 131km of the National Network. Other transport infrastructure in the region includes cycling facilities delivered as part of the 2007 *South East Queensland Principal Cycle Network Plan*. This plan will ultimately deliver 505km of cycle network in the region.

The transport and road network supports a diverse array of industries including retail, tourism, sport, education, freight and construction; and agriculture including sugar cane and fisheries.

South Coast Region has offices located on the Gold Coast and in Logan. The region includes the local governments of Gold Coast City Council, Logan City Council and Scenic Rim Regional Council.

## Major challenges

- Supporting the development of key freight and passenger routes to meet the transport needs of the rapidly developing region while continuing to deliver a significant program of road infrastructure, including roads projects in the *South East Queensland Infrastructure Plan and Program*, within scope, on time and on budget.
- Managing urban congestion in high density areas while working with key stakeholders and the local community to achieve best outcomes, including the cross-border area.

- Making more efficient use of road space while supporting high occupancy vehicle movement and improving the pedestrian and cycle network.
- Facilitating sustainable land use and transport and road outcomes to cater for ongoing population growth through appropriate and timely delivery of transport and road infrastructure in cooperation with land use agencies.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Completed the master plan for the Varsity Station Village Transit Oriented Development demonstration project being delivered near the new Varsity Lakes rail station.

Continued planning for the upgrade of Gold Coast-Springbrook Road, at Mudgeeraba.

Continued planning for the duplication of the Mount Lindesay Highway from Rosia Road to Jimboomba, and design for a grade separated interchange of the Mount Lindesay Highway and Chambers Flat Road, in Munruben.

Continued planning for the upgrade of the Pacific Motorway between the Gateway Motorway and the Logan Motorway, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Completed planning for the future upgrades of the Pacific Motorway from Nerang to Tugun.

Continued the Gold Coast Rapid Transit project, as part of the Building Australia Fund, jointly funded by the Queensland Government, Australian Government and Gold Coast City Council. This project delivers a 13km high capacity light rail system linking Griffith University, Parkwood to Broadbeach and will be delivered partly through a public-private partnership.

Commenced construction of park 'n' ride facilities including works at Greenbank RSL and Park Ridge.

Continued the delivery of the regional cycle network:

- completed sections of the V1 and Eggersdorf Road on-road cycleway, Christine Avenue to Sixth Avenue cycling facilities, and Seabeach Avenue to Sovereign Drive, via Markeri Street cycle facilities
- completed cycle and pedestrian underpass at Green Road adjacent to Scrubby Creek.

Completed upgrade of Bethania rail station. Works included raising platform infrastructure, relocating existing platform shelters, and improving platform lighting.

Completed the Robina to Varsity Lakes rail extension, a 4.1km dual track extension of the rail line south from Robina to Varsity Lakes, including construction of a new station at Varsity Lakes.

Completed construction of a pontoon at Southport Pier as part of the Southport Parklands redevelopment.

Commenced construction of the Hope Island Road four-lane upgrade from Coombabah Creek to Columbus Drive, at Paradise Point.

Completed construction of the Hope Island Road four-lane upgrade from Cova Boulevard to Boykambil Esplanade, at Hope Island.

Commenced construction of the Gold Coast Highway upgrade from Broad Street to Government Road at Labrador.

Commenced upgrade of the intersection of Bermuda Street and Reedy Creek Road at Burleigh Waters involving additional lanes, a new signalised intersection to Executive Drive, and improved pedestrian and bicycle facilities.

Commenced construction on the Pacific Motorway Upgrade, Springwood South to Daisy Hill, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This project includes rehabilitation of the motorway, an upgrade of the Loganlea Road interchange including a new bridge overpass, signalised intersections and improved on and off ramps, and construction of a new park 'n' ride facility.

Commenced widening the Pacific Motorway from Nerang to Worongary from four to six lanes, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Continued design for rehabilitation and widening of Labrador-Carrara Road from United Road to Cotlew Street at Ashmore.

Continued construction of the Pacific Motorway Varsity Lakes Interchange upgrade, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Continued interchange improvements and planning on the Pacific Motorway at Foxwell Road interchange in Coomera, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Completed construction of the Mount Lindesay Highway upgrade between Green Road and Rosia Road at Park Ridge. Work included duplicating the existing highway, constructing service roads, and constructing an overpass at the Park Ridge Road intersection, now known as the Cordingly Bridge.

Completed construction of a new concrete bridge on Beenleigh Connection Road between Kokoda Street and Chris Green Park at Beenleigh to improve flood immunity and traffic flow.

Completed construction of the Gold Coast Highway upgrade from Robert Street to Broad Street, Labrador. This project included reconstruction of existing two lanes, the addition of new T2 transit lanes, upgrading and installing new signalised intersections, bus stops, street lighting and pedestrian facilities.

Completed construction of the Gold Coast Highway upgrade and bus lanes project from Broadbeach to Miami, providing improved flow for traffic and public transport.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Provided projects through Safer Roads Sooner:

- commenced shoulder sealing on Nerang-Murwillumbah Road
- commenced installation of median wire rope barriers and delineation at various locations on the Pacific Motorway between Beenleigh and Nerang
- commenced safety improvements including shoulder widening and sealing on Tamborine-Oxenford Road

Provided projects as part of the Black Spot Program, funded by the Australian Government:

- completed improving sightlines, reinforcing priority signage and installing traffic islands on approaches at the intersection of Eaglesfield Street and Tina Street, in Beaudesert
- completed removing roadside hazards, providing an indented right-turn lane and shoulder sealing on the Mount Lindesay Highway
- completed modifying existing traffic signals to include a right turn into Blackwood Road at the intersection of Ewing Road, Blackwood Road and Targa Street, in Logan Central.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Commenced construction of access upgrades along Olsen Avenue between Melia Court and Smith Street Connection Road, Southport, to provide access to the new Gold Coast University Hospital and Knowledge Precinct. This project includes a new intersection to the future hospital, upgrading Olsen Avenue to six lanes and improving pedestrian and cycle access.

Completed the Mabel Park pedestrian overpass to link Mabel Park State High School and Mabel Park State School community across Paradise Road at Slacks Creek.

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed reconstruction of a section of Teviot Road, in South Maclean
- completed rehabilitation and widening on a section of Beechmont Road, in Witheren
- completed rehabilitation and widening on a section of Roadvale Road, in Milora.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continued the Pacific Motorway noise treatment project and installation of noise treatments in the homes of affected residents.

Continued the installation of noise barriers on the Pacific Motorway at Merrimac.

Completed road corridor revegetation projects with local schools at Nerang, Tallebudgera and Mudgeeraba.



### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including:

- continued work on the bridge over Albert River on Waterford-Tamborine Road
- completed work on the bridge over Wallace Creek on Boonah-Rathdowney Road.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continued to use specialised traffic response units on the Gold Coast to help clear and manage traffic congestion. Traffic response units provide quick clearance and traffic control for road hazards such as crash sites.

## **Key deliverables 2010-11 to 2011-12**

### **Objective 1: A sustainable transport system which promotes economic growth and enhances liveability**

Continue planning for the upgrade of Gold Coast-Springbrook Road, at Mudgeeraba.

Commence construction of a grade separated interchange of the Mount Lindesay Highway and Chambers Flat Road, at Munruben.

Continue planning for the upgrade of the Pacific Motorway between the Gateway Motorway and the Logan Motorway, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Continue construction of the Gold Coast Rapid Transit project, as part of the Building Australia Fund, jointly funded by the Queensland Government, Australian Government and Gold Coast City Council. This project delivers a 13km high capacity light rail system linking Griffith University to Broadbeach and will be delivered partly through a private public partnership.

Complete construction of park 'n' ride facilities, at Greenbank RSL and Park Ridge.

Continue the delivery of the regional cycle network, including commencing the progressive extensions of the V1 cycleway, at Logan.

Complete construction of the Hope Island Road four-lane upgrade from Coombabah Creek to Columbus Drive, at Paradise Point.

Complete construction of the Gold Coast Highway upgrade from Broad Street to Government Road, at Labrador.

Complete the upgrade of the intersection of Bermuda Street and Reedy Creek Road at Burleigh Waters involving additional lanes, a new signalised intersection to Executive Drive, and improved pedestrian and bicycle facilities.

Complete construction on the Pacific Motorway Upgrade, Springwood South to Daisy Hill, as part of the Nation Building

Program, jointly funded by the Queensland Government and Australian Government. This project includes a major upgrade of the Loganlea Road interchange including a new bridge overpass, signalised intersections and improved on and off ramps. Other works include improvements to the Paradise Road roundabout, the rehabilitation of the motorway, and a new bus stop with a park 'n' ride facility.

Complete widening the Pacific Motorway from Nerang to Worongary from four to six lanes, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Complete rehabilitation and widening of Labrador-Carrara Road from United Road to Cotlew Street, at Ashmore.

Continue construction of the Pacific Motorway Varsity Lakes Interchange upgrade, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Complete interchange improvements and planning on the Pacific Motorway at the Foxwell Road interchange at Coomera, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Commence and complete intersection improvements on the Gold Coast Highway at Tugun and Bilinga.

Complete sealing a 1.4km section of Lake Moogerah Road between Reynolds Creek and Mount Greville, at Mount Greville.

Commence and complete construction of an intersection upgrade at Beaudesert-Beenleigh Road and Tallagandra Road, at Beenleigh.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Provide projects through Safer Roads Sooner:

- complete shoulder sealing on Nerang-Murwillumbah Road
- complete installation of median wire rope barriers and delineation at various locations on the Pacific Motorway, between Beenleigh and Nerang
- complete safety improvements including shoulder widening and sealing on Tamborine-Oxenford Road
- commence shoulder sealing on Beaudesert-Beenleigh Road
- commence and complete widening of Beechmont Road from Mirani Street to Tarlington Road, at Lower Beechmont.

Provide projects as part of the Black Spot Program, funded by the Australian Government:

- commence street lighting improvements, linemarking and removal of roadside hazards at the intersection of Hope Island Road and Sickie Avenue
- commence signage, fencing, street lighting and sightline improvements, upgrade pedestrian signal operations and relocation of mastarms at the intersection of the Gold Coast Highway and Kelly Avenue
- commence hazard removal at the intersection of the Pacific Highway and Hope Island Road.

### Objective 3: An accessible transport system linking people to employment, education and services

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence and complete intersection upgrade of California Creek Road and Carbrook Road, in Cornubia
- commence and complete rehabilitation and widening of Munbilla Road, north of Kalbar
- commence construction of a shared cycleway and footpath, at Currumbin Valley State School
- commence construction of passenger set-down facilities on Elizabeth Street, in Aratula.

Complete construction of access upgrades along Olsen Avenue between Melia Court and Smith Street Connection Road, Southport to provide access to the new Gold Coast University Hospital and Knowledge Precinct. This project includes a new intersection to the future hospital, upgrading Olsen Avenue to six lanes and improving pedestrian and cycle access.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Complete the Pacific Motorway noise treatment project and installation of noise treatments in the homes of affected residents.

### Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including:

- continue work on the bridge over Albert River on Waterford-Tamborine Road
- commence work on the bridge over Reynolds Creek on the Boonah-Fassifern Road.

### Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland

Continue to use specialised traffic response units on the Gold Coast to help clear and manage traffic congestion. Traffic response units provide quick clearance and traffic control for road hazards such as crash sites.

## Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(3)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(4)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Gold Coast	QTP1201	Griffith University, Parkwood to Broadbeach <sup>(3)</sup>	Gold Coast Rapid Transit	948,741	81,666	219,000	141,000	61,000	250,000	Construct 13km high capacity light rail system
	A01549	Robina to Varsity Lakes <sup>(4)</sup>	Rail line extension	300,131	290,643	7,629	1,859			Finalise works and project costs
	QTPPE4200	Jacobs Well	Navigational channel dredging	463	269	194				Dredge northern area of channel
	QTPPE4200	Paradise Point	Floating walkway	252	126	126				Construct floating walkway
	QTPPE4200	Tallebudgera	Floating walkway	252	126	126				Construct floating walkway at Murlong Crescent
	QTPPE4200	Cavill Avenue	Pontoon	385	192	193				Construct pontoon
<b>Subtotal: Gold Coast</b>				<b>1,250,224</b>	<b>373,022</b>	<b>227,268</b>	<b>142,859</b>	<b>61,000</b>	<b>250,000</b>	
<b>Total: South Coast Region <sup>(5)</sup></b>				<b>1,250,224</b>	<b>373,022</b>	<b>227,268</b>	<b>142,859</b>	<b>61,000</b>	<b>250,000</b>	

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) This is a SEQIPP approved project and includes Australian Government funding of \$365 million and Gold City Council funding of \$120 million.
- (4) This is a SEQIPP approved project.
- (5) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects see Transport and road state-wide commitments.

# National Network

Local government	Project number <sup>(a)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details	
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000		
Gold Coast	230/12A/1 <sup>(a)</sup>		Pacific Highway (Pacific Motorway)	58.83 - 61.54km	1,400		1,400		400	1,000			Install/replace guardrail/s	
	230/12A/2 <sup>(a)</sup>		Pacific Highway (Pacific Motorway)	72.80 - 74.90km	420		420		120	300			Install/replace guardrail/s	
	230/12A/3 <sup>(a)</sup>		Pacific Highway (Pacific Motorway)	61.54 - 63.88km	1,100		1,100			350	750		Install/replace guardrail/s	
	230/12A/4 <sup>(a)</sup>		Pacific Highway (Pacific Motorway)	63.68 - 66.57km	600		600		200	400			Install/replace guardrail/s	
	230/12A/5 <sup>(a)</sup>		Pacific Highway (Pacific Motorway)	Hope Island Road intersection	100	100			100					Treat hazardous objects close to roads
	160/12A/9 <sup>(a)</sup>	034244-09QLD-NP	Pacific Highway (Pacific Motorway)	Nerang - Stewart Road	158,000	79,000	79,000	41,795	56,000	60,205				Widen four to six lanes
	160/12A/11 <sup>(a)</sup>	034023-08QLD-NP	Pacific Highway (Pacific Motorway)	Mudgeeraba	47,000	23,500	23,500	39,554	7,446					Improve interchange
	160/12A/14		Pacific Highway (Pacific Motorway)	Nerang South (sections)	5,500		5,500	3,000	2,500					Install/replace road traffic noise treatment/s
	160/12A/16 <sup>(a)</sup>	032946-08QLD-NP	Pacific Highway (Pacific Motorway)	Nerang South (Nielsens Road)	45,000	22,500	22,500	38,000	7,000					Undertake miscellaneous works
	160/12A/17		Pacific Highway (Pacific Motorway)	Logan Motorway - Nerang	20,000		20,000	18,500	1,500					Install/replace road traffic noise treatment/s
	160/12A/18 <sup>(a)</sup>	034069-08QLD-NP	Pacific Highway (Pacific Motorway)	Robina and Varsity Lakes (Somerset Drive and Reedy Creek Road)	140,000	70,000	70,000	35,490	15,000	25,000	64,510			Improve interchange
	160/12A/20 <sup>(a)</sup>	034241-09QLD-NP	Pacific Highway (Pacific Motorway)	Coomera (Foxwell Road)	15,000	7,500	7,500	14,392	608					Improve interchange
	160/12A/21 <sup>(a)</sup>		Pacific Highway (Pacific Motorway)	Sections : Beenleigh - Nerang	1,000		1,000	800	200					Install roadside and surface delineation
	160/12A/302		Pacific Highway (Pacific Motorway)	Tugun - Tweed Heads	70,000		70,000	10,000	7,000	7,000	14,000	32,000		Install roadside and surface delineation
	160/12A/903 <sup>(a)</sup>	034241-09QLD-NP	Pacific Highway (Pacific Motorway)	Coomera interchange (Foxwell Road)	15,000	7,500	7,500	12,000	392	2,608				Undertake concept planning
<b>Subtotal: Gold Coast</b>									<b>98,466</b>	<b>96,863</b>	<b>79,260</b>			
Logan	70/12A/77 <sup>(a)</sup>	034246-09QLD-NP	Pacific Highway (Pacific Motorway)	Gateway Motorway - Springwood South (Section A : 0 - 4.07km)	35,560	17,500	18,060	35,000	560				Undertake planning for future projects	
	70/12A/78 <sup>(a)</sup>	034003-08QLD-NP	Pacific Highway (Pacific Motorway)	Springwood South - Daisy Hill (Section B : 4.07 - 7.37km)	421,626	210,000	211,626	58,841	50,000	240,000	72,785		Construct to new sealed six lane standard	
	70/12A/79 <sup>(a)</sup>	034245-09QLD-NP	Pacific Highway (Pacific Motorway)	Daisy Hill - Loganholme (Section C : 7.37 - 14.36km)	35,714	17,500	18,214	29,641	6,073				Undertake planning for future projects	
	240/12A/701		Pacific Highway (Pacific Motorway)	Springwood	3,394		3,394	1,394	2,000				Apply asphalt resurfacing (75mm)	
<b>Subtotal: Logan</b>									<b>58,633</b>	<b>240,000</b>	<b>72,785</b>			

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved		Indicative		Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Australian Government			Routine maintenance						1,035	739			
<b>Subtotal: Australian Government</b>									<b>103,640</b>	<b>164,329</b>	<b>24,000</b>		
Queensland Government			Corridor management (environment)							4,069	5,000		
			Corridor management (road safety)						1,490	1,550	3,341		
			Post Tugun Bypass works						18,000				
			Routine maintenance						5,500	5,700	12,300		
			Traffic operations						2,600	2,750	5,900		
<b>Subtotal: Queensland Government</b>									<b>82,084</b>	<b>187,342</b>	<b>154,586</b>		
<b>Gross region allocation</b>									<b>185,724</b>	<b>351,671</b>	<b>178,586</b>		
<b>Net region allocation</b>									<b>185,724</b>	<b>351,671</b>	<b>178,586</b>		

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Funded by the Queensland Government's Safer Roads Sooner program.
- (3) Funded by the Australian Government's Black Spot Program.
- (4) This SEQIPP approved project is jointly funded by the Queensland Government and Australian Government, as part of the \$910 million commitment to the Pacific Motorway.





## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(3)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Gold Coast	230/11A/1 <sup>(5)</sup>	LRRS	Gold Coast Highway (Helensvale - Southport)	Helensvale - Government Road (0 - 8.00km)	1,200		300	900			Install signs
	160/11A/8 <sup>(6)</sup>	LRRS	Gold Coast Highway (Helensvale - Southport)	Government Road - Robert Street (8.74 - 10.49km)	107,000	64,000	14,000	29,000			Duplicate two to four lanes
	230/11B/2 <sup>(5)</sup>	LRRS	Gold Coast Highway (Broadbeach - Coolangatta)	0 - 18.48km	2,000			300	1,700		Improve traffic signals
	230/11B/3 <sup>(7)</sup>	LRRS	Gold Coast Highway (Broadbeach - Coolangatta)	Kelly Avenue intersection	250		250				Undertake miscellaneous works
	230/11B/4 <sup>(7)</sup>	LRRS	Gold Coast Highway (Broadbeach - Coolangatta)	Tooolona Street intersection	80		80				Undertake miscellaneous works
	230/11B/5 <sup>(7)</sup>	LRRS	Gold Coast Highway (Broadbeach - Coolangatta)	Fifteenth Avenue	80		80				Install intersection lighting
	160/11B/810	LRRS	Gold Coast Highway (Broadbeach - Coolangatta)	Nineteenth Avenue - Eighth Avenue	8,900		300	8,600			Rehabilitate and widen
	160/11B/901 <sup>(8)</sup>	LRRS	Gold Coast Highway (Broadbeach - Coolangatta)	Bilinga interchange	2,818	1,020	1,798				Undertake concept planning
	230/101/1 <sup>(6)</sup>	SR	Smith Street Connection	2.83 - 3.23km	480		150	330			Install/replace guardrail/s
	160/101/6 <sup>(6)</sup>	SR	Smith Street Connection	Pacific Motorway - High Street	69,651	19,651			25,000	25,000	Construct additional lane/s
	230/102/1 <sup>(5)</sup>	SR	Burleigh Connection	Kortum Drive	1,500		500	1,000			Improve intersection
	160/102/5 <sup>(10)</sup>	SR	Burleigh Connection	Sections : Ambassador Drive - Kortum Drive	46,655	4,867	4,132	775		36,881	Improve intersection
	230/103/1	SR	Southport - Burleigh	Hooker Boulevard - Reedy Creek Road	3,000	300	2,700				Provide cycle facilities
	230/103/2 <sup>(5)</sup>	SR	Southport - Burleigh	Fremar Street	400		400				Improve intersection
	230/103/3 <sup>(5)</sup>	SR	Southport - Burleigh	Markeri Street (9.68 - 9.88km)	600		600				Improve intersection
	230/103/4 <sup>(5)</sup>	SR	Southport - Burleigh	Nerang Street (0.77 - 0.87km)	300		300				Improve intersection
	230/103/6 <sup>(5)</sup>	SR	Southport - Burleigh	Markeri Street (9.73 - 9.74km)	400		100	300			Improve traffic signals
	230/103/7 <sup>(5)</sup>	SR	Southport - Burleigh	Hooker Boulevard / Bermuda Street intersection	1,500			300	1,200		Improve traffic signals
	230/103/9 <sup>(7)</sup>	SR	Southport - Burleigh	Burleigh Connection Road	20		20				Install roadside and surface delineation
	230/103/10 <sup>(7)</sup>	SR	Southport - Burleigh	Christine Avenue intersection	40		40				Treat hazardous objects close to roads
	230/103/11 <sup>(7)</sup>	SR	Southport - Burleigh	Spendelove Street	50		50				Install signs
	160/103/304 <sup>(8)</sup>	SR	Southport - Burleigh	Sections : Slayter Avenue - Salerno Street	3,000	100	1,900	1,000			Undertake planning for future projects
	160/104/9	LRRS	Gold Coast - Springbrook	Somerset Drive - Old Coach Road	22,000	50	350	1,000	20,600		Duplicate two to four lanes
160/104/10 <sup>(5)</sup>	LRRS	Gold Coast - Springbrook	Mudgeeraba Creek - Nerang-Murwillumbah Road	375	75	300				Install roadside and surface delineation	
230/105/2 <sup>(7)</sup>	SR	Nerang - Broadbeach	Pacific Fair Shopping Centre entrance	90		90				Install intersection lighting	
160/105/10 <sup>(10)</sup>	SR	Nerang - Broadbeach	Allambe Gardens - Pacific Fair	13,000	1,400	1,600			10,000	Improve intersection	
160/113/1 <sup>(8)</sup>	SS	Intra Regional Transport Corridor (Stapylton - Nerang)	0 - 36.56km	25,571	22,071	1,500	2,000			Undertake planning for future projects	
230/114/1 <sup>(7)</sup>	LRRS	Hope Island	Sickle Avenue intersection	100		100				Undertake miscellaneous works	

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Gold Coast (continued)	160/114/8 <sup>(a)</sup>	LRRS	Hope Island	Santa Barbara Road - Columbus Drive	136,000	48,000	14,000			74,000	Duplicate two to four lanes
	230/116/1 <sup>(a)</sup>	LRRS	Labrador - Carrara	Melia Court - Smith Street Connection Road	132,000	32,000	5,000	20,000	65,000	10,000	Widen four to six lanes
	160/116/9 <sup>(a)</sup>	LRRS	Labrador - Carrara	Ashmore Road	43,500				2,500	41,000	Improve intersection
	160/116/804	LRRS	Labrador - Carrara	United Road - Cotlew Street	6,500	500	2,900	3,100			Rehabilitate and widen
	160/116/903 <sup>(a)</sup>	LRRS	Labrador - Carrara	Gold Coast Highway - Southport-Nerang Road	5,825	3,825	2,000				Undertake concept planning
	160/117/301	SR	Nerang Connection	North Street	4,900	500	100	200	4,100		Improve intersection
	160/201/1 <sup>(a)</sup>	LRRS	Nerang - Murwillumbah	Numinhah Valley	700	100	600				Seal shoulder/s
	230/202/700	SR	Beaudesert - Nerang	48.70 - 50.90km	1,600	100	1,500				Apply asphalt resurfacing (<75mm)
	160/202/901	SR	Beaudesert - Nerang	Mt Nathan Road - Oak Street	400	350	50				Undertake concept planning
	230/203/1 <sup>(a)</sup>	SR	Beaudesert - Beenleigh	Dunns Road intersection	90		90				Undertake miscellaneous works
	160/206/3	LRRS	Tamborine - Oxenford	Graywillow Boulevard - Riverside Road	22,000	700	1,000	2,000	18,300		Duplicate two to four lanes
	160/206/4	LRRS	Tamborine - Oxenford	Wongawallon Creek and Tamborine Creek crossings	13,700	1,800	11,900				Construct bridge/s and approaches
	160/206/5 <sup>(a)</sup>	LRRS	Tamborine - Oxenford	Howard Creek - Glenview Road	700	200	500				Seal shoulder/s
	160/206/7 <sup>(a)</sup>	LRRS	Tamborine - Oxenford	Maudsland Road - Graywillow Boulevard	650	200	450				Widen and seal shoulder/s
	230/1003/1 <sup>(a)</sup>	LRRS	Stapylton - Jacobs Well	Quinns Hills Road	20,000	200	300	500	9,000	10,000	Improve intersection
	160/1003/2	LRRS	Stapylton - Jacobs Well	Behms Creek	4,500	700			3,800		Replace bridge/s
	160/2011/1 <sup>(a)</sup>	LRRS	Currumbin Creek - Tomewin	0 - 9.10km	1,000	100	900				Treat hazardous objects close to roads
	230/2015/701	LRRS	Springbrook	Various locations	2,947	387	2,560				Correct profile and asphalt concrete resurfacing (<75mm)
	230/2020/1 <sup>(a)</sup>	LRRS	Beechmont	Sections : Tarlington Road - Rosins Lookout	2,700		2,700				Seal shoulder/s
	230/2020/2 <sup>(a)</sup>	LRRS	Beechmont	Brushbox Road	50			50			Install signs
230/2020/3 <sup>(a)</sup>	LRRS	Beechmont	0.33 - 0.43km	1,500		400	1,100			Stabilise batters	
230/2029/901	LRRS	Oxenford - Coomera Gorge	Maudsland Road	500	250	250				Undertake concept planning	
160/2041/5 <sup>(a)</sup>	LRRS	Advancetown - Mudgeeraba	Sections : 0 - 10.10km	1,000	150	850				Seal shoulder/s	
<b>Subtotal: Gold Coast</b>							<b>79,690</b>	<b>72,455</b>	<b>151,200</b>		
Logan	13/25A/47 <sup>(a)</sup>	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	Rosia Road - Chambers Flat Road	244,650	17,540	20,000	25,000		182,110	Grade separation - bridge works
	240/25A/901	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	Chambers Flat Road - Jimboomba	3,500	1,000	2,500				Undertake concept planning
	70/111/803	LRRS	Mount Cotton	Gramzow Road - Skinners Road	1,000			1,000			Rehabilitate pavement
	240/200/1 <sup>(a)</sup>	LRRS	Springwood Connection	Illaweena Street - Pagewood Street	3,000	100	2,900				Improve intersection
	240/200/2 <sup>(a)</sup>	LRRS	Springwood Connection	Third Avenue	16,000				10,000	6,000	Improve intersection
	70/200/26	LRRS	Springwood Connection	Logan Motorway - Bardon Road	3,000	2,800	200				Planning to widen to four lanes
70/200/33 <sup>(a)</sup>	LRRS	Springwood Connection	Illaweena Street - Bardon Road	1,750	386	1,364				Install/replace guardrail/s	

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(b)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Logan (continued)	240/203/1 <sup>(5)</sup>	SR	Beaudesert - Beenleigh	Bannockburn Road - Lee Court	23,000			600	6,400	16,000	Duplicate two to four lanes
	240/203/2 <sup>(5)</sup>	SR	Beaudesert - Beenleigh	Various locations	500		500				Widen and seal shoulder/s
	160/203/5	SR	Beaudesert - Beenleigh	Tallagandra Road	8,000	700	1,200	6,100			Improve intersection
	160/203/6 <sup>(5)</sup>	SR	Beaudesert - Beenleigh	Stubbins Street - Mt Warren Boulevard	400	50	350				Seal shoulder/s
	160/203/901	SR	Beaudesert - Beenleigh	Shaws Pocket Road - Stubbins Street	1,500	1,300	200				Undertake concept planning
	240/207/2 <sup>(5)</sup>	LRRS	Waterford - Tamborine	Various locations	1,250		250	1,000			Widen and seal shoulder/s
	240/207/3 <sup>(7)</sup>	LRRS	Waterford - Tamborine	Various locations	350	100	250				Install roadside and surface delineation
	13/207/13 <sup>(6)</sup>	LRRS	Waterford - Tamborine	Albert River - Yore Road	20,000	17,000	3,000				Construct bridge/s and approaches
	13/207/15 <sup>(5)</sup>	LRRS	Waterford - Tamborine	North Street - Anzac Avenue	350	100	250				Improve intersection
	160/208/301	SR	Beenleigh Connection	Kokoda Street - Chris Green Park	7,200	7,000	200				Construct bridge/s and approaches
	240/210A/901	SS	Logan Motorway (Gailles - Loganholme)	Various locations (Pacific Motorway - Ipswich Motorway)	1,000	200	800				Undertake concept planning
<b>Subtotal: Logan</b>								<b>33,964</b>	<b>33,700</b>	<b>16,400</b>	
Scenic Rim	207/25A/1 <sup>(5)</sup>	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	38.06 - 52.14km	900	50	850				Seal shoulder/s
	13/25A/52 <sup>(5)</sup>	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	Tullamore Way	450	100	350				Improve intersection
	13/25A/901	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	Beaudesert bypass	1,200	700	500				Undertake concept planning
	13/202/22 <sup>(5)</sup>	SR	Beaudesert - Nerang	Sections : 29.00 - 30.00km	500	100	400				Seal shoulder/s
	207/202/800	SR	Beaudesert - Nerang	Sections : 0 - 1.35km	1,870	170	1,700				Rehabilitate and overlay (75mm)
	207/203/1 <sup>(5)</sup>	SR	Beaudesert - Beenleigh	Various locations	30		30				Install roadside and surface delineation
	13/203/301	SR	Beaudesert - Beenleigh	Tamborine Mountain Road / Waterford-Tamborine Road	5,000	700			4,300		Improve intersection
	13/205/1 <sup>(5)</sup>	LRRS	Tamborine Mountain	Eagle Heights Road - Beaudesert-Nerang Road	750	200	550				Install/replace guardrail/s
	13/206/1 <sup>(5)</sup>	LRRS	Tamborine - Oxenford	Tamborine Mountain Road - Tolima Drive	500	100	400				Seal shoulder/s
	207/213/802	LRRS	Boonah - Rathdowney	Various locations	1,686		1,686				Rehabilitate bridge/s and culvert/s
	58/214/19 <sup>(6)</sup>	SR	Boonah - Fassifern	Reynolds Creek	7,500	1,100	6,400				Replace bridge/s and approaches
	207/2050/1 <sup>(5)</sup>	LRRS	Tamborine - Nerang	Various locations	400		400				Install/replace guardrail/s
	58/214/1/18	LRRS	Lake Moogerah	Reynolds Creek - Mount Greville	2,000	500	1,500				Construct to sealed standard

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
<b>Subtotal: Scenic Rim</b>							<b>14,766</b>		<b>4,300</b>		
Region (yet to be allocated to a local government)			Corridor management (environment)			263	275	582			
			Corridor management (road safety)			7,448	11,844	21,456			
			Enhanced capacity			4,600	3,986	7,471			
			Funding commitment for SEQIPP projects			6,382	4,787				
			Programmed maintenance			7,335	14,035	28,917			
			Rehabilitation			4,425	2,735	6,183			
			Routine maintenance			11,205	11,633	24,352			
			Strategic transport planning			2,705	2,705	5,410			
		Traffic operations			6,981	7,214	15,240				
<b>Subtotal: works and planning</b>							<b>179,764</b>	<b>165,369</b>	<b>281,511</b>		
<b>Subtotal: region works allocation</b>							<b>179,764</b>	<b>165,369</b>	<b>281,511</b>		
			Corridor land management			1,714	1,714	3,428			
			Network operations			2,940	2,940	5,880			
			Program development and management			1,510	1,510	3,020			
			Road system planning			2,203	2,203	4,406			
<b>Subtotal: region works and stewardship</b>							<b>188,131</b>	<b>173,736</b>	<b>298,245</b>		
			Asset acquisitions			458	458	916			
<b>Gross region allocation</b>							<b>188,589</b>	<b>174,194</b>	<b>299,161</b>		
			Contributions from others for roadworks			(2,000)	(1,600)	(5,900)			
			Proceeds of property sales			(2,000)	(2,000)	(4,000)			
			Operational revenue			(615)	(615)	(1,230)			
			Other roadworks revenue			(800)	(3,600)	(63,400)			
<b>Net region allocation</b>							<b>183,174</b>	<b>166,379</b>	<b>224,631</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Safer Roads Sooner program.
- (6) This is a SEQIPP approved project and includes a contribution of \$1.818 million from Gold Coast City Council.
- (7) Funded by the Australian Government's Black Spot Program.
- (8) This is a SEQIPP approved planning project. The overall project cost estimate is subject to the completion of planning processes.
- (9) This is a SEQIPP approved project. The estimated cost is subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time and includes contributions of \$1.234 million from Gold Coast City Council and \$6.2 million from TransLink.
- (10) This is a SEQIPP approved project. The estimated cost is subject to refinement pending finalisation of planning and design.
- (11) This is a SEQIPP approved project and includes developer contributions of \$3.882 million.
- (12) This is a SEQIPP approved project.
- (13) Delivery of this project is subject to receipt of funding from other agencies.
- (14) This is a SEQIPP approved project. The estimated cost is commensurate with the 2010 SEQIPP update, and at this stage, is subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.
- (15) Includes agreed developer contribution of \$1 million.
- (16) Funded by the Queensland Government's Regional Bridge Renewal Program.



# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(d)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Gold Coast	230/LGSG/003	Queen Street (Southport)	Construct cycleway/s	60	30	30				30	30			G
	230/LGSG/004	Ashmore Road (Southport-Nerang Road - Benowa High School)	Construct cycleway/s	56	28	28				28	28			G
	230/LGSG/005	Miami Links (Miami - Bureligh Waters)	Construct cycleway/s	70	35	35				35	35			G
	230/LGSG/006	Napper Road - Stevens Street	Construct cycleway/s	180	90	90				49	49	41		G
	230/LGSG/007	Activity Crescent	Construct cycleway / footpath/s	76	38	38				38	38			G
	230/LGSH/001	Currumbin Valley State School (Currumbin Rock Pool - Currumbin Valley shared path)	Construct cycleway / footpath/s	90	45	45				12	12	32		H
	230/LGSH/002	Jacobs Well Environmental Educational Centre	Provide passenger set-down facilities	250	125	125		38		88	88			H
	230/LGSL/001	TMR / local government alliance - Southern Regional Road Group	Pavement deterioration research project	309	193	116		83		33	33			L
<b>Subtotal: Gold Coast</b>										<b>343</b>	<b>74</b>			
Logan	70/LGSG/003	Pacific Motorway (Logan Road - Logan River)	Undertake cycleway/s planning	500		500		342		158	158			G
	240/LGSI/001	Logan Village State School (North Street)	Provide passenger set-down facilities	220	110	110				110	110			I
	240/LGSI/022	Boronia Heights State School	Provide passenger set-down facilities	410	205	205		130		75	75			I
	240/LGSI/015 <sup>(a)</sup>	Rochedale Road / Springwood Road intersection	Improve traffic signals	75			75			75	75			J
	240/LGSI/016 <sup>(a)</sup>	Main Street / Almain Street intersection	Improve traffic signals	75			75			75	75			J
	240/LGSI/017 <sup>(a)</sup>	Wembly Road / Anderson Street / Macquarie Way intersection	Improve traffic signals	80	5		75			75	75			J
	240/LGSA/001	Goodna Road / Ison Road / Edwards Bridge	Improve intersection	3,098	2,059	1,039		216		350	350		473	R
	240/LGSA/002	California Creek Road / Carbrook Road	Improve intersection	1,500	1,029	471				471	471			R
	240/LGSA/003	Third Avenue / Bardon Road intersection	Construct to new sealed two lane standard	2,050	1,700	350				350	350			R
70/LGSD/011	Johnston Road / Stapylton Road	Install traffic signals	2,866	1,704	1,162		216				946		R	
<b>Subtotal: Logan</b>										<b>1,739</b>	<b>946</b>			

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Scenic Rim	207/LGSG/001	Beechmont Road	Construct cycleway / footpath/s	250	125	125		110		15	15			G
	207/LGSI/001	Tamborine Mountain State Primary School (Curtis Road)	Provide passenger set-down facilities	300	150	150		80		70	70			I
	207/LGSI/002	Tamborine Mountain State High School (Holt Road)	Provide passenger set-down facilities	250	125	125				125	125			I
	207/LGSI/004	Elizabeth Street	Provide passenger set-down facilities	280	140	140				20	20	120		I
	207/LGSR/001	Munbilla Road (15.00 - 16.15km)	Rehabilitate and widen	1,000	750	250				250	250			R
	207/LGSR/002	Kerry Road - Nindooibah North (3.68 - 5.52km)	Rehabilitate and widen	2,250	1,750	500				250	250		250	R
<b>Subtotal: Scenic Rim</b>											<b>730</b>	<b>120</b>		
<b>Gross region allocation</b>											<b>2,782</b>	<b>1,140</b>		
Revenue											0	0		
<b>Net region allocation</b>											<b>2,782</b>	<b>1,140</b>		



## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.
- (4) Funded by the Australian Government’s Black Spot Program.

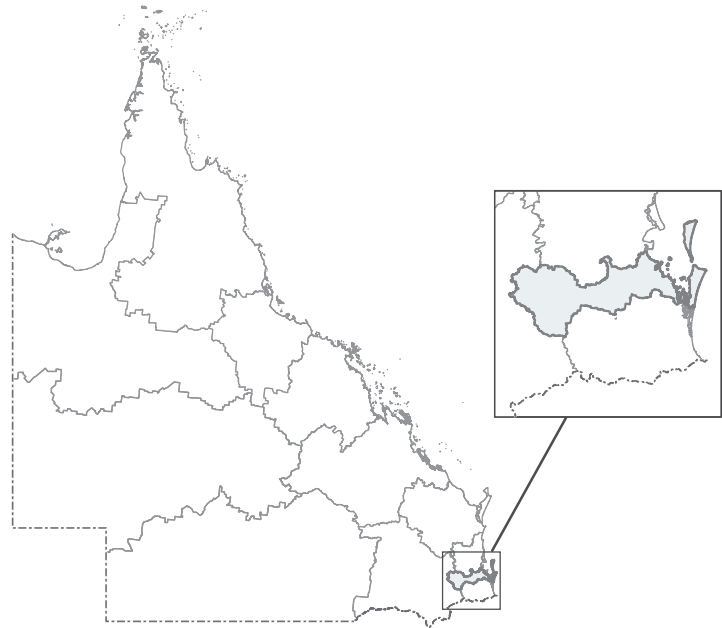










## Metropolitan Region

The newly completed Ipswich/Logan interchange on the Ipswich Motorway  
18km east of Ipswich, December 2009

# Metropolitan



## Legend

-  National road network
-  State strategic road network
-  State regional and other district road
-  National rail network
-  Other railway
-  Local government boundary

# Regional profile

## Overview

Metropolitan Region covers an area of approximately 5,226km<sup>2</sup>, or around 0.3% of Queensland. It extends from Mount Glorious in the north to south of Ipswich, and from Point Lookout in the east to west of Helidon.

Metropolitan Region has a resident population of approximately 1,391,165 people and is home to approximately 31.4% of Queensland's total population.

The state-controlled road network in the region is 793km in length, and includes 186km of the National Network. Other transport infrastructure in the region includes cycling facilities delivered as part of the *South East Queensland Principal Cycle Network Plan*. This plan will ultimately deliver 1,633km of cycle network in the region.

The transport and road network supports a diverse array of industries including retail, tourism, sport, education, manufacturing, freight and construction; agriculture including sugar cane, beef cattle, fruit, dairy cattle, plantation pine, sheep, viticulture, cotton, fisheries and grain; and mining including coal, oil and gas.

Metropolitan Region has offices located in Brisbane and Ipswich. The region includes the local governments of Brisbane City Council, Ipswich City Council, Lockyer Valley Regional Council and Redland City Council.

## Major challenges

- Supporting the development of key freight and passenger routes to meet the transport needs of the rapidly developing region while continuing to deliver a significant program of road infrastructure, including roads projects in the *South East Queensland Infrastructure Plan and Program*, within scope, on time and on budget.

- Developing a long term road, busway and cycle network to support south east Queensland's economy and communities.
- Facilitating sustainable land use and transport and road outcomes through appropriate and timely delivery of transport and road infrastructure, and integrating with other land use and infrastructure planning agencies.
- Optimising the capacity and safety of heavily-trafficked roads on the environment and amenity of adjacent land uses while reducing the impacts of heavy vehicles in highly populated urban areas.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Continued the planning and design of the Gatton-Esk Road to service the new Gatton Correctional Facility. Works will include widening the pavement to 10m to improve safety and provide for the increased traffic generated by the new facility.

Continued detailed investigations to identify and secure the preferred corridor for the Cross River Rail project, as part of the Building Australia Fund, jointly funded by the Queensland Government and Australian Government.

Commenced detailed design for 3.6km of rail duplication for Keperra to Ferny Grove, and upgrade of Ferny Grove Station including park 'n' ride facilities.

Continued construction on the Ipswich Motorway upgrade (Dinmore to Goodna), as part of the Building Australia Fund and Nation Building Program, funded by the Australian Government. Works included upgrading 8km of the Ipswich Motorway between Dinmore to Goodna to a minimum of six lanes, as well as providing cycle facilities.

Commenced a freight study into how best to service existing and future road freight demands generated by the Acacia Ridge rail freight terminal.

Commenced planning for the Rocklea to Darra section of the Ipswich Motorway to determine the future form, corridor requirements and staging options, as part of the Building Australia Fund, funded by the Australian Government.

Commenced planning for a 3km realignment of the Cunningham Highway, and to determine a final design for the new Amberley interchange. This project will improve safety at the intersection of Ipswich - Rosewood Road and increase capacity to accommodate growth.

Commenced planning for the Logan Motorway and the Gateway Motorway Extension to determine the future form, corridor requirements and staging options.

Commenced a road network study of the Australia Trade Coast area north of the Brisbane River, in partnership with Brisbane City Council and the Brisbane Airport Corporation. This study will determine the form and staging of the future road network to service the development of this area, in accordance with current land use planning instruments.

Completed negotiations for the Brisbane City Council Clem7 tunnel. Negotiations included installation of bicycle facilities, overpasses, noise barriers and other infrastructure required as part of the project.

Completed planning to determine the future upgrade of the Progress Road interchange on the Ipswich Motorway.

Completed planning for the Kenmore Bypass (Moggill Pocket Arterial) to determine the future form, corridor requirements and staging options.

Completed and submitted the business case for the Mains Road and Kessels Road intersection upgrade at Macgregor, as part of the Nation Building Program, funded by the Australian Government. Community engagement will continue throughout the life of the project working directly with affected land owners, business owners, and other key stakeholders.

Completed the business case for the Miles Platting Road and Logan Road intersection upgrade, and released the preferred option for the upgrade to the community for consultation.

Completed a transport network planning study covering large areas of northern Brisbane, determining future sequencing of transport infrastructure and services projects to best meet the transport demands in coming decades.

Completed the planning study for staging the upgrade of the Gateway Motorway between Mount Gravatt-Capalaba Road and the Pacific Motorway, as part of the Urban Congestion Program, jointly funded by the Queensland Government and Australian Government.

Continued station upgrades and construction of park 'n' ride facilities including new car parks and bicycle facilities, and installing closed circuit television, lighting and fencing. Completed construction of Kenmore park 'n' ride facilities for bus passengers.

Continued planning and design of the footbridge extension between Yeerongpilly rail station and the future proposed transit-oriented development site.

Continued the delivery of the regional cycle network:

- commenced construction of the Wynnum Road Cycleway
- completed the Princess Alexandra Hospital Cycleway, the Royal Brisbane and Women's Hospital Cycle Centre, stage one of the Bicentennial Cycleway upgrade, the Noble Street cycle and pedestrian bridge, the Cabbage Tree Creek Cycleway, the Jindalee Cycleway, the Sir Leo Hielscher Bridge cycling facility, and the cycleway on Ted Smout Bridge.

Continued construction of the Eastern Busway between Buranda and Capalaba, including the completion of section one between Dutton Park and Buranda, and commencement of stage 2A between Buranda and Main Avenue, at Coorparoo.

Continued construction of the Northern Busway between Royal Children's Hospital and Bracken Ridge including continuation of section two between Windsor and Kedron, and completion of section one between the Royal Children's Hospital and Windsor.

Continued construction of the Corinda to Darra rail upgrade, including additional track and upgrades to Oxley and Darra stations.

Continued construction of the Springfield passenger rail line from Darra to Richlands including a new station, at Richlands.

Continued projects on the Brisbane metropolitan rail system including maintenance works, the Electrification Infrastructure Renewal Strategy, the Electrification Capacity Upgrade Strategy, and replacement of turnouts and crossovers.

Completed platform resurfacing and upgrade of passenger waiting shelters at Auchenflower, Deagon, North Boondall, Lindum and Hemmant rail stations.

Continued design and development of static and variable message signage for Airport Link, Northern Link and Clem7 tunnels.

Continued construction on the Brisbane Airport roundabout to improve travel times for motorists, as part of the Airport Link project.

Completed construction on the Ipswich Motorway and Logan Motorway interchange upgrade, as part of the Building Australia Fund and the Nation Building Program, jointly funded by the Queensland Government and the Australian Government. Works included a major upgrade of the interchange, and a 2.2km stretch of the Ipswich Motorway, between Goodna and Gables.

Completed construction of the Ipswich Motorway upgrade (Wacol to Darra), as part of the Building Australia Fund and the Nation Building Program, jointly funded by the Queensland Government and the Australian Government. Works included a major upgrade of the Centenary Highway interchange to a free-flowing multi-level interchange, and upgrade of a 5km section of the Ipswich Motorway to six lanes to meet the Ipswich/Logan Interchange, at Gables.

Completed construction of the Acacia Ridge rail crossing overpass on Beaudesert Road, as part of the AusLink Program, jointly funded by the Queensland Government and the Australian Government.

Completed construction on the Port of Brisbane intersection upgrade. Works included realignment and signalisation of the Pritchard Street and Export Street intersection, and the Port of Brisbane Road and Tanker Street intersection, and upgrading and signalisation of the Lytton Road and Gosport Street intersection. These projects made up part of a program to improve safety and congestion on the roads surrounding the Port of Brisbane.

Completed an ancillary works program for the Riverside Expressway and Captain Cook Bridge. Works include rehabilitation of signs, electrical and light pole refurbishment and works on the Queensland University of Technology car park. These works supplement the ongoing Riverside Expressway and Captain Cook Bridge rehabilitation program.

Completed the reseal and widening of the East Coast Road on Stradbroke Island. Works included preserving the pavement asset providing safer road conditions by widening pavements.

Continued processing land use development, public utility and other applications across the region, ensuring the adverse impacts of land use and third party infrastructure proposals are minimised on TMR's existing and future transport infrastructure and operations.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Continued to construct fencing, electrical barriers and mid-section pedestrian crossings to improve safety on the rail network.

Completed the installation of level crossing upgrades as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- commenced and completed installation of median barriers at various sections on the South East Arterial (Pacific Motorway)
- commenced installation of median barriers at various sections Cleveland Sub-Arterial Road (Old Cleveland Road) at Chandler
- commenced removal of roadside hazards and line marking on Ipswich-Boonah Road at Purga
- commenced installation of traffic signals at the intersection of Moggill Sub-Arterial Road (Moggill Road) at Bellbowrie
- commenced removal of roadside hazards on Laidley-Plainland Road in Lockyer Valley Regional Council
- completed a mass action program for vehicle activated signs as part of a driver awareness program to improve safety on the intersection of Port of Brisbane Road, Cleveland Redland Bay Road and German Church Road, and a section of the Griffith Arterial Road.

Completed safety improvements on the Warrego Highway, as part of the Black Spot Program, funded by the Australian Government.

Completed a preliminary safety audit of the Warrego Highway, to inform the design of works to address the issues raised. Works will include improved intersection treatments; repairs to road surfaces; improved signage, guardrails and line marking; and provisions for pedestrians and heavy vehicle accesses.

Completed the upgrade of lighting along Moggill Road between Sugars Road and Kangaroo Gully to improve safety.

Completed installation of a positive stop barrier at the Ann Street on-ramp near Kurilpa Bridge on the Riverside Expressway. This project will protect the pedestrian bridge from damage caused by illegal over-height vehicles.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Commenced construction of a purpose-built pontoon for Sailability Queensland at Manly Boat Harbour to improve access to boats for people with disabilities.

Maintained safe and efficient traffic operation of the Ipswich Motorway, Pacific Motorway, Gateway Motorway, Riverside Expressway, Gympie Road, Sandgate Road and Nudgee Road during major construction activities including the construction of the Kurilpa Bridge, the Airport Roundabout upgrade, construction of the Clem7 tunnel, Coronation Drive upgrade and Ipswich Motorway upgrade.

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed construction on the V1 Bikeway between Logan Road and Miles Platting Road. This project provides the next section on the high-speed commuter link for cyclists parallel to the South East Freeway (Pacific Motorway)
- completed development of a single integrated transport system platform for use by Transport and Main Roads and Brisbane City Council.

Completed the TMR Constructive Mob training program. The training program provided practical training in construction for Aboriginal and Torres Strait Islander people, including classroom and on-the-job experience leading to a Certificate II in Civil Construction.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continued the installation of additional rail noise barriers identified in the *Network Noise Management Plan*.

Completed upgrade and retrofit of fauna movement structures to reduce native fauna mortality at strategic locations across Queensland, as part of the Premier's Koala Taskforce.

Completed a road corridor environmental assessment capturing ecological and cultural heritage data along state-controlled roads and preserved road corridors. The data captured included declared pest plant species, legislatively protected plants, cultural heritage data, bridges, erosion and landscape vegetation.

Completed several road traffic noise assessments including Gympie Road between Beams road and Graham Road, Carseldine and the Pacific Motorway between Gaza Road and Shire Road, Tarragindi. Data collected will be used to seek funds for design and construction of noise reducing treatments where required. The assessments are part of the *Road Traffic Noise Management Strategy* which plans TMR's program of works for further road traffic noise investigations.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Commenced a trial on eight km of the Brisbane Urban Corridor from Bulimba Creek, Wishart along Mount Gravatt-Capalaba Road through to Kessels Road, to finish at QEII Hospital, Coopers Plains. This trial is to investigate whether the use of the left lane by trucks will alleviate traffic congestion along the Brisbane Urban Corridor.

### Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland

Commenced planning and construction for nine fixed incident response depots on key traffic corridors and heavily trafficked roads.

Commissioned two heavy vehicle response units and 26 heavy vehicle tow trucks for quick clearance of incidents involving heavy vehicles.

Commenced planning and construction to increase the number of closed circuit television cameras to 250, and install additional variable message signs on main roads, as part of the Urban Congestion Initiative.

Continued infrastructure works associated with the conduit requirements of TransLink ticketing machines.

Continued to provide an up-to-date optical fibre-based digital communications platform for the urban rail network.

Commenced discussions with the Australian Government and its agents to ensure the impacts of the National Broadband Rollout initiative on the state's existing and future transport infrastructure and operations are minimised.

Continued to develop and implement a variable speed limit (VSL) system on the Centenary Motorway.

Continued upgrading traffic signals to light emitting diodes (LEDs), providing longer life and less power usage, and improving visibility for drivers by increasing light brightness.

Completed trial of a real time traveller information system on Airport Drive, using radar and variable message signs to inform travellers of travel time and route alternatives.

Continued works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.

Completed construction of two new pilot vessels used to transfer marine pilots for pilotage services to major shipping. The new vessels modernised and improved efficiency in pilotage services.

### Key deliverables 2010-11 to 2011-12

#### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Commence and complete construction of a 3.1km two-lane motorway upgrade of the Port of Brisbane Motorway from the end of the existing motorway at Lindum Road through to Pritchard Street, including provision to construct a four-lane motorway from the Gateway Motorway through to Port Drive.

Commence construction of the Gatton-Esk Road to service the new Gatton Correctional Facility. Works include widening the pavement to 10m to improve safety and provide for the increased traffic generated by the new facility.

Complete detailed investigations to identify and secure the preferred corridor for the Cross River Rail project, as part of the Building Australia Fund, jointly funded by the Queensland Government and Australian Government.

Commence planning and detailed design for construction of additional CityTrain rollingstock (three car passenger sets).

Continue construction on the Ipswich Motorway upgrade (Dinmore to Goodna), as part of the Building Australia Fund and Nation Building Program, funded by the Australian Government. Works include upgrading 8km of the Ipswich Motorway between Dinmore to Goodna to a minimum of six lanes, as well as providing cycle facilities.

Complete planning for the Rocklea to Darra section of the Ipswich Motorway to determine the future form, corridor requirements and staging options, as part of the Building Australia Fund, funded by the Australian Government.

Complete planning for a 3km realignment of the Cunningham Highway, and to determine a final design for the new Amberley interchange. This project will improve safety at the intersection of the Cunningham Highway and Ipswich-Rosewood Road and increase capacity to accommodate growth.

Continue planning for the Logan Motorway and the Gateway Motorway Extension to determine the future form, corridor requirements and staging options.

Continue a road network study of the Australia Trade Coast area north of the Brisbane River, in partnership with Brisbane City Council and the Brisbane Airport Corporation. This study will determine the form and staging of the future road network to service the development of this area in accordance with current land use planning instruments.

Continue to construct fencing, electrical barriers and mid-section pedestrian crossings to improve safety on the rail network.

Continue station upgrades and construction of park 'n' ride facilities including new car parks and bicycle facilities, and installing closed circuit television, lighting and fencing:

- commence and complete construction at Capalaba and Algeester for bus passengers
- commence and complete construction at Enoggera Reservoir and Jindalee for bus passengers
- commence and complete Birkdale, Ferny Grove, Dinmore and Ormiston rail stations.

Complete construction for 3.6km of rail duplication from Keperra to Ferny Grove, and upgrade of Ferny Grove Station.

Complete construction of the footbridge extension between Yeerongpilly rail station and the future proposed transit oriented development site.



Continue the delivery of the cycle network:

- complete construction of the Wynnum Road Cycleway
- continue progressive delivery of the Bicentennial Cycleway upgrade
- commence progressive delivery of the South East Freeway Bikeway Scheme at Greenslopes.

Complete construction of Stage 2A of the Eastern Busway between the South East Busway in Buranda and Main Avenue in Coorparoo.

Complete construction of section two of the Northern Busway between Windsor and Kedron, with Airport Link.

Complete construction of the Corinda to Darra rail upgrade, including additional track and upgrades to Oxley and Darra stations.

Continue construction of the Springfield passenger rail line including commencing Richlands to Springfield and completing Darra to Richlands.

Continue projects on the Brisbane metropolitan rail system including maintenance works, the Electrification Infrastructure Renewal Strategy, the Electrification Capacity Upgrade Strategy, and the replacement of turnouts and crossovers.

Continue maritime projects including completing construction of a two lane boat ramp on Macleay Island and a public pontoon at One Mile in Dunwich.

Continue responsibility to maintain and manage the mechanical and electrical maintenance for the Eastern Busway, Inner Northern Busway, and South East Busway.

Complete construction on the Brisbane Airport roundabout to improve travel times for motorists, as part of the Airport Link project.

Complete permanent design with development of signage, both static and variable message for Airport Link, Northern Link and Clem7 tunnels.

Commence construction for the Redlands Corridor upgrade. Works will include upgrades and signalisation for Cleveland-Redland Bay Road and Beveridge Road, Ziegenfusz Road and Dinwoodie Road intersections, as well as the Mount Cotton Road and Mount Gravatt-Capalaba Road and Alpertown Road intersections to improve safety and relieve congestion.

Continue the ongoing Riverside Expressway and Captain Cook Bridge rehabilitation program.

Continue processing land use development, public utility and other applications across the region, ensuring the adverse impacts of land use and third party infrastructure proposals are minimised on TMR's existing and future transport infrastructure and operations.

Commence construction of the Mains Road and Kessels Road intersection upgrade at Macgregor, as part of the Nation Building Program, funded by the Australian Government. Community engagement will continue throughout the life of the project working directly with affected land owners, business owners, and other key stakeholders.

Commence the upgrade of the Warrego Highway and Brisbane Valley interchange (Blacksoil), as part of the 2010 Australian Government election commitment, jointly funded by the Queensland Government and Australian Government.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Provide projects through Safer Roads Sooner:

- complete safety improvements including removal of roadside hazards and guardrail works on Cleveland Sub-Arterial Road (Old Cleveland Road) at Chandler
- complete removal of roadside hazards and line marking on Ipswich-Boonah Road at Purga

- complete installation of traffic signals at the intersection of Moggill Sub-Arterial Road (Moggill Road and Birkin Road) at Bellbowrie

- continue removal of roadside hazards on Laidley-Plainland Road in Lockyer Valley Regional Council

- commence installation of traffic signals at the intersection at the Gateway Motorway on and off ramps, Links Avenue and Cullen Avenue in Brisbane.

Complete safety improvements on the Warrego Highway, following the safety audit. Works will include improved intersection treatments; repairs to road surface; improved signage, guardrails and line marking; and provisions for pedestrians and heavy vehicle access.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Complete construction of a purpose-built pontoon for Sailability Queensland at Manly Boat Harbour to improve access to boats for people with disabilities.

Commence the upgrade of passenger transport infrastructure including improvements to disability access at multiple rail stations.

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme, including commencing construction on the V1 Bikeway section, between Miles Platting Road and the Gateway Motorway. These works will provide the final section of this high speed commuter link for cyclists.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continue the installation of additional rail noise barriers identified in the *Network Noise Management Plan*.

**Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Complete a trial on eight km of the Brisbane Urban Corridor from Bulimba Creek, Wishart along Mount Gravatt-Capalaba Road through to Kessels Road, to finish at QEII Hospital, Coopers Plains. This trial is to investigate whether the use of the left lane by trucks will improve traffic congestion along the Brisbane Urban Corridor.

Continue upgrading traffic signals to light emitting diodes (LED), providing longer life and less power usage, and improving visibility for drivers by increasing light brightness.

Continue works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.

**Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Provide two heavy vehicle response units and 26 heavy vehicle tow trucks for quick clearance of incidents involving heavy vehicles.

Complete planning and construction for nine fixed incident response depots on key traffic corridors and heavily trafficked roads.

Complete planning and construction to increase the number of closed circuit television cameras to 250, and install variable message signs on main roads, as part of the Urban Congestion Initiative.

Continue infrastructure works associated with the conduit requirements of TransLink ticketing machines.

Continue to provide an up-to-date optical fibre-based digital communications platform for the urban rail network.

Continue to engage with the Australian Government and its agents to ensure the impacts of the National Broadband Rollout initiative on the state's existing and future transport infrastructure and operations are minimised.

Complete development and implement a variable speed limit system on the Centenary Motorway, as part of the Traffic Management Initiative.

# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(1)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(2)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Brisbane	QTP5101	Constitution Road, Windsor to Sadler Street, Kedron <sup>(3)</sup>	Northern Busway	734,700	459,626	197,048	93,701	(15,675)		Deliver priority stages of the Northern Busway including construction of 3km busway in conjunction with Airport Link
	QTP1701	Kedron to Bracken Ridge <sup>(3) (8)</sup>	Northern Busway priority stages	99,518	9,000	11,000	38,518		10,000	Deliver priority stages of Northern Busway
	QTP1701	South East Busway, Buranda to Main Avenue, Coorparoo <sup>(3)</sup>	Eastern Busway (Stage 2A)	465,794	249,532	150,000	66,262			Deliver priority stages of Eastern Busway, including construction of 1.05km busway
	QTP1701	Main Avenue, Coorparoo to Capalaba <sup>(3) (6a)</sup>	Eastern Busway priority stages	340,000				50,000	60,000	Deliver priority stages of Eastern Busway
	QTPNEW01	Brisbane <sup>(3)</sup>	Cultural Centre safety upgrades	10,000			5,000	5,000		Upgrade bus interchange at Cultural Centre Bus Station
	QTP2101	South East Freeway <sup>(3)</sup>	South East Freeway Cycle Scheme 1	1,573		1,573				Design cycleway beside freeway
	QTP2101	South East Freeway <sup>(3)</sup>	South East Freeway Cycle Scheme 2	12,786	540	5,870	6,376			Construct cycleway beside freeway
	QTPPE4200	Indooroopilly	Boat ramp	205		205				Upgrade single lane boat ramp at Meiers Road
	QTPPE4200	Manly Boat Harbour	Pontoon	451	223	228				Upgrade disability access
	QTPPE2800	Brisbane	Maritime Safety Queensland technical services facilities	400		400				Construct facilities to improve safety and service delivery of marine operations
	NCBI1100	Brisbane central business district <sup>(4)</sup>	Cross River Rail capacity study	25,000	12,267	11,500	1,233			Develop detailed feasibility study for preferred future rail corridor
	TTAPE3405	Enoggera <sup>(3)</sup>	Park 'n' ride	3,350	150	3,200				Upgrade station facilities including parking, lighting, closed circuit television and fencing
	TTAPE3405	Ferny Grove <sup>(3)</sup>	Park 'n' ride	5,100	100	1,000	4,000			Upgrade station facilities including parking, lighting, closed circuit television and fencing
	TTAPE3405	Mansfield (Klumpp Road) <sup>(3)</sup>	Park 'n' ride	7,350	4,150	3,200				Upgrade station facilities including parking, lighting, closed circuit television and fencing
	TTAPE3405	Algester <sup>(3)</sup>	Park 'n' ride	7,679	79	4,000	3,600			Upgrade station facilities including parking, lighting, closed circuit television and fencing
TTAPE3405	Jindalee <sup>(3)</sup>	Park 'n' ride	4,462	62	2,400	2,000			Upgrade station facilities including parking, lighting, closed circuit television and fencing	
TTAPE4401	Yeerongpilly Rail Station	Fairfield overpass	6,700	900	5,800				Construct road pedestrian overpass	

Local government	Project number	Primary location	Description	Indicative total cost <sup>(1)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(2)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Brisbane (continued)	Ao2674	Brisbane <sup>(3)</sup>	Future CityTrain rollingstock design	10,037	4,010	4,752	1,275			Design and plan the construction of three car units
	Ao1793	Brisbane	Universal Train Controller Disaster Recovery	3,463	2,611	452	367	33		Implement measures to manage rail control centres disrupted due to a disaster
	Ao2057	Brisbane	Electrification Capacity Upgrade	30,107	27,127	2,980				Commission the Roma Street feeder station to improve the reliability of the inner city electrical network
	Ao1727	Corinda to Darra <sup>(3)</sup>	Rail upgrade	218,150	187,465	25,041	5,644			Construct 5.2km third track and six rail bridges and upgrade stations at Oxley and Darra
	Ao2690	Keperra to Ferny Grove <sup>(3)</sup>	Duplication	80,000	5,000	35,000	40,000			Construct 3.2km additional track and upgrade Ferny Grove station
	Ao2621	Albion <sup>(3)</sup>	Station land bridge	15,000	2,225	2,775	10,000			Construct new eight metre wide land bridge
	AONew3	Park Road, Kuraby, Manly, Sandgate <sup>(3)</sup>	CityTrain rail capacity upgrades	90,000		1,000	39,000	50,000		Upgrade train station platforms to operate an improved rail timetable
	AONew6	Mayne to Ferny Grove <sup>(3)</sup>	New rail connection	20,000				2,000	18,000	Construct track to increase capacity through the inner-city
	AONew5	Brisbane <sup>(3)</sup>	Train service depot	254,244					28,400	Construct new facility
	ACROSS GENERAL	(Greater) Brisbane <sup>(3)</sup>	Across Queensland Rail (General) Strategy	Ongoing		153,477				Construct infrastructure (projects <\$20 million) for rail services
<b>Subtotal: Brisbane</b>				<b>2,446,069</b>	<b>965,067</b>	<b>622,901</b>	<b>316,976</b>	<b>91,358</b>	<b>116,400</b>	
Redland	QTPPE4200	Dunwich	Pontoon	2,156	1,684	472				Construct pontoon at One Mile
	QTPPE4200	Macleay Island	Boat ramp	831	516	315				Construct two lane boat ramp
	TTAPE3405	Capalaba	Park 'n' ride	3,500	100	200	3,200			Upgrade station facilities including parking, lighting, closed circuit television and fencing
<b>Subtotal: Redland</b>				<b>6,487</b>	<b>2,300</b>	<b>987</b>	<b>3,200</b>			
Ipswich	TTAPE3405	Ipswich <sup>(3)</sup>	Bus station	714	114			600		Construct new bus station
	Ao1588	Ipswich	CityTrain <i>Disability Standards 2007</i> compliance: rollingstock	48,594	11,134	16,350	10,500	6,700	3,910	Upgrade rollingstock to meet disability standards for accessible public transport
	Ao2507	Ipswich	Suburban multiple unit class 200 major overhauls	34,474	25,182	9,292				Upgrade locomotives
<b>Subtotal: Ipswich</b>				<b>83,782</b>	<b>36,430</b>	<b>25,642</b>	<b>10,500</b>	<b>7,300</b>	<b>3,910</b>	

Local government	Project number	Primary location	Description	Indicative total cost <sup>(4)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(2)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Various local governments	A01636	Brisbane metropolitan railway system	TransLink ticketing: conduit requirements	20,750	20,267	483				Construct infrastructure to support ticketing systems
	A02053	Brisbane metropolitan railway system	Minimum maintenance track structure	49,110	47,756	1,354				Construct infrastructure to support maintenance of rail track
	A02056	Brisbane metropolitan railway system	Electrification infrastructure renewal	20,900	6,766	2,325	6,180	5,629		Upgrade electrification infrastructure to maintain reliability
	A01747	Various <sup>(3)</sup>	Metropolitan freight capacity enhancements	84,260	74,855	9,405				Construct infrastructure to enhance capacity of metropolitan freight rail lines
	A01871	Darra to Richlands <sup>(3)</sup>	Springfield Passenger Rail Line (Stage 1)	370,944	259,835	104,615	6,494			Construct five km new dual track and a new station at Richlands
	AONew1	Richlands to Springfield <sup>(3)</sup>	Springfield Passenger Rail Line (Stage 2)	646,000	5,000	51,000	262,000	218,000	110,000	Construct ten km new dual track and a new station at Springfield
	A02079	Brisbane	Telecommunications Infrastructure Renewal - Metro	18,730	15,225	3,505				Install optical fibre based digital communications platform for the urban rail network
	A02022	Brisbane	Turnout and crossover refurbishment strategy	28,500	24,980	3,382	138			Upgrade turnouts and crossovers on rail lines
	A02086	Brisbane	Noise Amelioration Strategy	13,251	10,118	2,877	256			Construct additional noise barriers on rail lines
	A02087	Brisbane	Corridor Land Requirements Strategy	10,810	6,488	314	2,500	1,508		Purchase additional rail corridor land
	A01462	Brisbane	CityTrain station disability upgrades	82,879	53,775	29,104				Upgrade rail stations to comply with the <i>Disability Standards 2007</i>
	A01730	Brisbane	CityTrain station upgrades	15,459	14,305	366	788			Upgrade rail stations to improve capacity and passenger experience
	A01467	Brisbane	CityTrain intermodal infrastructure strategy	26,794	26,163	100	531			Construct infrastructure to increase intermodal operations on rail lines
	A02810	Brisbane <sup>(3)</sup>	New stabling facilities	49,700	2,154	18,071	19,875	9,600		Construct stabling facilities for Rollingstock at several locations
	PSG GENERAL	(Greater) Brisbane <sup>(6)</sup>	Queensland Rail Passenger Services (General) Strategy	Ongoing		370,189				Construct infrastructure (projects <\$20 million) for rail services
A01858	Fisherman Islands, Metropolitan	Columboola to Fishermans Island Rail upgrade	7,278	278	7,000				Upgrade track including re-sleeper, formation strengthening, and turnout and timber bridge replacement	
<b>Subtotal: Various local governments</b>				<b>1,445,365</b>	<b>567,965</b>	<b>604,090</b>	<b>298,762</b>	<b>234,737</b>	<b>110,000</b>	
<b>Total: Metropolitan Region<sup>(7)</sup></b>				<b>3,981,703</b>	<b>1,571,762</b>	<b>1,253,620</b>	<b>629,438</b>	<b>333,395</b>	<b>230,310</b>	

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) This is a SEQIPP approved project.
- (4) This is a SEQIPP approved project and includes Australian Government funding of \$20 million.
- (5) Funding for Across Queensland Rail (General) Strategy is shown in 2010-11 only.
- (6) Funding for Queensland Rail Passenger Services(General) Strategy is shown in 2010-11 only.
- (7) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.
- (8) Indicative total cost for priority projects only.
- (9) Subject to ongoing negotiation with developer.
- (10) Delivery of Eastern Busway priority stages is subject to Australian Government funding, which is being sought. Indicative total cost represents Queensland Government funding currently available.

# National Network

Local government	Project number <sup>(4)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details	
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000		
Brisbane	201/U13C/2		Gateway Arterial (Gateway Motorway - North)	Sandgate Road - Depot Road	1,700		1,700	684	1,016				Duplicate two to four lanes	
	201/U13C/42 <sup>(2)</sup>		Gateway Arterial (Gateway Motorway - North)	Gateway Motorway (on / off ramps) Links Avenue and Cullen Avenue	1,000		1,000		300	700			Install traffic signals	
	201/U13C/902		Gateway Arterial (Gateway Motorway - North)	Webster Avenue and Doomben Racecourse	600		600	200	400				Undertake concept planning	
	201/U16/1		Cunningham Arterial (Ipswich Motorway)	Interchange with Progress Road	4,589		4,589	2,136	1,191	1,262			Undertake miscellaneous works	
	140/U16/902	035903-09QLD-MIP	Cunningham Arterial (Ipswich Motorway)	Rocklea - Darra (0 - 11.08km)	10,000	10,000		4,000	6,000				Undertake planning study	
	201/U20/3	034221-09QLD-NP	Griffith Arterial	Mains Road / Kessels Road	300,000	300,000		12,000	50,000	65,000	173,000			Improve intersection
	140/U20/719		Griffith Arterial	Ipswich Motorway - Gateway Motorway Brisbane Urban Corridor (BUC)	2,844		2,844	2,594	250					Install traffic management devices
	140/U20/902		Griffith Arterial	Logan Road - Kessels Road	2,196		2,196	726	1,470					Undertake concept planning
	140/U20/903 <sup>(3)</sup>		Griffith Arterial	Granard Road - Beaudesert Road	2,196		2,196	848	1,348					Undertake concept planning
	201/U27/1	TBA	Port of Brisbane Arterial (Port of Brisbane Motorway)	Lindum Road - Pritchard Street	332,000		332,000	4,000	88,000	120,000	120,000			Construct to new sealed two lane standard
	201/U91/30 <sup>(2)</sup>		Redland Sub - Arterial	Agaton Street - Auckland Street	700		700			200	500			Install/replace guardrail/s
201/U91/31 <sup>(2)</sup>		Redland Sub - Arterial	Dawson Road - Amsterdam Street	470		470		100	370				Install roadside and surface delineation	
140/U91/901 <sup>(3)</sup>		Redland Sub - Arterial	Logan Road - Gateway Motorway	1,000		1,000	400	600					Undertake concept planning	
<b>Subtotal: Brisbane</b>									<b>150,675</b>	<b>187,532</b>	<b>293,500</b>			
Ipswich	148/17A/58	QANP0095	Cunningham Highway (Ipswich Motorway)	Dinmore - Gailles (Goodna bypass)	70,000	70,000		48,417		21,583			Construct to sealed standard	
	148/17A/59	031020-08QLD-NP	Cunningham Highway (Ipswich Motorway)	Dinmore - Goodna	1,950,000	1,950,000		606,820	550,000	593,180	200,000		Widen to six lanes	
	235/17B/1 <sup>(4)</sup>		Cunningham Highway (Ipswich - Warwick)	Purga (14.50 - 15.50km)	80	80			80				Install roadside and surface delineation	
	235/17B/2 <sup>(4)</sup>		Cunningham Highway (Ipswich - Warwick)	23.08 - 29.38km	1,300	1,300			1,300				Undertake miscellaneous works	
	148/18A/3 <sup>(5) (6)</sup>	QAN14	Warrego Highway (Ipswich - Toowoomba)	Brisbane Valley Highway (Blacksoil)	79,486	55,500	23,986	9,486	16,000				Improve intersection	
	148/18A/903 <sup>(3)</sup>		Warrego Highway (Ipswich - Toowoomba)	Muirlea interchange and service roads	944		944	458	486					Undertake concept planning
<b>Subtotal: Ipswich</b>									<b>567,866</b>	<b>614,763</b>	<b>200,000</b>			

Local government	Project number <sup>(4)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved		Indicative		Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Lockyer Valley	239/18A/3		Warrego Highway (Ipswich - Toowoomba)	Ipswich - Withcott	40,000		40,000	10,000	30,000				Improve intersection
	239/18A/4 <sup>(4)</sup>		Warrego Highway (Ipswich - Toowoomba)	West of Crowley Vale Road - Harm Drive	1,500	1,500			1,500				Undertake miscellaneous works
	239/18A/5 <sup>(4)</sup>		Warrego Highway (Ipswich - Toowoomba)	45.85 - 46.35km	700	700			700				Undertake miscellaneous works
	239/18A/6 <sup>(4)</sup>		Warrego Highway (Ipswich - Toowoomba)	Forest Hill Fernvale Road intersection	350	350			350				Undertake miscellaneous works
	239/18A/7 <sup>(4)</sup>		Warrego Highway (Ipswich - Toowoomba)	Niemeyers Road intersection	350	350			350				Undertake miscellaneous works
<b>Subtotal: Lockyer Valley</b>									<b>32,900</b>				
Australian Government			Corridor management (road safety)						450	450	900		
			Gateway Motorway - North						5,000	115,000			
			Gateway Motorway - South						25,000	40,000			
			Traffic operations						1,114				
<b>Subtotal: Australian Government</b>									<b>641,844</b>	<b>835,213</b>	<b>373,900</b>		
Queensland Government			Enhanced capacity						6,000	1,000			
			Funding commitment for SEQIPP projects							5,000	17,000		
			Natural Disaster Relief and Recovery Arrangements						16				
			Routine maintenance						9,304	200	400		
<b>Subtotal: Queensland Government</b>									<b>156,481</b>	<b>128,732</b>	<b>137,900</b>		
<b>Gross region allocation</b>									<b>798,325</b>	<b>963,945</b>	<b>511,800</b>		
<b>Net region allocation</b>									<b>798,325</b>	<b>963,945</b>	<b>511,800</b>		



## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Funded by the Queensland Government's Safer Roads Sooner program.
- (3) This is a SEQIPP approved planning project.
- (4) Funded by the Australian Government's Black Spot Program.
- (5) This is a SEQIPP approved project.
- (6) Includes the Australian Government's 2010 election commitment of \$54 million for the Blacksoil interchange, as part of the Regional Infrastructure Fund. This funding is subject to consultation with the community and final assessment by Infrastructure Australia. Cashflows for this QTRIP are not yet known.



## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Brisbane	140/210A/901	SS	Logan Motorway (Gailles - Loganholme)	Pacific Motorway - Ipswich Motorway	2,000	680	1,320				Undertake concept planning
	140/409/703	SR	Brisbane - Moggill Ferry	Moggill Ferry	8,404	7,824	280	300			Ferry operations
	201/902/1	LRRS	Linkfield Connection	Gympie Arterial Road - South Pine Road	810			810			Improve intersection
	201/904/26 <sup>(a)</sup>	LRRS	Port of Brisbane	Aquarium Avenue	610		210	400			Improve intersection
	201/3042/1 <sup>(a)</sup>	LRRS	Mount Crosby	14.00 - 16.50km	1,520	500	20	1,000			Treat hazardous objects close to roads
	201/3042/701	LRRS	Mount Crosby	Stumers Road - Hawkesbury Road	500	20	480				Apply asphalt resurfacing (75mm)
	140/U12A/810	SR	South - East Arterial (Pacific Motorway)	Riverside Expressway	29,545	13,169	4,376	6,000	6,000		Undertake structural rehabilitation
	140/U12A/901	SR	South - East Arterial (Pacific Motorway)	Gateway Motorway - Coronation Drive	3,307	3,107	200				Undertake concept planning
	201/U14/2	SR	Gympie Arterial	Airport Drive	600	300	300				Install roadside and surface delineation
	201/U14/22 <sup>(a)</sup>	SR	Gympie Arterial	Sparkes Street	40			40			Install pedestrian refuge
	140/U14/902 <sup>(a)</sup>	SR	Gympie Arterial	Stafford Road - Roghan Road	8,848	1,761	3,300	3,787			Undertake concept planning
	201/U15/1 <sup>(a)</sup>	SR	Mount Lindesay Arterial	Beaudesert Road / Granard Road intersection	500	200	300				Pave and seal
	201/U15/20 <sup>(a)</sup>	SR	Mount Lindesay Arterial	Bradman Street	240		40	200			Provide high friction seal
	140/U15/904 <sup>(a)</sup>	SR	Mount Lindesay Arterial	Mortimer Road - Jackson Road	2,998	999	1,999				Undertake concept planning
	140/U18A/17 <sup>(a)</sup>	SR	Western Arterial (Ellen Grove - Jindalee)	Springfield - Darra	414,600	297,276	117,024	300			Duplicate two to four lanes
	201/U18B/1 <sup>(a)</sup>	SR	Western Arterial (Jindalee - Everton Park)	Centenary Motorway	5,204	4,000	1,204				Provide variable speed limit signs
	201/U18B/2 <sup>(a)</sup>	SR	Western Arterial (Jindalee - Everton Park)	Sections : Ipswich Motorway - Milton Road	395,455	17,555	2,000	2,000	2,000	371,900	Construct additional lane/s
	201/U18B/21 <sup>(a)</sup>	SR	Western Arterial (Jindalee - Everton Park)	Samford Road intersection	120			120			Improve traffic signals
	140/U18B/77	SR	Western Arterial (Jindalee - Everton Park)	Glen Ross Road - Oldfield Road	2,200		2,200				Install/replace road traffic noise treatment/s
	140/U18B/807	SR	Western Arterial (Jindalee - Everton Park)	Elimatta Road - McLean Parade	2,002	3		1,999			Rehabilitate pavement
	140/U18B/808	SR	Western Arterial (Jindalee - Everton Park)	12.64 - 14.46km	4,000			2,000	2,000		Rehabilitate pavement
	201/U19/1 <sup>(a)</sup>	SR	East - West Arterial	Junction Road overpass	450	225	225				Install/replace guardrail/s
	201/U19/2 <sup>(a)</sup>	SR	East - West Arterial	Kedron Park Road - Sandgate Road	1,000	50	50	900			Treat hazardous objects close to roads
201/U19/4	SR	East - West Arterial	Airport roundabout	1,000	500	500				Undertake miscellaneous works	
140/U19/902	SR	East - West Arterial	Gympie Road - South Pine Road	3,369	699	2,670				Undertake concept planning	
201/U21/14 <sup>(a)</sup>	LRRS	Brisbane metropolitan road network	Various locations	3,900	1,950	1,000	950			Monitor real time traffic flow	
201/U21/16 <sup>(a)</sup>	LRRS	Brisbane metropolitan road network	Various locations	11,300	10,300	500	500			Upgrade traffic signals to STREAMS	
201/U21/17 <sup>(a)</sup>	LRRS	Brisbane metropolitan road network	Various locations	5,000	500	2,500	2,000			Provide arterial road access control	

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11	2011-12	2012-13 to 2013-14	Beyond	
							\$'000	\$'000	\$'000	\$'000	
Brisbane (continued)	201/U21/18 <sup>(14)</sup>	LRRS	Brisbane metropolitan road network	Various locations	6,500	2,600	1,950	1,950			Provide heavy vehicle recovery and towing units
	201/U21/19 <sup>(14)</sup>	LRRS	Brisbane metropolitan road network	Various locations	1,200	600	300	300			Provide police presence within the Brisbane Metropolitan Transport Management Centre
	201/U21/20 <sup>(14)</sup>	LRRS	Brisbane metropolitan road network	Various locations	4,000	3,000	1,000				Provide incident response satellite depots
	201/U21/21 <sup>(9)</sup>	LRRS	Brisbane metropolitan road network	Various locations	1,610	1,080	530				Provide traffic response units
	140/U21/26	LRRS	Brisbane metropolitan road network	Various locations	8,222	7,222	1,000				Improve traffic signals
	201/U21/481	LRRS	Brisbane metropolitan road network	Various locations	2,125	425	425	425	850		Install/retrofit pedestrian crossing/s and facilities
	140/U21/803	LRRS	Brisbane metropolitan road network	Various locations	7,194	5,474	430	430	860		Rehabilitate bridge/s and culvert/s
	201/U21/29 <sup>(5)</sup>	LRRS	Nathan Connection Arterial	Klump Road (left turn slip lane intersection)	625		150	475			Provide high friction seal
	140/U25/901	SS	Western Brisbane Transport Network Investigation	Dinmore - Narangba	19,400	19,150	250				Undertake concept planning
	201/U28A/402	SR	South East Busway (Brisbane CBD - Woolloongabba)	Various locations	3,269	859	1,180	1,230			Maintain busway/s
	201/U28A/510	SR	South East Busway (Brisbane CBD - Woolloongabba)	Various locations	2,200	1,000	600	600			Undertake routine maintenance
	201/U28B/406	SR	South East Busway (Woolloongabba - Springwood)	Various locations	1,182	682	240	260			Maintain busway/s
	201/U28B/510	SR	South East Busway (Woolloongabba - Springwood)	Various locations	5,760	1,460	2,000	2,300			Maintain busway/s
	201/U29A/501	SR	Inner City Busway (City - Petrie Terrace)	Queen Street - Gilchrist Avenue	1,230	700	260	270			Maintain busway/s
	201/U29A/502	SR	Inner City Busway (City - Petrie Terrace)	Queen Street - Gilchrist Avenue	1,450	650	400	400			Undertake routine maintenance
	201/U29A/503	SR	Inner City Busway (City - Petrie Terrace)	Queen Street - Gilchrist Avenue	1,120	500	300	320			Maintain busway/s
	201/U29A/504	SR	Inner City Busway (City - Petrie Terrace)	Queen Street - Gilchrist Avenue	639	439	100	100			Maintain busway/s
	201/U29A/505	SR	Inner City Busway (City - Petrie Terrace)	Queen Street - Gilchrist Avenue	4,500	1,500	1,400	1,600			Maintain busway/s
	201/U29A/506	SR	Inner City Busway (City - Petrie Terrace)	Queen Street - Gilchrist Avenue	750	350	200	200			Undertake routine maintenance
	201/U30/1	SR	Northern Busway	Various locations	600	300	300				Undertake miscellaneous works
	201/U31/3	SR	Eastern Busway	Various locations	300	150	150				Undertake miscellaneous works
	201/U31/502	SR	Eastern Busway	Eleanor Schonell Bridge - South East Busway	2,920	570	850	1,500			Maintain busway/s
	201/U31/503	SR	Eastern Busway	Eleanor Schonell Bridge - South East Busway	532	332	100	100			Maintain busway/s
	201/U31/504	SR	Eastern Busway	Eleanor Schonell Bridge - South East Busway	1,650	350	560	740			Maintain busway/s
	201/U31/505	SR	Eastern Busway	Eleanor Schonell Bridge - South East Busway	420	250	70	100			Maintain busway/s
	201/U32/1 <sup>(12)</sup>	SS	Airport Link	Airport Drive	268,500	500	500	267,500			Construct to new sealed four lane standard
	201/U32/2 <sup>(13)</sup>	SS	Airport Link	Airport Drive	297,266	199,463	95,895	1,908			Construct roundabout
	201/U32/3	SR	Airport Link	Airport Drive	1,000	500	500				Install roadside and surface delineation
	201/U88/2 <sup>(6)</sup>	LRRS	Sandgate Sub - Arterial	Sections : 0.10 - 0.25km, 1.25 - 1.70km and 4.85 - 5.25km	950	500	450				Reprofile existing pavement and add safety seal

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(b)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Brisbane (continued)	201/U88/44 <sup>(5)</sup>	LRRS	Sandgate Sub - Arterial	Junction Road - Depot Road	150			150			Provide fatigue management measures including signage and delineation
	201/U88/701	LRRS	Sandgate Sub - Arterial	Pritchard Road - Garozzo Road	4,300	50	1,950	2,300			Apply asphalt resurfacing (75mm)
	140/U88/901	LRRS	Sandgate Sub - Arterial	Deagon - Clayfield	2,300	1,000	1,300				Undertake concept planning
	140/U90/901 <sup>(7)</sup>	LRRS	Logan Sub - Arterial	Miles Platting Road / Padstow Road / Logan Road interchange	10,705	5,941	4,764				Undertake concept planning
	140/U91/5 <sup>(6a)</sup>	LRRS	Redland Sub - Arterial	Mount Gravatt-Capalaba Road - Tingalpa Creek	37,673	7,824	29,849				Improve intersection
	140/U94/712	LRRS	Albany Creek Sub - Arterial	Sections : 0.71- 4.27km	3,300	33	990		2,277		Apply asphalt resurfacing (75mm)
	201/U96/3 <sup>(5)</sup>	LRRS	Moggill Sub - Arterial	Kenmore - Pullenvale	1,240	1,000	40	200			Install/replace guardrail/s
	201/U96/4 <sup>(5)</sup>	LRRS	Moggill Sub - Arterial	Birkin Road intersection	2,489	1,000	1,489				Install traffic signals
	201/U96/38 <sup>(5)</sup>	LRRS	Moggill Sub - Arterial	Witton Road	935		335	600			Improve intersection
	201/U96/701	LRRS	Moggill Sub - Arterial	Sugars Road / Lather Road - Priors Pocket Road intersection	3,000	50	950	2,000			Apply asphalt resurfacing (75mm)
	201/U96/702	LRRS	Moggill Sub - Arterial	Priors Pocket Road - Moggill Ferry Road	1,400	50	1,350				Apply asphalt resurfacing (75mm)
	201/U98/1 <sup>(5)</sup>	SR	Cleveland Sub - Arterial	Old Cleveland Road intersection	1,100	400	700				Install/replace guardrail/s
	201/U98/2 <sup>(5)</sup>	SR	Cleveland Sub - Arterial	Old Cleveland Road / Ring Road intersection and Hawkins Nursery driveway	300	100	200				Treat hazardous objects close to roads
	140/U98/62	LRRS	Cleveland Sub - Arterial	New Cleveland Road intersection	1,769	1,065	704				Improve traffic signals
	140/U98/901 <sup>(6b)</sup>	SR	Cleveland Sub - Arterial	Gateway Motorway - Capalaba	2,500	293	2,207				Undertake concept planning
	201/U99/23 <sup>(5)</sup>	LRRS	Redcliffe Sub - Arterial	Deagon Deviation on/off ramp / Bracken Ridge Road intersection	810		260	550			Install traffic signals
	201/U99/489	LRRS	Redcliffe Sub - Arterial	Various locations	3,905	1,230	1,275	1,400			Install/upgrade/replace roadside delineation
201/U99/701	LRRS	Redcliffe Sub - Arterial	Gateway Motorway - Holmes Street	2,100			1,512	588		Apply asphalt resurfacing (75mm)	
<b>Subtotal: Brisbane</b>							<b>303,151</b>	<b>314,726</b>	<b>14,575</b>		
Ipswich	148/42A/702	SS	Brisbane Valley Highway (Ipswich - Harlin)	Warrego Highway - Ipswich City boundary	2,845	19		131	2,695		Apply asphalt resurfacing (75mm)
	235/211/1 <sup>(6d)</sup>	SR	Ipswich - Boonah	Hughes Road intersection	560		560				Undertake miscellaneous works
	235/301/19 <sup>(5)</sup>	SR	Ipswich - Cunningham Highway Connection	Byrne Street intersection	995		295	700			Provide high friction seal
	235/301/24 <sup>(5)</sup>	SR	Ipswich - Cunningham Highway Connection	Warwick Road / Perry Street intersection	570		170	400			Improve channelisation
	148/301/26	SR	Ipswich - Cunningham Highway Connection	Warwick Road / Carr Street intersection	470			205	265		Install traffic signals
	235/301/27 <sup>(5)</sup>	SR	Ipswich - Cunningham Highway Connection	River Road / Aberdare Street	870		270	600			Improve intersection
	235/303/301	LRRS	Rosewood - Marburg	Tallegalla Road - Berlins Road	2,000	1,000			1,000		Rehabilitate pavement
	235/304/301	LRRS	Ipswich - Rosewood	Sections : 0 - 12.83km	500			500			Rehabilitate pavement
	148/308/703	LRRS	Rosewood - Laidley	Sections : 6.65 -18.80km	1,300				1,300		Apply asphalt resurfacing (75mm)
	235/3002/43 <sup>(5)</sup>	LRRS	Karrabin - Rosewood	R Faulknors Road	60			60			Improve intersection

Local government	Project number <sup>(5)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Ipswich (continued)	235/3002/701	LRRS	Karrabin - Rosewood	Wulkaraka Connection Road - Rosewood-Marburg Road	700	10	290	400			Reseal - bitumen chip
	235/3041/1 <sup>(5)</sup>	LRRS	Haigslea - Amberley	o - 9.42km (various locations)	2,000		1,000	1,000			Treat hazardous objects close to roads
	148/3041/4	LRRS	Haigslea - Amberley	o - 1.50km (Western Ipswich bypass)	19,486	4,876	14,610				Construct to new sealed two lane standard
	235/3041/701	LRRS	Haigslea - Amberley	Karrabin-Rosewood Road - Ipswich-Rosewood Road	450	10	440				Apply asphalt resurfacing (75mm)
<b>Subtotal: Ipswich</b>							<b>17,635</b>	<b>3,996</b>	<b>5,260</b>		
Lockyer Valley	239/311/1 <sup>(5)</sup>	LRRS	Laidley - Plainland	3.50 - 7.10km	2,000	500	1,500				Treat hazardous objects close to roads
	239/311/701	LRRS	Laidley - Plainland	Spicer Street / Brewer Street and Pats Road / Donaldson Road intersections	500	10	490				Reseal - bitumen chip
	75/312/801	LRRS	Gatton - Laidley	Sections : 3.70 - 7.00km	900	7	893				Rehabilitate pavement
	239/313/1	SR	Gatton - Clifton	Various locations	2,000	1,000	1,000				Install roadside and surface delineation
	239/313/701	SR	Gatton - Clifton	Ma Ma Creek - Doyles Camp	1,050	10	1,040				Reseal - bitumen chip
	239/314/28 <sup>(5)</sup>	SR	Gatton - Helidon	William Street / Spencer Street	380		80	300			Improve intersection
	75/412/805	LRRS	Forest Hill - Fernvale	11.40 - 13.16km	900		900				Rehabilitate pavement
	239/3131/701	LRRS	Mount Sylvia	Tenthill Creek (6.20 - 23.57km)	1,000	10	990				Apply asphalt resurfacing (75mm)
	239/4144/1	SR	Gatton - Esk	Warrego Highway - Esk Shire	35,000	2,225	16,775	16,000			Improve intersection
239/4144/701	SR	Gatton - Esk	Sections : 0.10 - 5.20km and 9.20 - 15.50km (Orchard Road - Atkinsons Dam Road)	825	10	815				Reseal - bitumen chip	
<b>Subtotal: Lockyer Valley</b>							<b>24,483</b>	<b>16,300</b>			
Redland	34/109/29 <sup>(49)</sup>	LRRS	Cleveland - Redland Bay	South Street - Boundary Road / German Church Road	32,049	10,450	21,599				Improve intersection
	34/110/19	LRRS	Redland Bay	Tingalpa Creek - Taylor Road	13,366	4,090	9,276				Improve intersection
	256/111/2 <sup>(18)</sup>	LRRS	Mount Cotton	West Mount Cotton Road (1.75 - 2.15km)	600	100	500				Improve intersection
	34/111/812 <sup>(49)</sup>	LRRS	Mount Cotton	Sections : Duncan Road - Lakeside Drive	2,636	1,236	1,400				Rehabilitate pavement
	256/1102/1 <sup>(5)</sup>	LRRS	Capalaba - Victoria Point	Redland Bay Road / Smith Street	1,150	200	950				Improve intersection
	256/1102/701	LRRS	Capalaba - Victoria Point	o - 2.13km	2,500	30	970	1,500			Apply asphalt resurfacing (75mm)
<b>Subtotal: Redland</b>							<b>34,695</b>	<b>1,500</b>			
Region (yet to be allocated to a local government)			Boggo Road and Eastern Busway				1,319	1,254	18,435		
			Corridor management (environment)				675	739	1,454		
			Corridor management (road safety)				8,369	6,926	23,691		
			Enhanced capacity				1,543	112	600		
			Funding commitment for SEQIPP projects				1,000	5,000	29,794		
			Funding commitment for SEQIPP traffic operations				14,050	35,730	75,250		

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11	2011-12	2012-13 to 2013-14	Beyond	
							\$'000	\$'000	\$'000	\$'000	
			Hardship resumptions				2,000				
			Programmed maintenance				3,110	2,003	18,518		
			Regional input into major projects being undertaken by other organisations				300				
			Rehabilitation				3,511	4,633	13,202		
			Routine maintenance				12,527	7,433	21,479		
			Safer Roads Sooner funding commitment				2,313				
			Strategic transport planning				4,601	4,601	9,202		
			Traffic operations				10,252	8,608	23,882		
<b>Subtotal: works and planning</b>							<b>445,534</b>	<b>413,561</b>	<b>255,342</b>		
<b>Subtotal: region works allocation</b>							<b>445,534</b>	<b>413,561</b>	<b>255,342</b>		
			Corridor land management				4,031	4,031	8,062		
			Network operations				4,394	4,394	8,788		
			Program development and management				1,909	1,909	3,818		
			Road system planning				9,196	9,196	18,392		
<b>Subtotal: region works and stewardship</b>							<b>465,064</b>	<b>433,091</b>	<b>294,402</b>		
			Asset acquisitions				850	850	1,700		
<b>Gross region allocation</b>							<b>465,914</b>	<b>433,941</b>	<b>296,102</b>		
			Contributions from other for roadworks				1,736	800			
			Operational revenue				903	903	1,806		
			Other roadworks revenue				560	580	1,235		
<b>Net region allocation</b>							<b>462,715</b>	<b>431,658</b>	<b>293,061</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Safer Roads Sooner program.
- (6) This is a SEQIPP approved planning project.
- (7) This is a SEQIPP approved planning project. The overall project cost estimate is subject to the completion of the planning processes.
- (8) This is a SEQIPP approved project.
- (9) Funded under the Traffic Management Initiative for south east Queensland.
- (10) This is a SEQIPP approved project in the Western Corridor to provide Centenary Highway bus priority/transit lanes. The overall project cost estimate is subject to completion of the planning processes.
- (11) Funded under the Congestion Management Package for south east Queensland.
- (12) This is a SEQIPP approved contribution for the main tunnel of the Airport Link project.
- (13) This is a SEQIPP approved project for the Airport Roundabout Upgrade component of the overall Airport Link project.
- (14) This project represents interim works on a SEQIPP approved project.
- (15) This is a SEQIPP approved planning project and includes a contribution of \$800,000 from Translink. The overall project cost estimate is subject to the completion of the planning processes.
- (16) Funded by the Australian Government's Black Spot Program.
- (17) This project represents interim works on a SEQIPP approved project. The estimated cost is subject to refinement pending finalisation of planning and design.
- (18) The project is fully funded by an agreed developer contribution of \$600,000.
- (19) Includes agreed developer contribution of \$1.136 million.



# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(d)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Brisbane	201/LGSG/002	Carseldine (stage 3)	Construct cycleway/s	1,500	1,355	145			145	145			G	
	201/LGSG/005	Birdwood Road - Gaza Road	Construct cycleway/s	3,400		3,400					3,400		G	
	201/LGSG/006	Bulimba Creek cycleway	Construct cycleway/s	1,300	1,155	145					145		G	
	140/LGSG/030	Pacific Motorway (Nathan - Logan Road)	Construct cycleway/s	16,333		16,333		12,993	3,340	3,340			G	
	140/LGSG/411	Various locations	Undertake cycleway/s planning	1,356		1,356		1,306	50	50			G	
	201/LGSH/001	Runcorn State School	Install/retrofit pedestrian crossing/s and facilities	66	33	33			33	33			H	
	201/LGSH/002	Mt Crosby State School	Install pedestrian refuge	66	33	33			33	33			H	
	201/LGSH/003	Kelvin Grove State School	Install/retrofit pedestrian crossing/s and facilities	90	45	45			45	45			H	
	201/LGSH/056	West End State School	Install/retrofit pedestrian crossing/s and facilities	35	18	18					18		H	
	201/LGSH/057	Our Lady of the Assumption School	Install/retrofit pedestrian crossing/s and facilities	55	28	28					28		H	
	201/LGSH/058	Islamic School of Brisbane	Construct footpath/s	205	102	102					102		H	
	201/LGSH/059	Our Lady of Angels School	Install pedestrian refuge	45	22	22					22		H	
	201/LGSH/060	Windsor State School	Install/retrofit pedestrian crossing/s and facilities	30	15	15					15		H	
	201/LGSH/061	Carina State School	Install/retrofit pedestrian crossing/s and facilities	35	18	18					18		H	
	201/LGSH/062	Stafford Heights State School	Install/retrofit pedestrian crossing/s and facilities	35	18	18					18		H	
	201/LGSI/001	Centenary State High School	Install/upgrade bus shelter/s	80	40	40			40	40			I	
	201/LGSI/003	Pullenvale State School	Provide passenger set-down facilities	220	110	110			110	110			I	
	201/LGSI/004	St Peters Lutheran College	Provide passenger set-down facilities	150	75	75			75	75			I	
	201/LGSI/005	Ferny Grove State High School	Provide passenger set-down facilities	90	45	45			45	45			I	
	201/LGSI/006	Algester State School	Provide passenger set-down facilities	160	80	80			80	80			I	
	201/LGSI/007	Dutton Park State School	Provide passenger set-down facilities	120	60	60			60	60			I	
	201/LGSI/008	Wellers Hill State School	Provide passenger set-down facilities	160	80	80			80	80			I	
	201/LGSI/009	Virginia State High School	Provide passenger set-down facilities	140	70	70			70	70			I	
	201/LGSI/010	St Marks Primary School	Provide passenger set-down facilities	170	85	85			85	85			I	

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Brisbane (continued)	201/LGSI/011	Rochedale State High School	Provide passenger set-down facilities	140	70	70				70	70			I
	201/LGSI/012	Queen of Apostles Primary School	Install/retrofit pedestrian crossing/s and facilities	150	75	75						75		I
	201/LGSI/013	Watson Road State School	Provide passenger set-down facilities	120	60	60						15	45	I
	201/LGSI/014	Brookfield State School	Provide passenger set-down facilities	190	95	95						15	80	I
	201/LGSI/015	St Martins Primary School	Provide passenger set-down facilities	100	50	50						15	35	I
	140/LGSI/087	Aspley State High School	Provide passenger set-down facilities	260	130	130		65		65	65			I
	201/LGSI/095	Brisbane Boys College	Provide passenger set-down facilities	330	165	165						165		I
	201/LGSI/096	Runcorn High School	Provide passenger set-down facilities	175	88	88						88		I
	201/LGSI/097	Wavell High School	Provide passenger set-down facilities	120	60	60						60		I
	201/LGSI/098	Moorooka State School	Provide passenger set-down facilities	165	82	82						82		I
	201/LGSI/099	Nudgee Junior College	Provide passenger set-down facilities	210	105	105						55	50	I
	201/LGSI/015 <sup>(a)</sup>	Beenleigh Road / Gowan Road	Improve traffic signals	298			298			298	298			J
	201/LGSL/004	TMR / local government alliance (state-wide)	Develop technical capability	40		40		20		10	10	10		L
	201/LGSL/007	TMR / local government alliance (state-wide)	Develop technical capability	120		120		60		60	60			L
	201/LGSL/011	TMR / local government alliance (state-wide)	Develop technical capability	100		100		50		50	50			L
	201/LGSD/001	Beckett Road / Darien Street	Improve intersection	5,800	5,550	250				250	250			R
	201/LGSR/001	Miles Platting Road / McKechnie Drive	Improve interchange	3,000	1,620	1,380						1,380		R
	201/LGSD/003	Seventeen Miles Rock Road / Oldfield Road	Improve intersection	6,000	4,620	1,380				1,380	1,380			R
<b>Subtotal: Brisbane</b>										<b>6,474</b>	<b>5,725</b>			
Ipswich	235/LGSH/001	Redbank Plains State School	Construct cycleway/s	100	50	50				50	50			H
	148/LGSH/015	Redbank Plains State High School	Construct cycleway / footpath/s	238	119	119		74		45	45			H
	148/LGSH/017	St Josephs Catholic Primary School	Construct cycleway / footpath/s	186	93	93		35		58	58			H
	235/LGSI/001	Ashwell State School	Provide passenger set-down facilities	100	50	50				50	50			I
	235/LGSI/015	East Ipswich State School	Provide passenger set-down facilities	100	50	50						50		I
	235/LGSI/016	Kruger State School	Provide passenger set-down facilities	350	175	175						175		I
	235/LGSI/017	Leichhardt State School	Provide passenger set-down facilities	75	38	38						38		I
	235/LGSI/020 <sup>(a)</sup>	Kruger Parade	Undertake safety improvements	250			250			250	250			J
	235/LGSI/021 <sup>(a)</sup>	Raceview Road / Cascade Street intersection	Improve traffic signals	150			150			150	150			J

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Ipswich (continued)	235/LGSD/001	Old Toowoomba Road (Ernest Street - Toongarra Road)	Widen to four lanes	2,650	2,385	265					265		R	
	235/LGSR/001	Mary Street / Redbank Plains Road	Rehabilitate pavement	650	325	325			325	325			R	
	235/LGSR/002	Robertson Road (Kiah Street - France Street)	Rehabilitate pavement	1,200	1,000	200			200	200			R	
	235/LGSD/003	Junction Road (Albatross Avenue - Torrens Street)	Replace culvert/s	1,600	1,365	235					235		R	
	148/LGSL/009	TMR / local government alliance - Scenic Valleys Regional Road Group	Develop technical capability	208		208		80	32	32	96		R	
<b>Subtotal: Ipswich</b>										<b>1,160</b>	<b>858</b>			
Lockyer Valley	239/LGSG/001	Hannant Road	Construct cycleway/s	100	50	50			25	25	25		G	
	239/LGSG/006	Laidley State High School	Construct cycleway/s	190	95	95					95		G	
	239/LGSH/001	Laidley State School and Laidley State High School	Construct cycleway/s	350	260	90			36	36	54		H	
	239/LGSH/003	Various school bus routes (bus stops)	Seal shoulder/s	150	75	75					20	55	H	
	239/LGSH/004	Faith Lutheran College	Construct cycleway / footpath/s	60	30	30					15	15	H	
	239/LGSH/005	Gatton State Primary and High School	Construct cycleway/s	150	75	75					20	55	H	
	239/LGSI/001	Peace Lutheran School	Provide passenger set-down facilities	70	35	35			35	35			I	
	239/LGSI/002	Gatton State School	Provide passenger set-down facilities	196	98	98			98	98			I	
	239/LGSI/003	Withcott State School	Provide passenger set-down facilities	50	25	25			25	25			I	
	239/LGSI/004	Helidon State School	Provide passenger set-down facilities	40	20	20			20	20			I	
	239/LGSI/005	Lake Clarendon State School	Provide passenger set-down facilities	150	75	75			62	62	13		I	
	239/LGSI/010	Murphys Creek State School	Provide passenger set-down facilities	236	118	118					118		I	
	239/LGSI/011	Gatton Special School	Provide passenger set-down facilities	100	50	50					50		I	
	239/LGSI/012	School zone signage at twelve schools	Provide passenger set-down facilities	60	30	30					30		I	
	239/LGSI/013	Grantham State School	Provide passenger set-down facilities	50	25	25					25		I	
	239/LGSA/001	Long Gully Road (7.80 - 9.20km)	Widen and seal	730	365	365			365	365			R	
	239/LGSR/001	Crowley Vale Road (0 - 2.13km)	Rehabilitate and widen	500	280	220					220		R	
	239/LGSR/002	Pitt Road / Blenheim Road	Improve intersection	100	70	30					30		R	
	239/LGSR/003	Woodlands Road (10.80 - 12.00km)	Rehabilitate and widen	290	170	120					120		R	
	239/LGSA/004	Ropely - Rockside Road (8.50 - 9.80km)	Rehabilitate and widen	285	150	135			135	135			R	
	239/LGSR/004	Airforce Road / Lockyer Siding Road	Improve intersection	70	40	30					30		R	
	239/LGSR/005	Airforce Road (0 - 0.25km)	Rehabilitate pavement	200	100	100					100		R	
	<b>Subtotal: Lockyer Valley</b>										<b>801</b>	<b>965</b>		

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Redland	34/LGSG/019	Various locations	Construct cycleway/s	906	453	453			40	40			G	
	34/LGSH/024	Capalaba College	Provide passenger set-down facilities	150	80	70			70	70			H	
	256/LGSI/001	Redlands College	Provide passenger set-down facilities	340	170	170			170	170			I	
	256/LGSI/002	Birkdale State School	Provide passenger set-down facilities	304	152	152					152		I	
	256/LGSI/003	Redland Bay State School	Provide passenger set-down facilities	142	71	71					71		I	
	256/LGSR/002	Gordon Road / Government Road	Widen pavement	1,100	884	216			216	216			R	
<b>Subtotal: Redland</b>										<b>496</b>	<b>223</b>			
<b>Gross region allocation</b>										<b>8,931</b>	<b>7,772</b>			
Revenue										0	0			
<b>Net region allocation</b>										<b>8,931</b>	<b>7,772</b>			

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-Wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.
- (4) Funded by the Australian Government’s Black Spot Program.











## North Coast Region

Construction of Section B (Sankeys Road to Traveston Road) of the Bruce Highway Upgrade (Cooroy to Curra)  
13km south of Gympie, December 2009



**Legend**

-  National road network
-  State strategic road network
-  State regional and other district road
-  National rail network
-  Other railway
-  Local government boundary



# Regional profile

## Overview

North Coast Region covers an area of approximately 10,545km<sup>2</sup>, or around 0.6% of Queensland. It extends from Noosa in the north to Redcliffe in the south, and from Caboolture in the east to Esk in the west.

North Coast Region has a resident population of approximately 716,193 people and is home to approximately 16.2% of Queensland's total population.

The state-controlled road network in the region is 1,349km in length, and includes 127km of the National Network. Other transport infrastructure in the region includes cycling facilities delivered as part of the *South East Queensland Principal Cycle Network Plan*. This plan will ultimately deliver 588km of cycle network in the region.

The transport and road network supports a diverse array of industries including retail, tourism, education and construction; and agriculture including sugar cane, beef cattle, dairy cattle, plantation pine, viticulture, fisheries and small crops.

North Coast Region has offices located in Caboolture, Gympie and Maroochydore. The region includes the local governments of Moreton Bay Regional Council, Somerset Regional Council and Sunshine Coast Regional Council.

## Major challenges

- Supporting the development of key freight and passenger routes to meet the transport needs of the rapidly developing region while continuing to deliver a significant program of road infrastructure, including roads projects in the *South East Queensland Infrastructure Plan and Program*, within scope, on time and on budget.
- Developing a long-term transport and road network to support the region.

- Supporting regional development by upgrading key freight and passenger routes to meet the transport needs of rapidly-developing coastal areas.
- Optimising capacity and safety on heavily-trafficked roads.
- Managing the impacts of transport and roads on the environment and amenity of adjacent land uses.
- Supporting the delivery of cycle and pedestrian infrastructure for school transport and other purposes.
- Maintaining and managing an ageing transport and road network in rural and fast-growing regional communities.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Continued the study on the Nambour Connection Road to identify future transport requirements and priorities.

Continued studies of the road network to identify future transport needs and priorities in Queensland's fastest-growing region.

Continued the strategic planning and corridor preservation for the multi-modal transport corridor from Caloundra Road to the Sunshine Motorway, including a rigorous assessment of the section between Creekside Boulevard and the Mooloolah River Interchange to determine the best alignment.

Commenced construction of Bribie Island bus station and park 'n' ride, Bray Park rail station park 'n' ride, and Morayfield rail station park 'n' ride. Works include new car parks, closed circuit television, lighting and fencing.

Completed and released the *Cycle Network Link Strategy Report*, which plans for a cohesive and linked cycle network across Sunshine Coast Regional Council and Moreton Bay Regional Council. TMR has worked closely with key cycling groups to identify priority cycle links including David Low Way, Caboolture-Bribie Island Road, Mooloolaba Road, Anzac Avenue, Aerodrome Road, Emu Mountain Road and Caloundra Road.

Continued planning for the preferred option for the cycle link between Maroochy Bridge and David Low Way. This project will provide a vital transport connection for the Pacific Paradise, Twin Waters, Mudjimba and Maroochydore communities.

Continued the delivery of the regional cycle network projects:

- commenced the Riverway Cycleway, between Tewantin and Noosaville
- completed the cycleway along Ocean Drive, in Mudjimba
- completed on-road cycle lane resheeting at Sunshine Beach, Castaways Beach and Marcus Beach.

Completed construction of University of Sunshine Coast bus station, and provided a dedicated public and active transport loop, or 'Greenlink'.

Completed construction upgrade of Petrie Rail Station. Works included platform raising, lighting, waiting shelters, and a new footbridge with lift access connecting to the car park.

Continued the delivery of maritime projects:

- commenced construction of a two lane boat ramp at Uhlmann Road in Caboolture
- completed refurbishment of the four lane boat ramp at Bird of Passage Parade in Scarborough
- completed reconstruction of a three lane boat ramp at Cabbage Tree Point.

Continued the duplication of the Glasshouse Mountain Road (Steve Irwin Way) between the Mooloolah Connection Road and the Caloundra Interchange at Landsborough. This project will improve safety for road users, reduce congestion, cater for future traffic growth, and improve flood immunity.

Continued duplication of the Houghton Highway to improve safety and travel times between Redcliffe Peninsula and Brighton in Brisbane's north. The work includes completion of the new Ted Smout Memorial Bridge and attached cycleway and fishing platform.

Completed pavement rehabilitation on approximately 4km of the Sunshine Motorway between Tanawha and Mooloolaba at Sippy Downs.

Completed asphalt overlay to sections of the Brisbane-Woodford Road. Works included improving the roads surface for traffic while preserving the pavement asset.

Continued the Kawana Way extension to improve travel time and provide a vital link between the southern section of Caloundra-Mooloolaba Road near Creekside Boulevard and Lake Kawana Boulevard at the Homemaker Centre.

Completed duplication of Caboolture-Bribie Island Road between Aerodrome Road and Pasturage Road, east of Caboolture. This project will ease congestion and provide for the future transport needs of the growing population.

Completed widening of the Bruce Highway, between Uhlmann Road and Caboolture, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This project was the final stage involved in providing six lanes from the Gateway Motorway to Caboolture and has improved transport efficiency, traffic flow and safety in the region, while accommodating for continued growth in one of the fastest growing areas in Queensland.

Completed rehabilitation of the north-bound lanes of the Bruce Highway between Maroochydore and Andreasans Road near Nambour, as part of the Nation Building Program, funded by the Australian Government.

Completed two projects on the Maleny-Kenilworth Road, including realigning the Reesville Road intersection near Maleny, replacing the existing timber bridge over Fritz Gully near Conondale with a new concrete structure, and widening and reconstructing the road at both locations to improve pavement strength and durability.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Completed the installation of level crossing upgrades, as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- commenced installation of traffic slowing measures including static signs, a speed activated sign and improved lighting at the intersection of Nambour Connection Road and Blackall Street at Woombye
- completed shoulder sealing on Wivenhoe-Somerset Road
- completed the installation of wire rope barriers and traffic management devices on the Sunshine Motorway at Mooloolaba between the Mooloolah River Bridge and Maroochydore Road to prevent cross-median crashes

- completed an independent safety review of overtaking lanes on Samford Road between Main Street and Camp Mountain Road near Samford Village. The review confirmed TMR's safe use of stone mastic asphalt and the need for ongoing safety improvements, including installation of guardrails.

Provided projects as part of the Black Spot Program, funded by the Australian Government:

- completed design for the upgrade of the Nicklin Way-Eranga Street intersection at Currimundi. The project will enhance road user safety, reduce congestion and provide for future traffic growth
- completed realignment on the intersection of the Warrego Highway, Lowood-Minden Road and Tallegalla Road at Minden. The project improved safety, capacity and efficiency at this intersection.

Completed a grade separation at the Beerwah open level crossing. The project included a new 'at grade' intersection with Roberts Road, the extension of Roberts Road to Peachester Road west of Turner Park, and improving drainage capacity under the rail line.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed passenger set-down facilities on Tallegalla Road, in Minden
- completed improvements at the intersection of Duffield Road and Elizabeth Avenue, in Clontarf.

#### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Commenced upgrade and retrofit of fauna movement structures to reduce native fauna mortality at strategic locations identified in the South East Queensland Koala Retrofit Program, as part of the Premier's Koala Taskforce.

Continued to maintain the commitment to manage the road network in a manner that optimises environmental outcomes for natural, human and built environments.

Continued to ensure that all roads projects involve work with other appropriate departments and traditional landowners to ensure all necessary environmental approvals are in place.

Completed remediation of chemical contamination within the road reserve at the historic cattle-dip site at Dayboro. The site was successfully remediated by excavating the contaminated soil and placing it in a large subsurface containment cell constructed on site.

Completed a Memorandum of Understanding between TMR and Sunshine Coast Regional Council to help clean up graffiti and litter on the coast for another 12 months.

#### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including planning for work on the bridge over Six Mile Creek on the Beerburrum Road, at Elimbah.

Completed the upgrade of Belli Creek Crossing No. 2 on the Eumundi-Kenilworth Road, 14km west of Eumundi.

#### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Completed installation of six variable message signs as part of a trial on the Bruce Highway at Black Mountain, Federal, Coles Creek, Tuchekoi, Traveston and Kybong, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Commenced planning for the installation of additional web cameras on key routes across south east Queensland for road users to access via the 131940 traffic information website.

Continued to provide traffic response units on the Sunshine Coast to manage congestion. The traffic response units provide quick clearance and traffic control for road hazards such as crash sites.

Opened the new TMR and Queensland Police Service office on the Sunshine Coast. The new office incorporates the new Traffic Management Centre, with state-of-the-art technology and surveillance designed to monitor traffic flows and alleviate problems as they occur. A new office was also opened at Caboolture to service the growing needs of the region.

Announced three new bridge names as part of the Q150 project. The Six Mile Creek Bridge on Beerburrum Road at Elimbah was renamed the Hammond Bridge; Belli Creek Crossing no. 2 on Eumundi-Kenilworth Road was renamed Murrays Flat Crossing; and the East Eudlo Creek Crossing on Maroochydore Road was renamed the Hungerford Bridge. Eudlo Creek Crossing on Maroochydore Road retained this name because of its cultural heritage significance.

#### **Key deliverables 2010-11 to 2011-12**

##### **Objective 1: A sustainable transport system which promotes economic growth and enhances liveability**

Complete the study on Nambour Connection Road to identify future transport requirements and priorities.

Continue studies of the road network to identify future transport needs and priorities in Queensland's fastest-growing region.

Continue the strategic planning and corridor preservation for the multi-modal transport corridor from Caloundra Road to the Sunshine Motorway, including a rigorous assessment of the section between Creekside Boulevard and the Mooloolah River Interchange to determine the best alignment.

Continue to implement the *Cycle Network Link Strategy Report*, which plans for a cohesive and linked cycle network across Sunshine Coast Regional Council and Moreton Bay Regional Council. TMR has worked closely with key cycling groups to identify priority cycle links including David Low Way, Caboolture-Bribie Island Road, Mooloolaba Road, Anzac Avenue, Aerodrome Road, Emu Mountain Road and Caloundra Road.

Commence construction and duplication of the Burpengary-Caboolture Road (Morayfield Road) between the Bruce Highway and Gaffield Street in Morayfield, to reduce congestion during peak periods.

Complete construction of Bribie Island bus station and park 'n' ride, Bray Park rail station park 'n' ride, and Morayfield rail station park 'n' ride. Works include new car parks, closed circuit television, lighting and fencing.

Complete construction of Noosa Junction station.

Commence construction of North Lakes bus station and "Greenlink".

Continue the delivery of the regional cycle network:

- complete a feasibility study to improve cycle and pedestrian facilities, on Bribie Island Bridge
- complete preliminary design of cycle facilities on sections of David Low Way, south of Emu Mountain Road
- complete the Riverway Cycleway between Tewantin and Noosaville
- commence sections of the on-road cycleway on David Low Way and Mooloolaba Road
- commence and complete cycling facilities on Anzac Avenue between Rothwell and Westfield North Lakes.

Complete construction of a two lane boat ramp at Uhlmann Road, in Caboolture.

Complete construction on the cycle link between Maroochy Bridge and David Low Way. This project will provide a vital transport connection for the Pacific Paradise, Twin Waters, Mudjimba and Maroochydhore communities.

Complete the duplication of the Glasshouse Mountain Road (Steve Irwin Way) between the Mooloolah Connection Road and the Caloundra Interchange at Landsborough. This project will improve safety for road users, reduce congestion, cater for future traffic growth, and improve flood immunity.

Continue duplication of the Houghton Highway to improve safety and travel times between the Redcliffe Peninsula and Brighton in Brisbane's north. This will include refurbishing and asphalt surfacing on the existing Houghton Highway Bridge, demolishing the existing Hornibrook Highway Bridge, and construction of a replica section of the Hornibrook Highway Bridge, with an attached fishing platform at Hays Inlet.

Commence median treatment, vegetation clearing and intersection planning to improve the Bruce Highway between Caboolture and Curra, as part of the Nation Building Program, funded by the Australian Government.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Provide projects through Safer Roads Sooner:

- commence monitoring the impact of traffic slowing measures to determine the feasibility of installing traffic signals at the intersection of Nambour Connection Road and Blackall Street, at Woombye
- complete intersection improvements on the Caboolture-Bribie Island Road and the D'Aguilar Highway
- commence installation of median barriers at various locations on the Bruce Highway south of the Caloundra Interchange.

Complete upgrade of the Nicklin Way-Erang Street intersection, at Currimundi, as part of the Black Spot Program, funded by the Australian Government. The project will enhance road user safety, reduce congestion and provide for future traffic growth.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence sealing on a section of Sandy Creek Road, north west of Sandy Creek
- commence construction of footpaths on Werin Street, at Tewantin State School.

Commence planning for the Moreton Bay Rail Link, which will connect the Redcliffe Peninsula to Petrie. The project involves a 12.6km rail line connecting the existing network at Petrie Station and will include six new stations at Kallangur, Murrumba Downs, Mango Hill (North Lakes), Kinsellas Road, Rothwell and Kippa-Ring.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Complete upgrade and retrofit of fauna movement structures to reduce native fauna mortality at strategic locations identified in the South East Queensland Koala Retrofit Program, as part of the Premier's Koala Taskforce.

Continue to ensure that all roads projects involve work with other appropriate departments and traditional landowners to ensure all necessary environmental approvals are in place.

Implement the Memorandum of Understanding (MOU) between TMR and Sunshine Coast Regional Council to help clean up graffiti and litter on the coast for another 12 months.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including completing work on the bridge over Six Mile Creek on the Beerburum Road, at Elimbah.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continue to monitor six variable message signs as part of a trial on the Bruce Highway at Black Mountain, Federal, Coles Creek, Tuckekoi, Traveston and Kybong, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Complete the installation of additional web cameras on key routes across south east Queensland for road users to access via the 131940 traffic information website.

Continue to provide traffic response units on the Sunshine Coast to manage congestion. The traffic response units provide quick clearance and traffic control for road hazards, such as crash sites.

# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(4)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(4)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Sunshine Coast	QTP2101	David Low Way <sup>(3)</sup>	Cycleway	300		300				Preliminary design
	QTPPE4200	Maroochydore	Pontoon	310		40	270			Construct pontoon or floating walkway at Bradman Avenue
	TTAPE3405	Maroochydore <sup>(3)</sup>	Bus station	5,550	350	5,200				Construct new bus station
	TTAPE3405	Noosa Junction <sup>(3)</sup>	Bus station	5,000	1,300	3,700				Construct new bus station
	Ao1883	Caboolture to Beerburrum <sup>(3)</sup>	CityTrain MetTRIP track infrastructure upgrades	641,066	625,560	13,652				Finalise works and project costs
<b>Subtotal: Sunshine Coast</b>				<b>652,226</b>	<b>627,210</b>	<b>22,892</b>	<b>270</b>			
Moreton Bay	QTPPE4200	Beachmere	Floating walkway	345		40	305			Construct floating walkway at Saint Smith Road
	QTPPE4200	Caboolture	Boat ramp	863	618	245				Construct boat ramp at Uhlmann Road
	TTAPE3405	Murrumba Downs (North Lakes Shopping Centre) <sup>(3)</sup>	Bus station	3,750	350	3,400				Construct new bus station
	AONew4	Lawnton to Petrie <sup>(3)</sup>	Rail upgrade	165,000				25,000	80,000	Construct third track
	QTPNEW02	Petrie to Redcliffe <sup>(3)</sup>	Moreton Bay Rail Link	1,147,000						Construct new rail line
<b>Subtotal: Moreton Bay</b>				<b>1,316,958</b>	<b>968</b>	<b>3,685</b>	<b>305</b>	<b>25,000</b>	<b>80,000</b>	
<b>Total: North Coast Region<sup>(4)</sup></b>				<b>1,969,184</b>	<b>628,178</b>	<b>26,577</b>	<b>575</b>	<b>25,000</b>	<b>80,000</b>	

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) This is a SEQIPP approved project.
- (4) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.
- (5) Cashflows to be determined, pending agreement with the Australian Government and Moreton Bay Regional Council.

# National Network

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Moreton Bay	250/10A/901	034307-09QLD-NP	Bruce Highway (Brisbane - Gympie)	Interchanges at Boundary Road, Bribie Island Road, Pumicestone Road and Johnston Road	2,000	2,000		1,445	555				Undertake concept planning
<b>Subtotal: Moreton Bay</b>									<b>555</b>				
Sunshine Coast	263/10A/2	034313-09QLD-NP	Bruce Highway (Brisbane - Gympie)	3.01 - 12.35km and 101.61 - 138.28km	2,200	2,200			1,290	910			Undertake miscellaneous works
	263/10A/7 <sup>(ii)</sup>		Bruce Highway (Brisbane - Gympie)	51.50 - 52.50km	1,500		1,500		400	1,100			Install median barrier/s
	263/10A/8 <sup>(ii)</sup>		Bruce Highway (Brisbane - Gympie)	58.90 - 59.90km	1,350		1,350		400	950			Install median barrier/s
	263/10A/9	034313-09QLD-NP	Bruce Highway (Brisbane - Gympie)	26.12 - 146.66km	4,250	4,250			2,780	1,470			Treat hazardous objects close to roads
	263/10A/10	034307-09QLD-NP	Bruce Highway (Brisbane - Gympie)	42.11 - 42.95km	1,500	1,500			1,500				Improve interchange
	80/10A/67	CQZH51	Bruce Highway (Brisbane - Gympie)	Yandina - Cooroy	110,827	107,601	3,226	110,401	426				Duplicate two to four lanes
	263/10A/201 <sup>(i)</sup>		Bruce Highway (Brisbane - Gympie)	Between Caloundra and Caboolture	275		275	175	100				Monitor real time traffic flow
	80/10A/815	033226-08QLD-NP	Bruce Highway (Brisbane - Gympie)	Southbound lane (72.61 - 75.54km)	22,350	22,350		3,753	18,597				Rehabilitate pavement
<b>Subtotal: Sunshine Coast</b>									<b>25,493</b>	<b>4,430</b>			
Australian Government			Caboolture - Caloundra upgrade						8,980	20,500	160,710		
			Corridor management (environment)						8	1	2		
			Corridor management (road safety)						569				
			Enhanced capacity						500				
			Programmed maintenance						1,155				
			Rehabilitation						1,026				
			Routine maintenance						901				
			Traffic operations						8				
<b>Subtotal: Australian Government</b>									<b>36,179</b>	<b>20,501</b>	<b>160,712</b>		

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved		Indicative		Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Queensland Government				Routine maintenance					1,040				
				Natural Disaster Relief and Recovery Arrangements					99				
				Traffic operations					1,810	1,934	4,045		
<b>Subtotal: Queensland Government</b>									<b>5,866</b>	<b>6,364</b>	<b>4,045</b>		
<b>Gross region allocation</b>									<b>42,045</b>	<b>26,865</b>	<b>164,757</b>		
<b>Net region allocation</b>									<b>42,045</b>	<b>26,865</b>	<b>164,757</b>		



## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Funded by the Queensland Government's Safer Roads Sooner program.
- (3) Funded under the Traffic Management Initiative for south east Queensland.



## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(3)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Moreton Bay	25/40A/36	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Caboolture northern bypass (Bruce Highway - Old Gympie Road)	21,000	16,468	4,532				Construct two lane bypass
	250/120/1 <sup>(5)</sup>	LRRS	Redcliffe	Anzac Avenue / Ashmole Road intersection	1,130	50	580	500			Improve traffic signals
	250/120/2 <sup>(5)</sup>	LRRS	Redcliffe	Deception Bay Road / Anzac Avenue intersection	910		300	610			Construct additional lane/s
	165/120/901	LRRS	Redcliffe	Deception Bay Road / Anzac Avenue intersection	800		800				Undertake concept planning
	97/120/901	LRRS	Redcliffe	Petrie - Bruce Highway	2,575	670	1,905				Undertake concept planning
	97/120/903	LRRS	Redcliffe	Mango Hill - Dohles Rocks Road	2,120	270	1,850				Undertake concept planning
	25/121/7 <sup>(6)</sup>	LRRS	Deception Bay	Bruce Highway - Lipscombe Road	124,000	2,046				121,954	Duplicate two to four lanes
	165/122/35	LRRS	Brighton - Redcliffe	Hornibrook Bridge (Ted Smout Bridge)	315,000	265,940	49,060				Construct bridge/s and approaches
	25/125/901 <sup>(7)</sup>	SR	Deception Bay - Bribie Island	Boundary Road - Bribie Island Road	14,106				2,500	11,606	Undertake concept planning
	25/126/31	LRRS	Caboolture - Bribie Island	Aerodrome Road - Pasturage Road	34,900	32,477	2,423				Duplicate two to four lanes
	250/126/201 <sup>(5)</sup>	LRRS	Caboolture - Bribie Island	Bestmann Road roundabout	142	90	52				Improve intersection
	250/126/901	LRRS	Caboolture - Bribie Island	Sections : 11.30 - 18.22km (Bestmann Road west - Pumicestone Channel)	6,335	2,782	3,000	553			Undertake concept planning
	250/127/1 <sup>(5)</sup>	LRRS	Beerburrum	6.10 - 6.89km	400		100	300			Widen and seal shoulder/s
	25/127/6 <sup>(8)</sup>	LRRS	Beerburrum	Six Mile Creek	11,110	5,807	5,303				Replace bridge/s
	250/401/2 <sup>(5)</sup>	LRRS	Brisbane - Woodford	Various locations	1,556	80	1,476				Install/replace guardrail/s
	25/401/303	LRRS	Brisbane - Woodford	Sections : Lewington Road - D'Aguilar Highway	3,650	3,431	219				Rehabilitate and widen
	250/403/1 <sup>(5)</sup>	LRRS	South Pine	Kremzow Road intersection	482		482				Improve traffic signals
	250/403/2 <sup>(5)</sup>	LRRS	South Pine	Flamingo Drive intersection	870		270	600			Improve traffic signals
	25/406/16 <sup>(6)</sup>	LRRS	Burpengary - Caboolture	Bruce Highway - Gaffield Street	153,129	4,264	4,494	23,820	58,551	62,000	Duplicate two to four lanes
250/492/1 <sup>(5)</sup>	SR	Kilcoy - Beerwah	4000 Range	1,100	110	990				Install roadside and surface delineation	
250/493/201 <sup>(5)</sup>	LRRS	Maleny - Stanley River	Postmans Track	225	25	200				Install roadside and surface delineation	
250/4032/1 <sup>(5)</sup>	LRRS	Strathpine - Samford	Sections : 1.50 - 2.95km and 3.40 - 4.10km	1,050	40	1,010				Install/replace guardrail/s	
<b>Subtotal: Moreton Bay</b>							<b>79,046</b>	<b>26,383</b>	<b>61,051</b>		
Somerset	71/40A/18	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Kilcoy Bypass (east of Saleyard Road - Hope Street)	40,000	2,874			851	36,275	Construct bypass - sealed standard
	260/40B/1 <sup>(5)</sup>	SS	D'Aguilar Highway (Kilcoy - Yarraman)	41.00 - 46.00km	400	50	350				Install/replace guardrail/s
	260/40B/2 <sup>(5)</sup>	SR	D'Aguilar Highway (Kilcoy - Yarraman)	26.75 - 27.50km	1,000	300	700				Provide heavy vehicle parking
	260/405/1 <sup>(5)</sup>	LRRS	Esk - Kilcoy	Various locations	2,000	100	1,900				Install/replace guardrail/s

Local government	Project number <sup>(6)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Somerset (continued)	52/412/11 <sup>(8)</sup>	LRRS	Forest Hill - Fernvale	Slip Gully	3,200	3,200					Replace bridge/s and approaches
	52/412/12 <sup>(8)</sup>	LRRS	Forest Hill - Fernvale	Lockyer Creek	6,620	6,620					Replace bridge/s and approaches
	52/414/15	LRRS	Esk - Hampton	Redbank Creek No. 3	3,600					3,600	Replace bridge/s
<b>Subtotal: Somerset</b>								<b>2,950</b>		<b>851</b>	
Sunshine Coast	76/132/21	SR	Caloundra	Bruce Highway - Pierce Avenue	80,000	78,228	1,772				Duplicate two to four lanes
	263/132/201 <sup>(9)</sup>	SR	Caloundra	Bellvista Boulevard roundabout	300	30	270				Reprofile existing pavement and add safety seal
	263/133/201 <sup>(9)</sup>	LRRS	Maroochydore - Noosa	Various locations	55	50	5				Provide tow trucks
	263/135/1 <sup>(6)</sup>	LRRS	Maroochydore - Mooloolaba	Sections : 1.19 - 1.32km	500		100	400			Install route lighting
	80/136/14	SR	Maroochydore	Bruce Highway - Pike Street	85,157	84,155	1,002				Construct to new sealed four lane standard
	80/136/304 <sup>(10)</sup>	SR	Maroochydore	Bruce Highway - Kunda Park	18,000	1,682	16,318				Improve interchange
	263/138/1 <sup>(6)</sup>	LRRS	Yandina - Coolumb	Central Avenue / Yungar Street intersection	800		200	600			Install traffic signals
	76/139/901 <sup>(7)</sup>	SR	Bells Creek	Bruce Highway - Caloundra Road	5,000			2,000	3,000		Undertake concept planning
	80/140/16	SR	Eumundi - Noosa	o - 14.29km	1,600	539	1,061				Undertake planning study
	263/140/301	SR	Eumundi - Noosa	Duke Road - Emu Mountain Road	23,300				4,660	18,640	Rehabilitate and widen
	92/141/11	LRRS	Kin Kin	Six Mile Creek	22,711	703			1,000	21,008	Construct bridge/s and approaches
	92/142/301	SR	Cooroy - Noosa	Swift Drive - Hayward Road West	5,963	5,021	942				Rehabilitate and widen
	80/150A/801	SR	Sunshine Motorway (Tanawha - Mooloolaba)	o - 4.00km	9,221	7,079	2,142				Rehabilitate pavement
	76/151/2	SR	Caloundra - Mooloolaba	Caloundra Road - Creekside Boulevard	80,209	73,209	7,000				Construct to new sealed two lane standard
	76/151/3 <sup>(9)</sup>	SR	Caloundra - Mooloolaba	Creekside Boulevard - Kawana Town Centre	24,800	10,800	14,000				Undertake early works for duplication from two to four lanes
	263/151/901	SR	Caloundra - Mooloolaba	1.60 - 14.00km	3,000	22	2,978				Undertake concept planning
	76/151/902	SR	Caloundra - Mooloolaba	Creekside Boulevard - Mooloolah River interchange	5,656	5,021	635				Undertake concept planning
	263/153/2 <sup>(9)</sup>	SR	Nicklin Way	7.50 - 7.56km	250			250			Install traffic signals
	80/484/309	SR	Eumundi - Kenilworth	East of Archer Road - east of Belli Creek No. 1	6,650	5,816	834				Rehabilitate and widen
	80/489/902 <sup>(7)</sup>	SR	Nambour Connection	Bruce Highway - Panorama Drive	3,000	1,000	2,000				Undertake concept planning
76/490/8	SR	Glasshouse Mountains	Mooloolah Connection Road - Caloundra interchange	39,788	31,288	8,500				Duplicate two to four lanes	
263/490/301	SR	Glasshouse Mountains	Bowen Road - Amy Drive	24,300				4,860	19,440	Rehabilitate and widen	
263/493/2 <sup>(9)</sup>	LRRS	Maleny - Stanley River	Mears Lane - Peachester Road	230			230			Rehabilitate and widen	
76/495/15	SR	Maleny - Kenilworth	Reesville Road	4,030	2,704	1,326				Improve intersection	
76/495/16	SR	Maleny - Kenilworth	Conondale - Cambronn Creek	600	502	98				Undertake planning study	

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(b)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11	2011-12	2012-13 to 2013-14	Beyond	
							\$'000	\$'000	\$'000	\$'000	
Sunshine Coast (continued)	76/495/304	SR	Maleny - Kenilworth	Cambroon Creek - Booloomba Creek Road	6,124	1,297	2,000	2,827			Rehabilitate and widen
	263/496/1 <sup>(c)</sup>	LRRS	Nambour - Mapleton	6.20 - 8.00km (near Dulong Lookout)	800	100	700				Reprofile existing pavement and add safety seal
	80/496/304	LRRS	Nambour - Mapleton	Willandra Place - Mapleton	6,500	971	5,529				Rehabilitate and widen
	263/497/2 <sup>(c)</sup>	LRRS	Maleny - Montville	6.70 - 6.90km	200			200			Provide fatigue management measures including signage and delineation
<b>Subtotal: Sunshine Coast</b>							<b>69,412</b>	<b>6,507</b>	<b>13,520</b>		
Region (yet to be allocated to a local government)			Corridor management (environment)				1,208	1,281	2,797		
			Corridor management (road safety)				11,312	12,252	25,515		
			Enhanced capacity				50	3,762	373		
			Funding commitment for SEQIPP projects				5,196				
			Natural Disaster Relief and Recovery Arrangements				30				
			Programmed maintenance				13,099	12,294	24,324		
			Rehabilitation				5,871	4,652	4,439		
			Routine maintenance				10,199	12,899	27,982		
			Strategic transport planning				2,290	2,290	4,580		
		Traffic operations				4,317	4,561	10,124			
<b>Subtotal: works and planning</b>							<b>204,980</b>	<b>86,881</b>	<b>175,556</b>		
<b>Subtotal: region works allocation</b>							<b>204,980</b>	<b>86,881</b>	<b>175,556</b>		
			Corridor land management				2,247	2,247	4,494		
			Network operations				3,622	3,622	7,244		
			Program development and management				521	521	1,042		
			Road system planning				3,340	3,190	6,380		
<b>Subtotal: region works and stewardship</b>							<b>214,710</b>	<b>96,461</b>	<b>194,716</b>		
			Asset acquisitions				700	700	1,400		
<b>Gross region allocation</b>							<b>215,410</b>	<b>97,161</b>	<b>196,116</b>		
			Operational revenue				(186)	(186)	(372)		
<b>Net region allocation</b>							<b>215,224</b>	<b>96,975</b>	<b>195,744</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Safer Roads Sooner program.
- (6) This is a SEQIPP approved project. The estimated cost is subject to refinement pending finalisation of planning and design.
- (7) This is a SEQIPP approved planning project. The overall project cost estimate is subject to the completion of the planning processes.
- (8) Funded by the Queensland Government's Regional Bridge Renewal Program.
- (9) Funded under the Traffic Management Initiative for south east Queensland.
- (10) This is a SEQIPP approved project.

# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(d)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Moreton Bay	250/LGSG/001	Narangba Valley	Construct cycleway / footpath/s	71	36	36						36		G
	250/LGSH/002	Christ the King Primary School	Construct footpath/s	64	32	32			23	23		9		H
	250/LGSH/003	Lawnton Special School (Lawnton Pocket Road)	Install pedestrian refuge	30	15	15			15	15				H
	250/LGSH/004	Burpengary Meadows State School	Construct additional lane/s	135	68	68						68		H
	250/LGSH/005	Burpengary State School (Station Road)	Install/retrofit pedestrian crossing/s and facilities	55	28	28						28		H
	250/LGSI/002	Bribie Island State School	Provide passenger set-down facilities	60	30	30			30	30				I
	250/LGSI/003	Genesis Christian College (Youngs Crossing Road)	Install/upgrade bus shelter/s	20	10	10			10	10				I
	250/LGSI/004	Redcliffe State High School	Install/upgrade bus shelter/s	20	10	10			10	10				I
	250/LGSI/009 <sup>(a)</sup>	Dohles Rocks Road / Ogg Road intersection	Improve traffic signals	5,000	4,000		1,000	800	200	200				J
	250/LGSA/001	Oakey Flat Road (Burpengary Creek - Raynbird Road)	Construct to new sealed two lane standard	1,500	1,165	335			335	335				R
	250/LGSD/001	Klingner Road / Prince Edward Parade	Improve intersection	250	135	115			115	115				R
	250/LGSD/002	Thurecht Parade (Oyster Point Esplanade - Fifth Avenue)	Overlay asphalt (75mm)	205	103	102			102	102				R
	25/LGSA/007	Raynbird Road (Roberts Road - quarry entrance)	Widen and overlay	3,000	2,452	548		75	472	472				R
	97/LGSL/007	TMR / local government alliance - Northern South East Queensland Regional Road Group	Develop technical capability	140		140		60	20	20		60		R
97/LGSD/033	Old Gympie Road (Anzac Avenue - Ann Street)	Widen to four lanes	5,691	5,236	455			455	455				R	
<b>Subtotal: Moreton Bay</b>										<b>1,788</b>	<b>200</b>			
Somerset	260/LGSH/001	Tarampa State School (Manthey Road)	Provide passenger set-down facilities	16	8	7			7	7				H
	260/LGSI/001	West Moreton Anglican College and Rosewood State High School (Talleghalla Road)	Install/upgrade bus shelter/s	4	2	2			2	2				I
	260/LGSI/002	Esk State School and Coominya State School (Willaura Drive)	Improve bus routes	17	8	8			8	8				I
	260/LGSI/003	Lowood State School and Lowood State High School (O'Reillys Weir Road)	Install/upgrade bus shelter/s	13	7	7			7	7				I

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Somerset (continued)	260/LGSI/004	Lowood State School and Lowood State High School (Prospect Street - east of shelter no. 5129)	Install/upgrade bus shelter/s	4	2	2			2	2			I	
	260/LGSI/005	Lowood State School and Lowood State High School (Prospect Street - west of shelter no. 5129)	Install/upgrade bus shelter/s	4	2	2			2	2			I	
	260/LGSI/006	Tarampa State School (Manthey Road)	Install/upgrade bus shelter/s	4	2	2			2	2			I	
	260/LGSI/007	Tarampa State School (Lowood - Minden Road - south of Stoney Gully Road)	Install/upgrade bus shelter/s	4	2	2			2	2			I	
	260/LGSI/008	Tarampa State School (Lowood - Minden Road - north of Stoney Gully Road)	Install/upgrade bus shelter/s	4	2	2			2	2			I	
	260/LGSI/009	Tarampa State School	Upgrade passenger set-down facilities and bus shelter	32	16	16					16		I	
	260/LGSI/010	Minden State School	Upgrade passenger set-down facilities and bus shelter	39	20	20					20		I	
	260/LGSI/011	Kilcoy State School (Doyles Road)	Upgrade passenger set-down facilities and bus shelter	28	14	14					14		I	
	260/LGSI/003 <sup>(d)</sup>	Banks Creek Road (Powells Road - Savages Crossing)	Pave and seal	176			176		176	176			J	
	260/LGSA/001	Fernvale Road (0 - 0.60km)	Rehabilitate and widen	250	125	125			125	125			R	
	260/LGSB/001	Mary Smokes Creek Road (2.61km)	Replace / upgrade causeway/s	260	130	130			130	130			R	
	260/LGSA/002	Esk - Crows Nest Road (22.30 - 25.00km)	Construct to new sealed two lane standard	90	45	45			45	45			R	
	260/LGSA/003	Runnymede Road (0 - 1.80km)	Construct to sealed standard	36	18	18			18	18			R	
	260/LGSA/005	Sandy Creek Road (11.46 - 12.61km)	Construct to sealed standard	232	117	115			75	75	40		R	
	260/LGSR/005	Mount Kilcoy Road (Walshes Crossing - Kilcoy Creek)	Install culvert/s	610	310	300					80	220	R	
	260/LGSA/006	Glamorganvale Road (0 - 0.95km)	Rehabilitate and widen	150	75	75			75	75			R	
	260/LGSA/007	Atkinsons Dam Road (10.50 - 12.50km)	Rehabilitate pavement	75	38	38			38	38			R	
<b>Subtotal: Somerset</b>									<b>716</b>	<b>170</b>				
Sunshine Coast	263/LGSG/001	Tewantin State School (Werin Street)	Construct cycleway/s	200	100	100			50	50	50		G	
	263/LGSG/002	Matthew Flinders Anglican College (Ballinger Road)	Construct cycleway/s	170	85	85			60	60	25		G	
	263/LGSG/003	Sippy Downs Drive	Construct cycleway/s	115	58	58			58	58			G	
	263/LGSG/004	Bli Bli State School (Lefoes Road)	Construct cycleway/s	25	12	12			12	12			G	
	263/LGSG/005	Our Lady of the Rosary (Alfred Street)	Construct cycleway/s	40	20	20			20	20			G	
	263/LGSG/006	Snowdrop Road Reserve	Construct cycleway / footpath/s	210	105	105					105		G	
	263/LGSG/007	Havana Road East	Construct cycleway / footpath/s	100	50	50					50		G	



Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Sunshine Coast (continued)	263/LGSH/001	Burnside State High School (Windsor Road / Blaxland Road intersection)	Improve drainage	30	15	15			15	15			H	
	263/LGSH/002	Glenview State Primary (Glenview Road)	Install/retrofit pedestrian crossing/s and facilities	40	20	20			15	15	5		H	
	263/LGSH/003	Cooroy State School (Elm Street / Lake MacDonald Drive intersection)	Install pedestrian refuge	80	40	40			30	30	10		H	
	263/LGSH/004	Cooroy State School	Construct footpath/s	250	125	125					9	116	H	
	263/LGSH/005	Meridan College (Meridan Way / Parklands Boulevard)	Install traffic signals	450	225	225					10	214	H	
	263/LGSI/001	Cooroy State School (Elm Street)	Provide passenger set-down facilities	60	30	30			30	30			I	
	263/LGSI/002	Caloundra State High School	Provide passenger set-down facilities	480	240	240			120	120	120		I	
	263/LGSI/003	Sunshine Beach State Primary (Bicentennial Drive)	Install/upgrade bus shelter/s	20	10	10			10	10			I	
	263/LGSI/004	Conondale State School	Install/upgrade bus shelter/s	26	13	13			13	13			I	
	263/LGSI/005	Conondale State Primary	Install/upgrade bus shelter/s	30	15	15			15	15			I	
	263/LGSI/006	Yandina State School	Provide passenger set-down facilities	200	100	100			86	86	14		I	
	263/LGSI/007	Beerburum State School (south west section)	Provide passenger set-down facilities	97	48	48			48	48			I	
	263/LGSI/008	Ananda Marrga River School (stage 1)	Widen and seal	215	108	108					108		I	
	263/LGSI/009	Beerwah Primary School	Provide passenger set-down facilities	230	115	115					115		I	
	263/LGSI/010	Caloundra State High School (stage 2)	Provide passenger set-down facilities	370	185	185					185		I	
	263/LGSI/011	Kawana Waters College	Upgrade passenger set-down facilities and bus shelter	80	40	40					40		I	
	263/LGSI/012	Maleny-Kenilworth Road (Maleny schools)	Provide passenger set-down facilities	60	30	30					30		I	
	263/LGSI/009 <sup>(a)</sup>	William Street / George Street intersection	Install islands on approaches	60			60		60	60			J	
	263/LGSI/010 <sup>(a)</sup>	Wises Road and Kayleigh Street	Install traffic signals	50			50		50	50			J	
	263/LGSA/001	Buccleugh Street	Construct bridge/s and approaches	1,160	880	280			280	280			R	
	263/LGSR/001	Albatross Street / Beerburum Street intersection	Improve bus routes	150	75	75			75	75			R	
263/LGSA/004	Evans Street	Duplicate two to four lanes	4,980	3,060	1,920			300	300	1,620		R		
263/LGSA/005	South Coolum Road	Upgrade to two lanes	5,000	4,620	380			380	380			R		
263/LGSR/006	Evans Street (Plaza Parade - Maroochydore Road)	Construct to new sealed four lane standard	5,000	3,080	1,920			500	500	500	920	R		
80/LGSL/008	TMR / local government alliance - Northern South East Queensland Regional Road Group	Develop technical capability	240	120	120		40	20	20	60		R		

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Sunshine Coast (continued)	80/LGSA/010	Sippy Downs Drive (Stringybark Road - University Way)	Upgrade to two lanes	14,556	14,176	380					380		R	
	92/LGSA/010	Inner Cooroy bypass	Construct bypass - sealed standard	1,500	1,220	280			280	280			R	
<b>Subtotal: Sunshine Coast</b>											<b>2,528</b>	<b>3,436</b>		
<b>Gross region allocation</b>											<b>5,031</b>	<b>3,805</b>		
Revenue										0	0			
<b>Net region allocation</b>											<b>5,031</b>	<b>3,805</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.
- (4) Funded by the Australian Government’s Black Spot Program.





## Darling Downs Region

The opening of the Quart Pot Creek footbridges  
Stanthorpe, November 2009

# Darling Downs



- Legend**
- National road network
  - State strategic road network
  - State regional and other district road
  - National rail network
  - Other railway
  - Local government boundary



# Regional profile

## Overview

Darling Downs Region covers an area of approximately 77,389km<sup>2</sup>, or around 4.5% of Queensland. It extends from Miles in the north to the New South Wales border in the south, and from Crows Nest, Toowoomba and Warwick in the east to Glenmorgan in the west.

Darling Downs Region has a resident population of approximately 237,211 people and is home to approximately 5.4% of Queensland's total population.

The state-controlled road network in the region is 4,297km in length, and includes 635km of the National Network.

The transport and road network supports a diverse array of industries including retail, tourism, sport, education, manufacturing, freight and construction; agriculture including beef cattle, fruit, dairy cattle, sheep, viticulture, cotton and grain; and mining including coal, oil and gas.

Darling Downs Region has offices located in Toowoomba and Warwick. The region includes the local governments of Western Downs Regional Council, Goondiwindi Regional Council, Southern Downs Regional Council and Toowoomba Regional Council.

## Major challenges

- Ensuring safe and efficient travel conditions for transport and road users.
- Supporting economic development by assisting freight movement associated with established industries such as tourism, grain growing and pastoral activities; supporting the oil and gas industries and the emerging freight hubs.
- Maintaining and managing an aging transport and road network in rural and fast growing regional communities.

- Continuing to develop our capability to manage and operate the transport and road network through our people, local governments and the private sector.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Continued Toowoomba sub-regional transport study to assess current and future demands of public transport, freight and road network in Toowoomba. This will inform road and public transport network plans, support forecast growth, help manage heavy vehicle impacts, and guide the development of management plans for individual links.

Commenced widening and rehabilitation on sections of the Leichhardt Highway between Taroom and Goondiwindi, to meet width standards and reduce roughness of the road.

Commenced investigation for a future Warwick bypass.

Completed concept planning layouts for future duplication to four lanes for some of the major arterial links in Toowoomba and surrounds.

Continued the delivery of the regional cycle network:

- completed 5.8km of on-road and off-road cycleway along West Street connecting the University of Southern Queensland to the Toowoomba central business district
- completed 2.4km of off-road cycleway along the New England Highway at Highfields, between Cawdor Road to Highfields State School
- completed the McDougall Street and Hargrave Street Cycleway, including a 2.5 metre off-road cycleway through parkland.

Commenced rehabilitation on a section of the New England Highway south of Drayton Connection Road, in Toowoomba.

Completed rehabilitation on sections of the Cunningham Highway between Inglewood and Goondiwindi, and on the main street through Yelarbon.

Continued rehabilitation on sections of Toowoomba-Cecil Plains Road.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Provided projects through Safer Roads Sooner:

- commenced shoulder widening and sealing on the Barwon Highway, west of Goondiwindi
- commenced construction of caravan pull-over areas on the Leichhardt Highway
- commenced sealing of various unsealed sections on the Warra-Kogan Road, north of Kogan
- completed shoulder widening and sealing on Chinchilla-Tara Road

- completed a range of safety improvements to address driver fatigue management at various locations in Western Downs Regional Council.

Commenced widening and overlay on sections of the Oakey-Cooyar Road about 15km north of Oakey, to improve safety for road users.

Completed intersection improvements and installed guardrails and traffic islands on a number of intersections and tourist routes in Southern Downs Regional Council, as part of the Black Spot Program, funded by the Australian Government.

Completed construction of an underpass to separate students from traffic at St Marys Primary School on Wood Street (Cunningham Highway), in Warwick.

Completed level crossing upgrades at five sites, as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed passenger set-down facilities, in Goondiwindi
- completed works to replace the bridge across Inveramsay Road, east of Allora.

Completed flood damage and restoration works on the road network damaged by flooding in January 2008, as part of the Natural Disaster Recovery and Relief Arrangements, jointly funded by the Queensland Government and Australian Government.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Commenced pest control management as part of an ongoing five-year program to eradicate declared weeds.

Commenced collection of key environmental data including weeds, cultural heritage and degraded sites to improve impact assessments of road projects.

Continued to develop road construction and maintenance practices to:

- maintain biodiversity through reduced clearing, weed control and replanting
- minimise land degradation
- minimise noise and vibration
- maximise the re-use of materials, including commencing significant re-use of salvaged timber components from replacement bridge projects for repairs on existing bridges.

Continued to participate in key environmental stakeholder groups, such as the Chilean Needle Grass Working Group.

Continued strategic environmental investigations undertaken for key link roads.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including:

- commenced work on the bridge over Wilkie Creek on the Dalby-Kogan Road
- completed work on the bridge over Oaky Creek on the Inglewood-Texas Road.

Completed work to replace the old timber bridge and approaches over Barwon River on the Talwood-Boonanga Road south of Talwood with a new concrete bridge, as part of the Strategic Regional Program, funded by the Australian Government and Goondiwindi Regional Council.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Commenced working with key stakeholders in the region to effectively plan for future road infrastructure requirements associated with the coal and energy industry in the Surat Basin.

## **Key deliverables 2010-11 to 2011-12**

### **Objective 1: A sustainable transport system which promotes economic growth and enhances liveability**

Continue Toowoomba sub-regional transport study to assess current and future demands of public transport, freight and road network in Toowoomba. This will inform road and public transport network plans, support forecast growth, help manage heavy vehicle impacts, and guide the development of management plans for individual links.

Continue widening and rehabilitation on sections of the Leichhardt Highway between Taroom and Goondiwindi, to meet width standards and reduce roughness of the road.

Continue investigation for a future Warwick bypass.

Continue the delivery of the regional cycle network, including improvements to the cycleway along the West Creek Corridor and Ruthven Street.

Commence upgrade of floodways and rehabilitation of sections on the Cunningham Highway, between Inglewood and Goondiwindi.

Continue rehabilitation on a section of Toowoomba-Cecil Plains Road.



Continue rehabilitation on sections of the New England Highway, south of Drayton Connection Road.

Commence sealing on a section of the Bunya Mountains-Maclagan Road, near Rangemore School.

Commence widening and sealing on sections of the Bunya Highway, between Walkers Creek and Porters Gap.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Provide projects through Safer Roads Sooner:

- continue shoulder widening and sealing on the Barwon Highway, west of Goondiwindi
- complete construction of caravan pull-over areas on the Leichhardt Highway
- continue sealing of unsealed sections on the Warra-Kogan Road, north of Kogan
- commence shoulder widening and delineation on the Warrego Highway, east of Warra and Drayton Connection Road.

Continue widening and overlay on sections of the Oakey-Cooyar Road about 15km north of Oakey, to improve safety for road users.

Commence several projects to address hazard removal and delineation on roads in the Southern Downs Regional Council, as part of the Black Spot Program, funded by the Australian Government.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence safety improvements in Inglewood, Texas and Goondiwindi
- commence the construction of cycleways at various locations.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continue pest control management as part of an ongoing five-year program to eradicate declared weeds.

Continue collection of key environmental data including weeds, cultural heritage and degraded sites to improve impact assessments of road projects.

Continue to develop road construction and maintenance practices to:

- maintain biodiversity through reduced clearing, weed control and replanting
- minimise land degradation
- minimise noise and vibration
- maximise the re-use of materials, including commencing significant re-use of salvaged timber components from replacement bridge projects for repairs on existing bridges.

Continue to participate in key environmental stakeholder groups, such as the Chilean Needle Grass Working Group.

Continue strategic environmental investigations undertaken for key link roads.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including continuing work on the bridge over Wilkie Creek, on Dalby-Kogan Road.

Commence work to replace the old timber bridge over Ashall Creek, on Dalby-Cecil Plains Road with a new concrete bridge.

Commence work to replace the old timber bridge over Wieambilla Creek, on Kogan-Condamine Road with a new concrete bridge.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continue working with key stakeholders in the region to effectively plan for future road infrastructure requirements associated with the coal and energy industry in the Surat Basin.

Commence a household travel survey to determine travel behaviour and establish primary source data for the future integrated regional transport plan for Darling Downs.



# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(1)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(2)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Various local governments	Ao1858	Columboola mine site, Darling Downs	Columboola to Fishermans Island Rail upgrade	19,863	8,311	11,552				Upgrade track including re-sleeping, formation strengthening, and turnout and timber bridge replacement
<b>Subtotal: Various local governments</b>				<b>19,863</b>	<b>8,311</b>	<b>11,552</b>				
<b>Total: Darling Downs Region<sup>(3)</sup></b>				<b>19,863</b>	<b>8,311</b>	<b>11,552</b>				

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.

# National Network

Local government	Project number <sup>(4)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Southern Downs	262/17B/200 <sup>(4)</sup>		Cunningham Highway (Ipswich - Warwick)	Albion Street / Wood Street / Wallace Street intersection	180	180			180				Install roadside and surface delineation
	262/17B/201 <sup>(3)</sup>		Cunningham Highway (Ipswich - Warwick)	Various locations	570		570		170	400			Install roadside and surface delineation
	262/22C/200 <sup>(4)</sup>		New England Highway (Warwick - Wallangarra)	0 - 97.06km	600	600			600				Treat hazardous objects close to roads
<b>Subtotal: Southern Downs</b>									<b>950</b>	<b>400</b>			
Toowoomba	265/18A/1 <sup>(3)</sup>		Warrego Highway (Ipswich - Toowoomba)	Toowoomba Range	1,190		1,190			290	900		Install signs
	265/18B/2 <sup>(2)</sup>		Warrego Highway (Toowoomba - Dalby)	Brimblecombs Road westbound	2,000	2,000			2,000				Construct additional lane/s
	265/18B/202 <sup>(3)</sup>		Warrego Highway (Toowoomba - Dalby)	Various locations	350		350		100	250			Install signs
	265/28A/1 <sup>(3)</sup>		Gore Highway (Toowoomba - Millmerran)	Drayton Connection Road - Westbrook Road	710		710		210	500			Seal shoulder/s
<b>Subtotal: Toowoomba</b>									<b>2,310</b>	<b>1,040</b>	<b>900</b>		
Western Downs	222/18C/1 <sup>(3)</sup>		Warrego Highway (Dalby - Miles)	33.30 - 38.80km	2,000		2,000			300	1,700		Seal shoulder/s
	222/18C/2 <sup>(3)</sup>		Warrego Highway (Dalby - Miles)	38.80 - 44.30km	2,000		2,000		500	1,500			Seal shoulder/s
<b>Subtotal: Western Downs</b>									<b>500</b>	<b>1,800</b>	<b>1,700</b>		
Australian Government			Routine maintenance						3,039				
<b>Subtotal: Australian Government</b>									<b>5,819</b>				
Queensland Government			Funding commitment for SEQIPP projects						2,000				
			Natural Disaster Relief and Recovery Arrangements						22				
			Routine maintenance						5,580				
<b>Subtotal: Queensland Government</b>									<b>8,582</b>	<b>3,240</b>	<b>2,600</b>		
<b>Gross region allocation</b>									<b>14,401</b>	<b>3,240</b>	<b>2,600</b>		
<b>Net region allocation</b>									<b>14,401</b>	<b>3,240</b>	<b>2,600</b>		

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Funded by the Australian Government's Black Spot Program.
- (3) Funded by the Queensland Government's Safer Roads Sooner program.

## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Goondiwindi	231/17C/205 <sup>(5)</sup>	SS	Cunningham Highway (Warwick - Inglewood)	85.35 - 85.55km	200	160	40				Improve intersection
	63/17C/306	SS	Cunningham Highway (Warwick - Inglewood)	57.30 - 87.50km (section 1)	1,200	4	744	452			Widen and seal
	63/17C/310 <sup>(5)</sup>	SS	Cunningham Highway (Warwick - Inglewood)	Various locations	500	50	450				Provide vehicle parking
	63/17C/802	SS	Cunningham Highway (Warwick - Inglewood)	58.00 - 107.70km (section 1)	1,000	139	861				Rehabilitate pavement
	231/17D/201 <sup>(5)</sup>	SS	Cunningham Highway (Inglewood - Goondiwindi)	Yelarbon Keetah Road	500			100	400		Improve intersection
	122/17D/303	SS	Cunningham Highway (Inglewood - Goondiwindi)	Sections : 33.78 - 85.18km (section 2)	2,500			1,323	1,177		Seal shoulder/s
	122/26C/807	SS	Leichhardt Highway (Miles - Goondiwindi)	191.90 - 193.40km	1,550		1,550				Rehabilitate pavement
	231/31A/1 <sup>(5)</sup>	SR	Barwon Highway (Goondiwindi - Talwood)	Sections : 0 - 88.60km	2,000		500	1,500			Widen and seal
	122/31A/303 <sup>(5)</sup>	SR	Barwon Highway (Goondiwindi - Talwood)	Sections : 0 - 85.00km	3,000	1,581	1,419				Widen and seal shoulder/s
	231/31B/205	SR	Barwon Highway (Talwood - Nindigully)	66.70 - 67.00km	310	16	294				Undertake miscellaneous works
122/349/5 <sup>(6)</sup>	LRRS	Talwood - Boonanga	Barwon River	5,920	1,766	2,080	2,074			Construct bridge/s and approaches	
<b>Subtotal: Goondiwindi</b>							<b>7,938</b>	<b>5,449</b>	<b>1,577</b>		
Southern Downs	110/17C/6	SS	Cunningham Highway (Warwick - Inglewood)	Various locations	500				500		Improve intersection
	110/17C/304	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 22.30 - 57.28km (section 1)	1,500	1,302	198				Widen and seal
	110/17C/305	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 22.30 - 57.28km (section 2)	1,498					1,498	Widen and seal
	110/22B/802	SS	New England Highway (Toowoomba - Warwick)	Sections : 48.91 - 67.20km (section 1)	2,000				1,091	909	Rehabilitate pavement
	110/221/5 <sup>(7)</sup>	SR	Warwick - Killarney	Rosenthal Creek	1,715	1,715					Construct bridge/s and approaches
	262/221/204 <sup>(5)</sup>	SR	Warwick - Killarney	Killarney School Crossing	60			60			Install signs
	262/223/901	LRRS	Stanthorpe Connection	Carnarvon Bridge	686	116			570		Undertake concept planning
	262/232/200 <sup>(8)</sup>	LRRS	Stanthorpe - Texas	Sections : 32.00 - 35.00km	35		35				Install signs
262/3303/208 <sup>(5)</sup>	LRRS	Warwick - Allora	Victoria Street / Rosehill Road intersection	147			147			Install roadside and surface delineation	
<b>Subtotal: Southern Downs</b>							<b>233</b>	<b>207</b>	<b>2,161</b>		
Toowoomba	265/22A/1 <sup>(5)</sup>	SS	New England Highway (Yarraman - Toowoomba)	Murphys Creek Road	450		100	350			Improve intersection
	149/22A/27 <sup>(9)</sup>	SS	New England Highway (Yarraman - Toowoomba)	Ruthven Street / Jellicoe Street	9,702	7,150	2,552				Improve intersection
	40/22A/41 <sup>(7)</sup>	SS	New England Highway (Yarraman - Toowoomba)	Bum Bum Creek	10,000	203		4,000	5,797		Replace bridge/s and approaches
	40/22A/44	SS	New England Highway (Yarraman - Toowoomba)	Highfields Road (Reis Road - Cawdor Road, excluding Borghardt Road - Highfields Road)	9,500	9,449	51				Duplicate two to four lanes
	40/22A/48	SS	New England Highway (Yarraman - Toowoomba)	John Street - Millard Road	14,300	13,670	630				Construct to new sealed two lane standard

Local government	Project number <sup>(i)</sup>	Road category <sup>(ii)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(iii)</sup>		Indicative <sup>(iv)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Toowoomba (continued)	40/22A/49	SS	New England Highway (Yarraman - Toowoomba)	Munro Road - Pioneer Road	10,878	2,555	8,073	250			Widen and seal
	40/22A/303	SS	New England Highway (Yarraman - Toowoomba)	Sections : 50.00 - 60.00km	1,000	11	380	609			Rehabilitate pavement
	265/22A/701	SS	New England Highway (Yarraman - Toowoomba)	73.45 - 74.45km	600			600			Apply asphalt resurfacing (<75mm)
	265/22B/703	SS	New England Highway (Toowoomba - Warwick)	Long Street - Alderley Street	800		800				Apply asphalt resurfacing (<75mm)
	265/22B/801	SS	New England Highway (Toowoomba - Warwick)	15.06 - 16.62km	1,800	1,371	429				Rehabilitate pavement
	35/22B/804	SS	New England Highway (Toowoomba - Warwick)	36.75 - 39.30km	800				800		Rehabilitate pavement
	29/22B/811	SS	New England Highway (Toowoomba - Warwick)	16.62 - 18.60km	2,500	154	346	2,000			Overlay pavement (>75mm)
	265/40B/1 <sup>(6)</sup>	SS	D'Aguilar Highway (Kilcoy - Yarraman)	58.00 - 68.00km	840		840				Seal shoulder/s
	29/313/10 <sup>(v)</sup>	SR	Gatton - Clifton	King Creek	4,600	471			4,129		Replace bridge/s
	29/313/805	SR	Gatton - Clifton	Heifer Creek bridge No. 7	500	120	380				Rehabilitate bridge/s and culvert/s
	265/321/1 <sup>(5)</sup>	SR	Drayton Connection	3.75 - 7.50km	2,000		500	1,500			Widen and seal shoulder/s
	99/323/801	SR	Oakey - Pittsworth	17.50 - 21.65km	2,000		20	980	1,000		Rehabilitate pavement
	265/324/202 <sup>(5)</sup>	LRRS	Toowoomba - Cecil Plains	O'Maras Road intersection	95			95			Install signs
	265/324/704	SR	Toowoomba - Cecil Plains	Tor Street - Greenwattle Street	900		900				Apply asphalt resurfacing (<75mm)
	67/324/812	LRRS	Toowoomba - Cecil Plains	Sections : 28.30 - 30.90km and 42.00 - 42.55km	1,529	383	1,146				Recycle pavement
	67/324/813	LRRS	Toowoomba - Cecil Plains	Sections : 58.50 - 64.40km	2,401	11		1,390	1,000		Recycle pavement
	81/325/801	SR	Dalby - Cecil Plains	36.43 - 39.08km	1,200	458	742				Rehabilitate pavement
	81/327/301	LRRS	Pampas - Horrane	Sections : 0 - 35.77km	1,000			1,000			Rehabilitate pavement
	265/331/1 <sup>(5)</sup>	SR	Toowoomba - Karara	Railway Crossing / Sheppard Road	1,250			250	1,000		Improve intersection
	104/417/303	SR	Oakey - Cooyar	Sections : 30.40 - 38.95km (north of Kulpi)	1,000			1,000			Widen and seal shoulder/s
104/417/304	SR	Oakey - Cooyar	11.40 - 19.60km	2,500	1,257	1,243				Widen and overlay	
104/418/305	LRRS	Pechey - Macclagan	44.23 - 47.45km	1,500	155	624	721			Rehabilitate pavement	
67/3203/801	LRRS	Bowenville - Norwin	Sections : 13.00 - 27.00km	750	635	115				Rehabilitate pavement	
104/4163/6	LRRS	Bunya Mountains - Macclagan	Macks Gully (5.37 - 6.21km)	800	45	510	245			Realign traffic lane/s	
<b>Subtotal: Toowoomba</b>							<b>20,381</b>	<b>14,990</b>	<b>13,726</b>		
Western Downs	116/26B/37	SS	Leichhardt Highway (Taroom - Miles)	24.90 - 29.90km	2,100	1,800	300				Widen pavement
	116/26B/38	SS	Leichhardt Highway (Taroom - Miles)	Sections : 30.00 - 100.00km	1,710	105	455	560	590		Widen pavement
	116/26B/303	SS	Leichhardt Highway (Taroom - Miles)	Sections : 87.00 - 89.36km and 90.81 - 91.95km	1,466	1,005	461				Recycle pavement
	222/26C/1 <sup>(5)</sup>	SS	Leichhardt Highway (Miles - Goondiwindi)	53.04 - 205.21km	1,000	400	600				Provide vehicle parking
	113/26C/305	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 86.70 - 114.50km (section 3)	2,800	1,054	1,746				Widen and seal
	113/26C/310	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 86.70 - 114.50km (section 4)	600				600		Widen and seal
	113/26C/806	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 122.00 - 133.00km	1,000			500	500		Rehabilitate pavement



Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(b)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Western Downs (continued)	124/35A/807	SR	Moonie Highway (Dalby - St George)	Sections : 3.70 - 15.90km	1,800	1,263	537				Rehabilitate pavement
	113/35A/810	SR	Moonie Highway (Dalby - St George)	Sections : 121.00 - 151.00km (section 1)	1,000	50	500	450			Rehabilitate and overlay (75mm)
	124/45A/307	SR	Bunya Highway (Dalby - Kingaroy)	North of Walkers Creek - Porters Gap (46.70 - 51.10km)	2,000	1,831	169				Widen and seal
	124/45A/308	SR	Bunya Highway (Dalby - Kingaroy)	North of Walkers Creek - Porters Gap (51.10 - 55.00km)	3,800	199	145	1,500	1,000	956	Widen and seal shoulder/s
	124/325/12	SR	Dalby - Cecil Plains	Ashall Creek	3,600	443	3,027	130			Replace bridge/s
	33/340/5 <sup>(7)</sup>	LRRS	Dalby - Kogan	Kogan Creek	5,700	351		3,000	2,349		Replace bridge/s and approaches
	124/340/9 <sup>(7)</sup>	LRRS	Dalby - Kogan	Wilkie Creek	4,600	1,600	3,000				Replace bridge/s and approaches
	222/342/1 <sup>(60)</sup>	LRRS	Kogan - Condamine	Various locations	1,000		800	200			Improve intersection
	33/342/8	LRRS	Kogan - Condamine	Wiemilla Creek	6,500	1,044	2,455	1,170	1,831		Replace bridge/s
	222/342/301 <sup>(60)</sup>	LRRS	Kogan - Condamine	Sections : 0 - 71.40km	4,800		3,500	1,300			Widen pavement
	124/421/803	SR	Dalby - Jandowae	Sections : 7.50 - 47.41km	1,000	20	60	500	420		Rehabilitate pavement
	222/3403/1 <sup>(5)</sup>	LRRS	Warra - Kogan	14.80 - 22.86km	750	182	568				Construct to new sealed two lane standard
	124/4163/6	SR	Bunya Mountains - Maclagan	2.08 - 4.01km (Rangemore School section)	1,019	20		999			Construct to new sealed two lane standard
<b>Subtotal: Western Downs</b>							<b>18,323</b>	<b>10,309</b>	<b>7,290</b>		
Region (yet to be allocated to a local government)			Corridor management (environment)				423	410	869		
			Corridor management (road safety)				3,590	3,731	7,918		
			Enhanced capacity				1,864	1,958	934		
			Programmed maintenance				10,332	12,381	26,800		
			Rehabilitation				4,679	3,362	5,332		
			Resource Development Program						29,334		
			Routine maintenance				13,112	13,408	26,834		
			Strategic transport planning				1,755	1,755	3,510		
		Traffic operations				1,481	1,540	3,269			
<b>Subtotal: works and planning</b>							<b>84,111</b>	<b>69,500</b>	<b>129,554</b>		
<b>Subtotal: region works allocation</b>							<b>84,111</b>	<b>69,500</b>	<b>129,554</b>		
			Corridor land management				642	642	1,284		
			Network operations				2,877	2,877	5,754		
			Program development and management				2,236	2,236	4,472		
			Road system planning				2,712	2,712	5,424		
<b>Subtotal: region works and stewardship</b>							<b>92,578</b>	<b>77,967</b>	<b>146,488</b>		

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
			Asset acquisitions				249	249	498		
<b>Gross region allocation</b>							<b>92,827</b>	<b>78,216</b>	<b>146,986</b>		
			Contributions from others for roadworks				(4,579)				
			Operational revenue				(175)	(175)	(350)		
<b>Net region allocation</b>							<b>88,073</b>	<b>78,041</b>	<b>146,636</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Safer Roads Sooner program.
- (6) This bridge is on the state border of Queensland and New South Wales at Boonanga. Works on this bridge have been agreed to be the responsibility of Road Transport Authority (New South Wales) with Transport and Main Roads contributing 50% of the cost. This project is part of the Australian Government's Strategic Regional Program and includes a contribution from Goondiwindi Regional Council.
- (7) Funded by the Queensland Government's Regional Bridge Renewal Program.
- (8) Funded by the Australian Government's Black Spot Program.
- (9) Includes Toowoomba City Council contribution of \$1.35 million.
- (10) Funded by the Queensland Government's Sustainable Resources Communities Initiative.



# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(d)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Goondiwindi	231/LGSH/001	Goondiwindi State High School (Lagoon Street)	Install/retrofit pedestrian crossing/s and facilities	100	50	50					25	25	H	
	122/LGSH/005	Various locations	Construct cycleway/s	100	50	50	16		25	25	9		H	
	162/LGSG/006	Goondiwindi Regional Council area	Construct cycleway/s	100	50	50	25		25	25			O	
	122/LGSA/017	Lamberth Road	Widen and seal	100	50	50	12		38	38			O	
	231/LGSD/001	Central business districts (Inglewood, Texas and Goondiwindi)	Undertake safety improvements	340	170	170			70	70	50	50	R	
	231/LGSA/002	Talwood - Mungindi Road	Rehabilitate pavement	474	237	237			237	237			R	
	231/LGSA/003	Riverton Road (7.90 - 11.90km)	Widen pavement	210	105	105			25	25	80		R	
	231/LGSR/003	Old Cunningham Highway (various locations)	Apply asphalt resurfacing (<75mm)	120	60	60					60		R	
	162/LGSA/004	Racecourse Road	Improve drainage	240	120	120			120	120			R	
	231/LGSA/004	Various Local Roads of Regional Significance	Install/replace signs	70	35	35			15	15	10	10	R	
	231/LGSR/004	Greenup - Limevale Road	Realign traffic lane/s	60	30	30					30		R	
	231/LGSA/005	Coolmunda Dam access road	Undertake safety improvements	300	150	150			150	150			R	
	231/LGSR/005	Various Local Roads of Regional Significance	Rehabilitate pavement	650	325	325					45	280	R	
	231/LGSA/006	Old Cunningham Highway (various locations)	Improve intersection	120	60	60			60	60			R	
	231/LGSR/006	Minnel Road (Yarrilwanna Creek bridge)	Realign traffic lane/s	548	274	274					181	93	R	
	231/LGSR/007	Talwood - Mungindi Road (various locations)	Widen pavement	280	140	140					140		R	
	231/LGSA/008	Marshall Street / McLean Street	Construct roundabout	450	225	225			100	100	125		R	
	231/LGSR/008	Marshall Street	Install route lighting	120	60	60					30	30	R	
	231/LGSR/009	Marshall Street ( McLean Street / Herbert Street / Lagoon Street)	Improve intersection	200	100	100					68	32	R	
<b>Subtotal: Goondiwindi</b>										<b>865</b>	<b>853</b>			
Southern Downs	262/LGSH/001	Various locations	Undertake safety improvements	30	15	15			7	7	8		H	
	262/LGSH/002	Various school zones	Install traffic management devices	75	38	37					12	25	H	
	262/LGSD/001	Various locations	Install traffic management devices	150	75	75	26		15	15	34		O	
	262/LGSG/001	Various locations	Construct cycleway/s	100	50	50			40	40	10		O	

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Southern Downs (continued)	262/LGSO/001	Massey Boney Mountain Road (Warwick aerodrome)	Widen pavement	200	100	100					55	45	O	
	109/LGSA/018	Davadi Street (section 2)	Widen pavement	140	70	70			15	15			O	
	262/LGSA/001	Inverary Road (stage 1)	Construct to new sealed two lane standard	534	267	267			267	267			R	
	262/LGSA/002	Cullendore Road (Barlows Gate Road south) (section 1)	Pave and seal	280	140	140			140	140			R	
	262/LGSR/002	Inverary Road (stage 2)	Construct to new sealed two lane standard	534	267	267					267		R	
	262/LGSA/003	Willowvale Road (Reids Road eastward)	Rehabilitate and widen	400	200	200			200	200			R	
	262/LGSR/003	Cullendore Road (Barlows Gate Road south) (section 2)	Pave and seal	680	340	340					340		R	
	262/LGSA/004	Spring Creek Road (various locations) (stage 1)	Reseal - bitumen chip	74	37	37			37	37			R	
	262/LGSR/004	Spring Creek Road (various locations) (stage 2)	Reseal - bitumen chip	74	37	37					37		R	
<b>Subtotal: Southern Downs</b>										<b>721</b>	<b>763</b>			
Toowoomba	265/LGSH/001	Crows Nest State School	Construct cycleway/s	80	40	40				40	40			H
	265/LGSI/001	Crows Nest State School	Provide passenger set-down facilities	80	40	40				40	40			I
	265/LGSI/002	Crows Nest State School (Railway Terrace) (stage 2)	Provide passenger set-down facilities	100	50	50						25	25	I
	265/LGSD/001	Hogg Street / Tor Street	Construct roundabout	406	203	203			203	203				O
	265/LGSO/001	Heckendorf Road	Construct to sealed standard	403	300	103					103			O
	265/LGSO/002	Jondaryan - Mount Tyson Road	Construct to sealed standard	450	350	100					100			O
	67/LGSA/024	Jondaryan - Mount Tyson Road (stage 1)	Widen pavement	350	316	34			17	17	17			O
	265/LGSA/001	Passmore Road (1.50 - 4.60km)	Rehabilitate and widen	534	267	267			267	267				R
	265/LGSA/002	Wonga Plains South Road (sections : 2.85 - 4.35km)	Construct to new sealed two lane standard	240	120	120				120	120			R
	265/LGSA/003	Jondaryan - Nungil Road (2.20 - 4.20km)	Rehabilitate and widen	330	165	165				165	165			R
	265/LGSR/003	Drayton - Wellcamp Road (3.70 - 3.80km)	Install culvert/s	475	238	237						237		R
	265/LGSA/004	Preston Boundary Road - Preston Road (0.50 - 1.35km)	Rehabilitate and widen	210	105	105				105	105			R
	265/LGSR/004	Drayton - Wellcamp Road (2.60 - 3.70km)	Rehabilitate pavement	398	199	199						199		R
	29/LGSL/004	TMR / local government alliance - Eastern Downs Regional Road Group	Develop technical capability	291		291			135	66	66		90	R
	149/LGSA/005	West Street (Nelson Street - Jellicoe Street / Mort Street)	Apply asphalt resurfacing (<75mm)	1,076	538	538			329	93	93	116		R
265/LGSA/005	Hodgsonvale Road (1.00 - 1.80km)	Rehabilitate and widen	220	110	110				110	110			R	

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Toowoomba (continued)	265/LGSR/005	Cecil Plains - Moonie Road (37.85 - 39.35km)	Construct to new sealed two lane standard	300	150	150						150		R
	149/LGSA/006	West Street (Nelson Street - Jellicoe Street / Mort Street) (Stenner Street)	Install traffic signals	1,928	969	959		100		504	504		355	R
	265/LGSA/006	Crows Nest - Blackbutt Road (Pierces Creek Road) (26.79 - 28.19km)	Construct to new sealed two lane standard	280	140	140				140	140			R
	265/LGSR/006	Crows Nest - Blackbutt Road (Pierces Creek Road) (29.59 - 31.02km)	Construct to new sealed two lane standard	290	145	145						145		R
	265/LGSA/007	Crows Nest - Blackbutt Road (Pierces Creek Road) (28.19 - 29.59km)	Construct to new sealed two lane standard	280	140	140				140	140			R
	265/LGSR/007	Haden - MacLagan Road (8.30 - 10.30km)	Undertake safety improvements	200	100	100						100		R
	265/LGSA/008	Drayton - Wellcamp Road (1.90 - 2.10km)	Install culvert/s	109	73	36				36	36			R
	265/LGSR/008	Logan Road (2.50 - 4.10km)	Rehabilitate and widen	534	267	267						267		R
	265/LGSA/009	Tummalville Road (1.95 - 3.15km)	Construct to new sealed two lane standard	320	160	160				160	160			R
	265/LGSR/009	Yalangur - Lilyvale Road (2.59 - 3.90km)	Undertake realignment of traffic lane/s	290	145	145						145		R
	265/LGSA/010	Kooroongarra Road (12.76 - 14.06km)	Widen and seal	100	50	50				50	50			R
	265/LGSR/010	Hodgsonvale Road (0 - 1.00km)	Rehabilitate and widen	300	150	150						150		R
	265/LGSA/011	Clifton Road (Golf Course Road) (7.48 - 8.64km)	Rehabilitate and widen	271	152	119				119	119			R
	265/LGSR/011	Kearney Street (0.50 - 0.80km)	Rehabilitate and widen	100	50	50						50		R
	265/LGSR/012	Tummalville Road (0.90 - 2.30km)	Widen pavement	215	108	107						107		R
	265/LGSR/013	Tourist Road (Rowbotham Street - Long Street)	Apply asphalt resurfacing (<75mm)	110	55	55						55		R
265/LGSA/014	Drayton - Wellcamp Road (1.00 - 1.90km)	Rehabilitate pavement	317	159	158				158	158			R	
265/LGSR/014	Nelson Street (Ruthven Street - Kearney Street)	Apply asphalt resurfacing (<75mm)	107	91	16						16		R	
265/LGSR/015	Rowbotham Street (Case Street - Tourist Road)	Apply asphalt resurfacing (<75mm)	150	75	75						75		R	
<b>Subtotal: Toowoomba</b>										<b>2,533</b>	<b>2,040</b>			
Western Downs	222/LGSH/001	Wandoan State School	Widen pavement	120	60	60				30	30	30		H
	222/LGSI/001	Jimbour State School	Provide passenger set-down facilities	20	10	10				10	10			I
	222/LGSI/002	South Dulacca Road school bus run	Provide passenger set-down facilities	20	10	10				10	10			I
	222/LGSI/003	Dalby South State Primary School	Provide passenger set-down facilities	140	80	60						30	30	I
	222/LGSO/001	Hunter Street	Pave and seal	70	35	35						35		O
	222/LGSO/002	Roche Street	Pave and seal	80	40	40						40		O
	222/LGSO/003	Moreton Street	Pave and seal	450	317	133						133		O

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Western Downs (continued)	222/LGSA/009	Beelbee Road	Construct to new sealed two lane standard	416	208	208			208	208			O	
	222/LGSA/001	Cambridge Crossing Road (11.44 - 15.56km)	Widen and overlay	350	183	167		167	167				R	
	222/LGSR/001	Harphams Road (0 - 2.50km)	Construct to sealed standard	200	116	84					84		R	
	222/LGSA/002	Inverai Road (11.80 - 13.80km)	Rehabilitate pavement	320	165	155		155	155				R	
	222/LGSA/003	Branch Creek Road (2.00 - 4.00km)	Rehabilitate and widen	325	163	162		162	162				R	
	222/LGSR/003	Aurbial Road (17.60 - 22.60km)	Construct to sealed standard	400	238	162					162		R	
	222/LGSA/004	Black Street (0.04 - 0.70km)	Rehabilitate pavement	520	347	173		173	173				R	
	222/LGSA/005	Nicholson Street (0.94 - 1.11km)	Rehabilitate pavement	150	75	75		75	75				R	
	222/LGSA/006	Banana Bridge Road (0 - 24.74km)	Construct to new sealed two lane standard	800	400	400		200	200		200		R	
	222/LGSR/006	Branch Creek Road (1.01 - 1.97km)	Rehabilitate and widen	750	476	274					274		R	
	222/LGSA/007	South Dulacca Road (6.30 - 11.40km)	Widen pavement	450	363	87		87	87				R	
<b>Subtotal: Western Downs</b>									<b>1,277</b>	<b>988</b>				
		Balance of funding commitment for Southern Border Regional Road Group technical pool and projects	Priorities yet to be determined							8				
<b>Gross region allocation</b>									<b>5,404</b>	<b>4,644</b>				
Revenue										0	0			
<b>Net region allocation</b>									<b>5,404</b>	<b>4,644</b>				



## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.

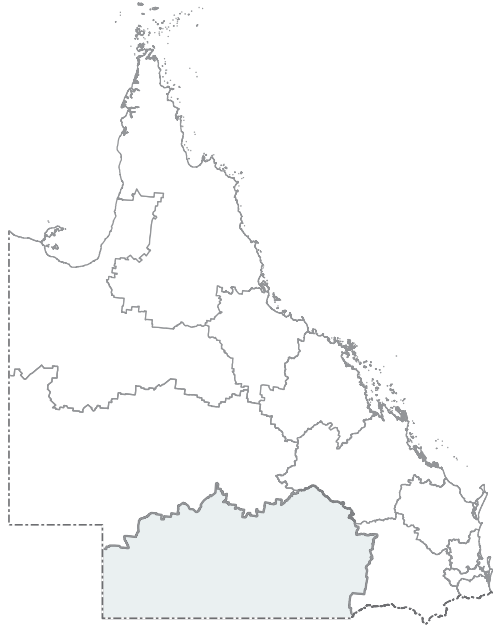










## South West Region

The Eromanga airstrip during sealing and lighting works  
Eromanga, June 2009

# South West



- Legend**
-  National road network
  -  State strategic road network
  -  State regional and other district road
  -  National rail network
  -  Other railway
  -  Local government boundary



# Regional profile

## Overview

South West Region covers an area of approximately 319,808km<sup>2</sup>, or around 18.4% of Queensland. It extends from north of Augathella to the New South Wales border in the south, and from Jackson in the east to the South Australia border in the west.

South West Region has a resident population of approximately 26,277 people and is home to approximately 0.6% of Queensland's total population.

The state-controlled road network in the region is 3,971km in length, and includes 418km of the National Network.

The transport and road network supports a diverse array of industries including tourism, sport, education, manufacturing, freight and construction; agriculture including beef cattle, sheep, viticulture, cotton and grain; and mining including coal, oil and gas.

South West Region has offices located in Roma and Charleville. The region includes the local governments of Balonne Shire Council, Bulloo Shire Council, Maranoa Regional Council, Murweh Shire Council, Paroo Shire Council and Quilpie Shire Council.

## Major challenges

- Maintaining and managing an ageing road network in a efficient and cost effective manner, to meet current and projected community and industry needs in a large area with a dispersed population where long distance travel is required to access services.
- Supporting regional development and growth by upgrading and maintaining key freight routes to meet the transport needs of industries, such as tourism, pastoral, grain growing and oil and gas activities in regional and rural areas.

- Managing the impacts of an increasing volume of heavy vehicles on the network, including providing and upgrading heavy vehicle stopping areas to combat driver fatigue to facilitate safe and efficient movement of goods and services.
- Collaborating with other government agencies and stakeholders to identify and implement transport infrastructure strategies that meet the current and future regional needs.
- Maintaining and enhancing the environmental values of the region.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Completed 18 road link plans across South West Region to prioritise future planning processes, and identify potential projects that contribute to the vision of connecting communities in south west Queensland.

Completed pavement strengthening at Cunnamulla airport to improve strength under saturated conditions.

Completed reseals on state-controlled roads including sections of the Diamantina Developmental Road (Charleville to Quilpie); Bulloo Developmental Road (Cunnamulla to Thargomindah); and Balonne Highway (Bollon to Cunnamulla).

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Completed level crossing upgrades, as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- completed shoulder sealing, delineation and line marking on the Warrego Highway (Morven to Charleville)
- completed upgrade and installation of heavy vehicle stopping places on the Mitchell Highway between Charleville and Augathella; the Diamantina Developmental Road near the Meecha Bridge; and the intersection of the Moonie Highway and Carnarvon Highway. These stopping places targeted fatigue related crash zones by providing appropriate stopping places for the freight industry on key freight routes. The work included sealing, improving signage and upgrading/providing basic amenities at these sites
- completed rehabilitation, widening and treatment of roadside hazards on various sections of the Carnarvon Highway (Roma to Injune)
- completed installation of a number of rest areas on the Mitchell Highway (Cunnamulla to Charleville).

Continued safety improvements and widening on Diamantina Developmental Road (Quilpie to Windorah).

Provided projects as part of the Black Spot Program, funded by the Australian Government:

- completed upgrade on the intersection of Cunnamulla Airport Access Road and Bulloo Developmental Road. This project will improve safety by realigning the intersection and widening the shoulder to allow for right-turning vehicles
- completed upgrade of three intersections in Roma.

### Objective 3: An accessible transport system linking people to employment, education and services

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed upgrade of several intersections in Roma, including the intersection of McDowall Street, Queen Street, Alfred Street and Feather Street
- coordinated a joint purchasing arrangement for reseal program in conjunction with South West Regional Road Group. Four local governments participated in the joint venture which resulted in cost savings
- contributed engineering advice and resources to help Bulloo Shire Council pave and seal Innamincka Road
- commenced paving and sealing on sections of Innamincka Road.

Completed sealing on the Quilpie-Thargomindah Road between Quilpie and the Bulloo Shire boundary, as part of the Strategic Regional Program, jointly funded by the Queensland Government, Australian Government, and Quilpie Shire Council. This project will improve safety and provide residents with access to services in Quilpie via an all-weather sealed road.

Continued to maintain employment commitments with local governments carrying out works and maintenance programs on behalf of the Queensland Government. Ensuring people in the local area have the skills, expertise and knowledge to maintain roads helps provide best value for money.

Completed the first stage of a Reconciliation Action Plan in support of the national “Close the Gap” campaign, an initiative tackling the many challenges of Indigenous disadvantage in our communities. South West Region’s plan has practical initiatives and targets to support reconciliation and help close the gap on Indigenous disadvantage in the communities we connect and live in, by 2020.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Constructed animal-proof fencing at Roma and Eromanga Airports to prevent animal intrusion on the runway.

Completed the rehabilitation of an embankment at Woleebee Creek, on the Jackson-Wandoan Road. This project involved construction of a rock mattress and stabilising the embankment to prevent erosion.

Completed the development of a Cultural Heritage Management plan for the Woleebee Creek rehabilitation project on Jackson-Wandoan Road, following the discovery of a number of Indigenous attributes in the area. These attributes were successfully preserved, in conjunction with the traditional owners of the area, the Barunggam people.

Continued to assess projects across South-West Region to mitigate transport related impacts on the natural, cultural and built environment.

### Objective 5: Support the capability and capacity of Queensland’s transport and logistics-related industries

Commenced construction of a new heavy vehicle rest area on the Castlereagh Highway near Noondoo, and upgraded an existing rest area at Dirranbandi, as part of the Heavy Vehicle Rest Area Program. These projects include pavement works, line marking, landscaping and providing amenities such as tanks, bins and shaded seating areas, to improve safety and help drivers to manage their fatigue.

Continued paving and sealing sections of Roma to Taroom Road, to improve safety and provide an all-weather link for the majority of the route, supporting oil and gas industry and providing a vital link for the livestock industry. This project was delivered by Maranoa Regional Council, Banana Shire Council and RoadTek.

Completed road realignment for the Meecha Bridge over the Ward River on Diamantina Developmental Road, between Charleville and Quilpie. The new bridge is higher and wider than the two older bridges it has replaced, improving safety and visibility for road users.

Completed widening a 4.4km section of the Warrego Highway, (Morven to Charleville) to improve safety and accommodate type 2 road trains.

Continued work to replace the old timber bridge and approaches over the Barwon River on the Carnarvon Highway, at Mungindi, with a new concrete bridge, jointly funded by the Queensland Government and New South Wales Government.

Completed strengthening works on the bridge over the Murilla Creek, on Surat Developmental Road, to remove mass restrictions and meet increasing industry needs in the Surat Basin.

Completed strengthening and widening works on Annie Switzer Bridge and approaches over Angellala Creek, about 21km west of Morven on the Warrego Highway, to improve safety and accommodate type 2 road trains.

Continued widening and sealing sections of the Carnarvon Highway between Injune and Rolleston, to improve safety for all road users, and freight efficiency for interstate and intrastate transport operators travelling to central and northern Queensland.

Continued widening a 5km section of the Mitchell Highway, between Barrington and Cunnamulla, to improve safety and freight efficiency on this key freight route that provides links to the New South Wales/Queensland border and caters for type 2 road trains.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continued to work with industry and coal seam gas companies to underpin future industry development through effective transport planning.

Continued to work with the local 3E safety group on engineering, enforcement and education issues. The group addresses important safety issues, and develops joint responses to improve road and pedestrian safety across the network.

Participated in and provided advice to local and district disaster management committees during South West Region's flood response, in 2010.

### **Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Helped promote the Merging into Main Roads partnership program with a school in the region, providing a selected year 11 or 12 student with a bursary. The successful applicant receives a graphics calculator, contribution towards school study materials and work experience opportunities in the Roma office. The successful applicant also has the option to participate in the University of Southern Queensland's Head Start Program.

Continued to provide input to state-wide systems, processes and practices ensuring the needs to western centres are incorporated.

Continued to support the development of our people through placement of graduates and providing vocational employment.

Continued to provide development opportunities for staff in accordance with Business School Curriculum and look for opportunities to providing training locally.

## **Key deliverables 2010-11 to 2011-12**

### **Objective 1: A sustainable transport system which promotes economic growth and enhances liveability**

Continue to complete road link plans across South West Region to prioritise future planning processes, and identify potential projects that contribute to the vision of connecting communities in south west Queensland.

Commence and complete upgrade of Roma airport including runway, terminal, car park, security fencing and access for larger aircraft.

Commence widening and rehabilitation of 7.8km in sections on the Carnarvon Highway between St George and Surat to improve safety and freight efficiency.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Continue safety improvements and widening on the Diamantina Developmental Road (Quilpie to Windorah).

Provide projects through Safer Roads Sooner:

- commence installation of roadside and surface delineation at various locations on the Carnarvon Highway, between St George and Surat
- commence shoulder sealing and installation of audio-tactile line markings at various locations on the Warrego Highway, in Maranoa Regional Council.

Commence widening sections of the Castlereagh Highway, between St George and Hebel, to improve safety for road users.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence construction of footpaths at Mitchell State School and St Patricks School, in Mitchell
- commence upgrade of passenger set-down facilities at the Junior Campus of Roma State College
- continue paving and sealing on sections of Innamincka Road
- continue to work with South West Regional Road Group, local governments and key stakeholders to address the ongoing concerns and needs of the Local Roads of Regional Significance. This committee helps TMR and local government improve planning, purchasing and sharing of resources across the road network, in a more consistent, co-ordinated approach to road management.

Complete widening a 4.4km section of the Warrego Highway (Morven to Charleville) to improve safety and accommodate type 2 road trains.

Continue to maintain employment commitments with local governments carrying out works and maintenance programs on behalf of the Queensland Government. Ensuring people in the local area have the skills, expertise and knowledge to maintain roads helps provide best value for money.

Continue work on a Reconciliation Action Plan in support of the national "Close the Gap" campaign, an initiative tackling the many challenges of Indigenous disadvantage in our communities by 2020. The south-west plan has practical initiatives and targets to support reconciliation and help "Close the Gap" on Indigenous disadvantage in the communities we connect and live in, by 2020.

**Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continue to assess projects across South-West Region to mitigate transport related impacts on the natural, cultural and built environment.

**Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Complete construction of a new heavy vehicle rest area on the Castlereagh Highway near Noondoo, and upgrade of an existing rest area at Dirranbandi. These projects include pavement works, line marking, landscaping and providing amenities such as tanks, bins and shaded seating areas, to improve safety and help drivers to manage their fatigue.

Continue widening and sealing sections of the Carnarvon Highway, between Injune and Rolleston, to improve safety for all road users, and freight efficiency for interstate and intrastate transport operators travelling to central and northern Queensland.

Continue widening a 5km section of the Mitchell Highway between Barrington and Cunnamulla, to improve safety and freight efficiency on this key freight route that provides links to the New South Wales/Queensland border and caters for type 2 road trains.

Continue work to replace the old timber bridge and approaches over the Barwon River on the Carnarvon Highway, at Mungindi, with a new concrete bridge, jointly funded by the Queensland Government and New South Wales Government.

**Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continue to work with industry and coal seam gas companies to underpin future industry development through effective transport planning.

Continue to work with the local 3E safety group on engineering, enforcement and education issues. The group addresses important safety issues and develops joint responses to improve road and pedestrian safety across the network.

**Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Continue to provide input to state-wide systems, processes and practices ensuring the needs to western centres are incorporated.

Continue to support the development of our people through placement of graduates and vocational employment.

Continue to provide development opportunities for staff in accordance with Business School Curriculum and look for opportunities to providing training locally.



# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(i)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(ii)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Roma	QTC301	Roma	Regional Airport Development Scheme	4,700		4,700				Upgrade airport including runway, terminal, car park, security fencing, and access road
<b>Subtotal: Roma</b>				<b>4,700</b>		<b>4,700</b>				
<b>Total: South West Region <sup>(ii)</sup></b>				<b>4,700</b>		<b>4,700</b>				

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.

# National Network

Local government	Project number <sup>(a)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Maranoa	259/18D/201 <sup>(a)</sup>		Warrego Highway (Miles - Roma)	Sections : 64.39 - 79.80km	660		660		240	420			Widen and seal shoulder/s
	259/18E/1	TBA	Warrego Highway (Roma - Mitchell)	Sections : 0 - 87.35km	9,070	9,070		3,093	1,167	4,810			Widen and recycle
	259/18E/2	TBA	Warrego Highway (Roma - Mitchell)	63.66 - 69.45km	7,110	7,110		700	6,410				Widen and recycle
	259/18E/3	TBA	Warrego Highway (Roma - Mitchell)	6.00 - 10.00km	3,968	3,968		400	1,749	1,819			Widen and recycle
	259/18E/4	TBA	Warrego Highway (Roma - Mitchell)	18.00 - 25.00km	7,962	7,962		400	1,723	5,839			Widen pavement
	259/18E/5	TBA	Warrego Highway (Roma - Mitchell)	30.00 - 37.00km	3,040	3,040				3,040			Widen pavement
	259/18E/6	TBA	Warrego Highway (Roma - Mitchell)	41.50 - 48.00km	7,374	7,374		300	2,078	4,996			Widen and overlay
	259/18E/8	TBA	Warrego Highway (Roma - Mitchell)	86.50 - 86.85km	1,425	1,425		92	1,333				Install traffic management devices
	259/18F/1	000584-05QLD-NP	Warrego Highway (Mitchell - Morven)	0.30 - 3.90km (Stage 2)	5,042	5,042		300	3,900	842			Widen and recycle
<b>Subtotal: Maranoa</b>									<b>18,600</b>	<b>21,766</b>			
Australian Government			Corridor management (road safety)						140				
			Roma to Mitchell upgrade							51			
			Routine maintenance						1,380				
<b>Subtotal: Australian Government</b>									<b>19,880</b>	<b>21,397</b>			
Queensland Government			Routine maintenance						1,636				
<b>Subtotal: Queensland Government</b>									<b>1,876</b>	<b>420</b>			
<b>Gross region allocation</b>									<b>21,756</b>	<b>21,817</b>			
<b>Net region allocation</b>									<b>21,756</b>	<b>21,817</b>			

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Funded by the Queensland Government's Safer Roads Sooner program.

## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Balonne	7/24A/18 <sup>(5)</sup>	SR	Carnarvon Highway (Mungindi - St George)	Barwon River	8,814	7,878	936				Construct bridge/s and approaches
	7/37A/306	SS	Castlereagh Highway (St George - Hebel)	110.00 - 113.20km	800	320	480				Widen and seal
	7/37A/307	SS	Castlereagh Highway (St George - Hebel)	113.20 - 115.30km	800	100	600	100			Widen and seal
	7/37A/308	SS	Castlereagh Highway (St George - Hebel)	115.30 - 116.80km	700			500	200		Widen and seal
<b>Subtotal: Balonne</b>							<b>2,016</b>	<b>600</b>	<b>200</b>		
Maranoa	259/24B/201 <sup>(6)</sup>	SS	Carnarvon Highway (St George - Surat)	Sections : 82.00 - 103.40km	60			60			Install roadside and surface delineation
	126/24B/301	SS	Carnarvon Highway (St George - Surat)	79.10 - 82.00km	1,100	147	953				Rehabilitate pavement
	126/24B/302	SS	Carnarvon Highway (St George - Surat)	74.20 - 79.10km	2,820	192	1,240	1,388			Rehabilitate pavement
	259/24D/481	SS	Carnarvon Highway (Roma - Injune)	Various locations	597	120	120	119	238		Remove and replace narrow grids
	259/24E/1	SS	Carnarvon Highway (Injune - Rolleston)	42.20 - 45.30km	4,720			570	4,150		Widen pavement
	22/24E/301	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 38.20 - 42.20km	5,089	276		4,752	61		Widen and seal
	22/24E/303	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 29.60 - 38.20km	4,900	288	4,612				Widen and seal
	259/344/1	LRRS	Roma - Condamine	Snake Creek bridge	2,275	140		200	1,935		Install major culvert/s
	259/344/2	LRRS	Roma - Condamine	Yuleba Creek bridge	5,725	176	231	240	5,078		Replace bridge/s
	17/3441/6 <sup>(7)</sup>	LRRS	Wallumbilla South	0.60 - 2.50km (Sandy Gully)	1,400	313	837	250			Widen and seal
	167/3501/301	LRRS	Roma - Southern	0 - 1.00km	1,290	65		75	1,150		Widen and overlay
<b>Subtotal: Maranoa</b>							<b>7,993</b>	<b>7,654</b>	<b>12,612</b>		
Murweh	88/18G/16	SR	Warrego Highway (Morven - Charleville)	12.01 - 16.90km	1,100	826	274				Widen and seal
	88/18G/18	SR	Warrego Highway (Morven - Charleville)	85.55 - 86.25km (Charleville town)	1,600	1,096	504				Widen pavement
<b>Subtotal: Murweh</b>							<b>778</b>				
Paroo	94/94A/25	SR	Bulloo Developmental (Cunnamulla - Thargomindah)	69.00 - 71.30km	1,050	14			461	575	Form and improve drainage
<b>Subtotal: Paroo</b>									<b>461</b>		
Quilpie	1/93B/14	SR	Diamantina Developmental (Quilpie - Windorah)	5.00 - 8.50km	1,428	822	606				Widen pavement
	255/7101/1 <sup>(8)</sup>	LRRS	Quilpie - Adavale	Sections : 72.82 - 83.15km	1,001	500	501				Pave and seal
<b>Subtotal: Quilpie</b>							<b>1,107</b>				

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11	2011-12	2012-13 to 2013-14	Beyond	
							\$'000	\$'000	\$'000	\$'000	
Region (yet to be allocated to a local government)			Corridor management (environment)				199	239	484		
			Corridor management (road safety)				1,244	1,809	2,515		
			Enhanced capacity						5,425		
			Programmed maintenance				10,273	9,620	19,054		
			Rehabilitation				2,150	556	1,034		
			Resource Development Program						14,190		
			Routine maintenance				7,698	8,159	17,822		
			Strategic transport planning				396	396	792		
		Traffic operations				100	100	1,074			
<b>Subtotal: works and planning</b>							<b>33,954</b>	<b>29,133</b>	<b>75,663</b>		
<b>Subtotal: region works allocation</b>							<b>33,954</b>	<b>29,133</b>	<b>75,663</b>		
			Corridor land management				99	99	198		
			Network operations				324	324	648		
			Program development and management				1,234	1,234	2,468		
			Road system planning				492	492	984		
<b>Subtotal: region works and stewardship</b>							<b>36,103</b>	<b>31,282</b>	<b>79,961</b>		
			Asset acquisitions				65	65	130		
<b>Gross region allocation</b>							<b>36,168</b>	<b>31,347</b>	<b>80,091</b>		
			Contributions from others for roadworks				(1,226)				
			Operational revenue				(458)	(458)	(916)		
<b>Net region allocation</b>							<b>34,484</b>	<b>30,889</b>	<b>79,175</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) This bridge is on the state border of Queensland and New South Wales at Mungundi. Works on this bridge have been agreed to be the responsibility of Road Transport Authority (RTA) of New South Wales with Transport and Main Roads contributing 50% of the cost. Discussions between RTA and the department are in progress. Additional funding may be required for this project.
- (6) Funded by the Queensland Government's Safer Roads Sooner program.
- (7) Includes Maranoa Regional Council contribution of \$100,000.
- (8) Includes Quilpie Shire Council contribution of \$1.001 million.





# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Balonne	203/LGSA/001	Buckinbah Road (0 - 6.00km)	Rehabilitate and widen	500	303	197				197	197			R
	203/LGSA/002	Bollon - Dirranbandi Road (43.18 - 47.15km)	Construct to sealed standard	95	55	40				40	40			R
	203/LGSR/002	Buckinbah Road (6.00 - 10.00km)	Widen and seal	400	250	150						150		R
<b>Subtotal: Balonne</b>											<b>237</b>	<b>150</b>		
Bulloo	210/LGSD/001	Thargomindah - Hungerford Road	Pave and seal	30	15	15				15	15			O
	210/LGSD/002	Thargomindah - Bundeena Road / Frew Street intersection	Provide heavy vehicle parking	50	25	25				25	25			O
	210/LGSR/001	Innamincka Road (106.80 - 107.50km)	Form and pave	324	162	162						162		R
	210/LGSA/002	Innamincka Road (sections)	Pave and seal	8,763	7,853	910				470	470		440	R
	21/LGSA/012	Warry Gate Road (32.50 - 44.00km)	Form and pave	400	200	200		100		100	100			R
	210/LGSA/001	Innamincka Road	Pave and seal	14,286	12,786	1,500				500	500	500	500	S
<b>Subtotal: Bulloo</b>											<b>1,110</b>	<b>662</b>		
Maranoa	259/LGSH/001	Mitchell State School and St Patricks School	Construct footpath/s	100	50	50						25	25	H
	259/LGSH/002	St Johns School (Duke Street)	Construct footpath/s	32	16	16						8	8	H
	259/LGSH/003	Injune State School (Fourth Avenue)	Install/retrofit pedestrian crossing/s and facilities	8	4	4						4		H
	259/LGSH/004	Surat State School (Cordelia Street)	Install/retrofit pedestrian crossing/s and facilities	8	4	4						4		H
	259/LGSI/003	Roma State College (Junior Campus)	Provide passenger set-down facilities	40	20	20						20		I
	259/LGSI/004	Injune State School	Provide passenger set-down facilities	52	26	26						26		I
	259/LGSD/001	Roma	Provide passenger set-down facilities	310	155	155				155	155			O
	259/LGSA/009	Bollon Road	Widen and seal shoulder/s	90	45	45				45	45			O
	259/LGSA/001	Billenbah Road and Wagganba Road	Re-sheet unsealed road	150	75	75				75	75			R
	259/LGSR/001	Womblebank Gap Road	Widen and overlay	320	160	160						160		R
	259/LGSA/002	Dunkeld Road (41.28 - 45.63km)	Re-sheet unsealed road	132	66	66				66	66			R
	259/LGSR/002	Maranoa - Begonia Road (0 - 5.00km)	Reseal - bitumen chip	80	40	40						40		R
	259/LGSA/003	Yuleba - Surat Road (8.10 - 13.10km)	Re-sheet unsealed road	126	63	63				63	63			R
	259/LGSR/003	Mitchell - Bollon Road (0 - 6.20km)	Rehabilitate and widen	522	261	261						261		R

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Maranoa (continued)	259/LGSA/004	Bowen Street (Cottell Street - Currey Street)	Widen and recycle	300	150	150				150	150			R
	259/LGSR/004	Yuleba - Surat Road (31.29 - 36.29km)	Construct to sealed standard	300	150	150						150		R
	259/LGSA/005	Kangaroo Creek Road (6.82 - 10.32km)	Construct to sealed standard	352	192	160				160	160			R
	259/LGSR/005	Yuleba - Taroom Road (37.10 - 40.99km)	Construct to sealed standard	406	218	188						188		R
	259/LGSA/006	Carnarvon National Park Road (0.50 - 5.27km)	Rehabilitate and widen	440	220	220				220	220			R
	259/LGSR/006	McDowall Street	Rehabilitate pavement	360	180	180						180		R
	259/LGSA/007	Womblebank Gap Road	Widen and overlay	320	160	160				160	160			R
	259/LGSR/007	Bowen Street	Install intersection lighting	150	100	50						50		R
	259/LGSA/008	Orallo Road (sections)	Construct to sealed standard	300	155	145				145	145			R
	259/LGSR/008	Womblebank Gap Road (0 - 5.00km)	Rehabilitate and widen	400	200	200						200		R
	259/LGSR/009	Mungallala - Redford Road (7.45 - 13.95km)	Rehabilitate and widen	520	260	260						260		R
<b>Subtotal: Maranoa</b>										<b>1,239</b>	<b>1,576</b>			
Murweh	247/LGSI/001	Augathella State School	Provide passenger set-down facilities	56	28	28						28		I
	247/LGSA/004	Charleville, Augathella and Morven town streets	Install pedestrian refuge	160	80	80				40	40	40		O
	247/LGSR/001	Charleville - Bollon Road	Rehabilitate pavement	495	260	235						235		R
	247/LGSA/002	Adavale Road (83.50 - 88.50km)	Construct to sealed standard	200	100	100				100	100			R
	247/LGSA/003	Langlo River Road (10.70 - 13.70km)	Construct to sealed standard	307	159	148				148	148			R
	88/LGSA/013	Adavale Road (80.50 - 83.50km)	Construct to sealed standard	133	68	64				64	64			R
<b>Subtotal: Murweh</b>										<b>352</b>	<b>303</b>			
Paroo	253/LGSD/001	Cunnamulla town	Construct footpath/s	194	97	97		17		40	40	40		O
	253/LGSR/001	Bundaleer South Plains Road	Form and pave	1,000	894	106				106	106			R
	253/LGSR/002	Jobs Gate Road	Form and gravel	400	230	170						170		R
	253/LGSR/003	Jobs Gate Road	Rehabilitate pavement	150	83	67						67		R
<b>Subtotal: Paroo</b>										<b>146</b>	<b>277</b>			
Quilpie	1/LGSD/002	Brolga Street	Construct footpath/s	232	116	116		36		40	40	40		O
	255/LGSR/001	TMR / local government alliance - South West Regional Road Group	Develop technical capability	52		52				52	52			R
<b>Subtotal: Quilpie</b>										<b>92</b>	<b>40</b>			

Local government	Project number <sup>(4)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(5)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(6)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
		Balance of funding commitment for South West Region	Priorities yet to be determined								80			
		Balance of funding commitment for South West Regional Road Group	Priorities yet to be determined								51			
<b>Gross region allocation</b>										<b>3,176</b>	<b>3,139</b>			
Revenue											0	0		
<b>Net region allocation</b>										<b>3,176</b>	<b>3,139</b>			

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.









## Wide Bay/Burnett Region

Wedgeleaf Tuckeroo Bridge on the Bundaberg Ring Road  
4km east of Bundaberg, July 2009

# Wide Bay/Burnett



## Legend

-  National road network
-  State strategic road network
-  State regional and other district road
-  National rail network
-  Other railway
-  Local government boundary

# Regional profile

## Overview

Wide Bay/Burnett Region covers an area of approximately 48,599km<sup>2</sup>, or around 2.8% of Queensland. It extends from Kalpowar in the north to Nanango in the south, and from Fraser Island in the east to west of Eidsvold.

Wide Bay/Burnett Region has a resident population of approximately 287,425 people and is home to approximately 6.5% of Queensland's total population.

The state-controlled road network in the region is 2,953km in length, and includes 274km of the National Network.

The transport and road network supports a diverse array of industries including retail, tourism, education, manufacturing, freight and construction; and agriculture including sugar cane, beef cattle, fruit, dairy cattle, plantation pine, fisheries, grain and small crops.

Wide Bay/Burnett Region has offices located in Bundaberg and Gympie. The region includes the local governments of Bundaberg Regional Council, Cherbourg Aboriginal Shire Council, Fraser Coast Regional Council, Gympie Regional Council, North Burnett Regional Council and South Burnett Regional Council.

## Major challenges

- Supporting economic development by assisting freight movement associated with established industries, such as tourism, grain growing, sugar production and pastoral activities; and meeting the demands of rapid population growth in coastal areas, such as Hervey Bay and Bundaberg.
- Maintaining and managing an ageing transport and road network in rural and fast-growing regional communities.
- Ensuring safe and efficient travel conditions for transport and road users.

- Continuing to develop our capability to manage and operate the transport and road network through our people, local governments and the private sector.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Continued work to rehabilitate the heritage listed Kennedy Bridge and Burnett Traffic Bridge in Bundaberg. The Kennedy Bridge is Bundaberg's oldest bridge and was constructed in 1899, and the Burnett Traffic Bridge was constructed in 1900.

Commenced reconstruction of boat ramp and installation of adjacent pontoon, at Riverview in Bundaberg, to improve safety for users and increase ramp usage.

Commenced construction of a two-lane boat ramp, at Kalkie on the Burnett River.

Completed reconstruction and resurfacing of a four-lane boat ramp, at Queen Street, in Bundaberg.

Completed construction of a two-lane boat ramp, at Gatakers Landing.

Continued construction of rollingstock (three car passenger sets).

Commenced widening and roundabout construction connecting the Torbanlea-Pialba Road and Booral Road intersections to Maryborough-Hervey Bay Road, to improve safety and traffic efficiency. This is one of Wide Bay/Burnett Region's busiest roads, with more than 10,000 vehicles per day.

Commenced design of overtaking lanes on Bundaberg-Gin Gin Road, near Bundaberg, between Lerches Road and Woods Road.

Commenced realignment of an 11km section of the Bruce Highway between Sankeys Road and Traveston Road, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This is section B of the 65km Cooroy to Curra project, and is the highest priority section in terms of safety and capacity improvement.

Completed construction of 14.3km of the new 10m-wide sealed Bundaberg Ring Road, connecting the Isis Highway to Bargara Road. The Bundaberg Ring Road caters for future traffic growth and improves safety for motorists and heavy vehicle drivers. The project has reduced travel times for motorists heading from east to west and eased congestion in city streets, as well as providing an alternative route for heavy vehicles.

Completed widening to four lanes and intersection improvements on the Bruce Highway, through Gympie from Centro Way to Pine Street, to help meet the ongoing demands of the rapid traffic and population growth of the area.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Provided projects through Safer Roads Sooner:

- commenced shoulder sealing on the D'Aguilar Highway, west of Nanango
- commenced installation of roadside and surface delineation on sections of the Burnett Highway
- completed installation of a pedestrian refuge in Bundaberg, near Cross Street, on Bundaberg-Bargara Road
- completed upgrade of Boat Harbour Drive and Main Street intersection, in Hervey Bay
- completed shoulder widening, resealing and removal of roadside hazards, at the intersection of Tin Can Bay Road and Rainbow Beach Road.

### Objective 3: An accessible transport system linking people to employment, education and services

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed construction of footpaths at Norville School on Branyan Street and Tobruk Street, in Bundaberg
- completed sealing on a section of Tinnanbar Road, in Tinnanbar.

Continued to work with local governments to manage the Local Roads of Regional Significance (LRRS) network as part of the Roads Alliance. The Roads Alliance is a shift towards jointly managing regionally-significant roads where financial and road construction resources are shared, irrespective of road ownership.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Continue upgrade including compensatory planting for loss of vegetation on Maryborough-Hervey Bay Road between Torbanlea and Pialba Road.

### Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries

Continued widening and rehabilitation on narrow and rough sections of the Wide Bay Highway to improve priority freight routes.

Completed major works to lower the Bruce Highway under the Normanby overpass on Gympie-Brooloo Road, south of Gympie to increase safety and enable oversize trucks to pass under bridge. The works were completed within a tight timeframe to lessen the impact on local traffic.

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including completing work on the bridge over Two Mile Creek on the Kalpowar Road.

Completed the Southern Queensland Accelerated Road Rehabilitation Program. This program was an initiative of an alliance team made up of TMR, contractors (Civil Mining and Construction Pty Ltd and Queensland Bridge and Civil), designers (Aurecon), precast suppliers (Humes) and piling contractors (Wagstaff Piling). The model was designed to more effectively manage Regional Bridge Renewal Program funding to plan and build 31 bridges across a wide geographic area, in a short timeframe.

Completed work to replace the old timber bridges and approaches over the Boyne River, on the Proston-Boondooma Road; and Boondooma Creek on the Munduberra-Durong Road, with new concrete bridges.

### Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland

Continued strong relationships with maintenance contractors including RoadTek and local government agencies.

Continued to deliver improved road infrastructure through open tender contracts.

Completed installation of an Intelligent Transport System on the Bruce Highway between Cooroy and Gympie to improve safety and reduce road crashes, in conjunction with North Coast Region, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Continued to involve local governments, industry, community organisations and the public in defining transport issues and potential solutions.

### Key deliverables 2010-11 to 2011-12

#### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Continue work to rehabilitate the heritage listed Kennedy Bridge and Burnett Traffic Bridge in Bundaberg. The Kennedy Bridge is Bundaberg's oldest bridge and was constructed in 1889, and the Burnett Traffic Bridge was constructed in 1900.

Complete reconstruction of boat ramp and installation of adjacent pontoon at Riverview in Bundaberg to improve safety for users and increase ramp usage.

Continue construction of rollingstock (three car passenger sets).

Complete construction of a two-lane boat ramp, at Kalkie, on the Burnett River.

Complete widening and sealing shoulders on a 1.6km section of the Burnett Highway, between Gayndah and Monto.



Continue widening and roundabout construction connecting Torbanlea-Pialba Road and Booral Road intersections to Maryborough-Hervey Bay Road, to improve safety and traffic efficiency. This is one of Wide Bay/Burnett Region's busiest roads, with over 10,000 vehicles per day.

Complete construction of overtaking lanes on Bundaberg-Gin Gin Road, near Bundaberg, between Lerches Road and Woods Road.

Complete realignment of an 11km section of the Bruce Highway between Sankeys Road and Traveston Road, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This is section B of the 65km Coorooy to Curra project and is the highest priority section in terms of safety and capacity improvement.

Continue rehabilitation on Maryborough-Cooloola Coast Road, Maryborough-Biggenden Road and Gympie-Brooloo Road to preserve the road asset.

Complete concept planning for improvements at the intersection of Pialba-Burrum Heads Road, Scrub Hill Road and Wide Bay Drive, and the intersection of Maryborough-Hervey Bay Road and Urraween Road.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Provide projects through Safer Roads Sooner:

- complete shoulder sealing on the D'Aguilar Highway, west of Nanango
- continue widening and smoothing narrow and rough sections on the Burnett Highway.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence sealing and widening on a section of Monduran Road, in Bucca
- commence construction of footpaths on Cambridge Street, between Cardigan Street and Hoffman Street, in Maryborough

Continue to work with local governments to manage the Local Roads of Regional Significance network as part of the Roads Alliance. The Roads Alliance is a shift towards jointly managing regionally-significant roads where financial and road construction resources are shared, irrespective of road ownership.

Commence upgrade of a section on Monto-Mount Perry Road, at Eagle Heights, to improve access to local services.

Complete upgrade including shoulder sealing on Cania Dam Road, in North Burnett regional area, to improve access for tourists travelling to the Cania Gorge National Park.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Continue widening and smoothing on narrow and rough sections of the Bunya Highway and D'Aguilar Highway, to improve priority freight routes.

Commence widening, strengthening and culvert upgrades on the Eidsvold-Theodore Road, to provide access to B-doubles, reducing freight costs for the rural sector.

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including:

- complete work on the bridge over Degilbo Creek, on the Maryborough-Biggenden Road
- complete work on the bridge over Three Moon Creek, on the Burnett Highway
- complete work on the bridge over Sandy Creek, on the D'Aguilar Highway
- commence work on the bridge over McCord Creek, on the Gayndah-Mount Perry Road
- commence work on the bridge over Wide Bay Creek, on the Bauple-Woolooga Road
- commence work on bridge no. 1 over Harkness Boundary Creek, on the Gayndah-Mount Perry Road.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continue strong relationships with maintenance contractors including RoadTek and local government agencies.

Continue to deliver improved road infrastructure through open tender contracts.

Continue to involve local governments, industry, community organisations and the public in defining transport issues and potential solutions.



# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(4)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(4)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Bundaberg	QTPPE4200	Burnett River	Boat ramp	649	584	65				Construct two lane boat ramp at Kalkie
	QTPPE4200	Bundaberg	Boat ramp	359	263	96				Upgrade two lane boat ramp at Riverview
<b>Subtotal: Bundaberg</b>				<b>1,008</b>	<b>847</b>	<b>161</b>				
Fraser Coast	QTPPE4200	River Heads	Boat ramp	244	24	220				Upgrade boat ramp
	A00616	Maryborough <sup>(3)</sup>	MetTRIP - additional CityTrain rollingstock	275,456	267,035	8,421				Construct 24 three car units
	A02170	Maryborough <sup>(3)</sup>	Additional CityTrain rollingstock	281,137	216,984	64,153				Construct 20 three car units
	A02720	Maryborough <sup>(3)</sup>	CityTrain rollingstock	305,000	71,137	101,800	96,025	36,038		Construct 20 three car units
<b>Subtotal: Fraser Coast</b>				<b>861,837</b>	<b>555,180</b>	<b>174,594</b>	<b>96,025</b>	<b>36,038</b>		
<b>Total: Wide Bay/Burnett Region <sup>(4)</sup></b>				<b>862,845</b>	<b>556,027</b>	<b>174,755</b>	<b>96,025</b>	<b>36,038</b>		

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) This is a SEQIPP approved project.
- (4) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.

# National Network

Local government	Project number <sup>(a)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Bundaberg	64/10C/900	034304-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	Isis River Bridge and approaches	25,000	25,000		1,270	15,000	8,730			Undertake concept planning
	74/10C/900	034224-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	Southern approach to Gin Gin	20,000	20,000		1,700	2,000	4,000	12,300		Undertake concept planning
	74/10D/901	034223-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	Cabbage Tree Creek - Carman Road and Back Creek Range	6,790	6,790		2,000	3,000	1,790			Undertake concept planning
<b>Subtotal: Bundaberg</b>									<b>20,000</b>	<b>14,520</b>	<b>12,300</b>		
Fraser Coast	228/10B/1	034348-09QLD-NP	Bruce Highway (Gympie - Maryborough)	Chapmans Road - Brooks Road	1,700	1,700		1,075	625				Widen and seal
	228/10C/2	034348-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	Burrum River Road - North of Burrum River	1,750	1,750		1,000	750				Widen and seal
<b>Subtotal: Fraser Coast</b>									<b>1,375</b>				
Gympie	128/10A/29	QAN15	Bruce Highway (Brisbane - Gympie)	Kidgell Street - Pine Street	70,800	70,800		53,930	16,870				Duplicate two to four lanes
	128/10A/31	034034-08QLD-NP	Bruce Highway (Brisbane - Gympie)	Sankeys Road - Traveston Road (Section B)	613,000	488,000	125,000	133,930	288,070	156,000	35,000		Construct to new sealed four lane standard
	128/10A/901	TBA	Bruce Highway (Brisbane - Gympie)	Cooroy South interchange - Sankeys Road	16,665		16,665	13,665	3,000				Undertake concept planning
<b>Subtotal: Gympie</b>									<b>307,940</b>	<b>156,000</b>	<b>35,000</b>		
Australian Government			Cabbage Tree Creek to Carman Road and Back Creek Range upgrade							35,000	58,210		
			Cooroy to Curra (planning and resumptions)						108,200	11,800	80,000		
			Corridor management (environment)						62	62	123		
			Corridor management (road safety)						1,118	971	1,940		
			Enhanced capacity						400				
			Program maintenance						1,240	1,425	2,849		
			Rehabilitation						700	700	1,400		
			Routine maintenance						2,966	2,288	3,019		
		Traffic operations						439	439	871			
<b>Subtotal: Australian Government</b>									<b>381,602</b>	<b>193,205</b>	<b>160,712</b>		

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved		Indicative		Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Queensland Government				Funding commitment for SEQIPP projects Natural Disaster Relief and Recovery Arrangements					30,000 11	30,000			
<b>Subtotal: Queensland Government</b>									<b>93,011</b>	<b>60,000</b>	<b>35,000</b>		
<b>Gross region allocation</b>									<b>474,613</b>	<b>253,205</b>	<b>195,712</b>		
<b>Net region allocation</b>									<b>474,613</b>	<b>253,205</b>	<b>195,712</b>		

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.





## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(3)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Bundaberg	211/19A/203 <sup>(5)</sup>	SR	Isis Highway (Bundaberg - Childers)	Crook Street / Low Street intersection	125			125			Install signs
	211/171/1 <sup>(5)</sup>	LRRS	Goodwood	Sections : Foleys Road - Coonarr Road	500			100	400		Widen and seal
	141/174/7	LRRS	Bundaberg - Bargara	Princess Street / Scotland Street / George Street	9,135				4,465	4,670	Improve intersection
	211/174/200 <sup>(5)</sup>	LRRS	Bundaberg - Bargara	Bourbong Street / Burrum Street	235	35	200				Improve interchange
	211/174/201 <sup>(5)</sup>	LRRS	Bundaberg - Bargara	Bourbong Street / Bingera Street	235	35	200				Improve intersection
	141/174/805	LRRS	Bundaberg - Bargara	Kennedy Bridge	2,948	1,698	550	700			Undertake structural rehabilitation
	60/176/16	SR	Bundaberg - Gin Gin	Sections : Bayliss Road - Usshers Road	921	307	307	307			Widen pavement
	60/176/19	SR	Bundaberg - Gin Gin	Lerches Road - Woods Road	10,730	175	3,378	7,177			Construct overtaking lane/s
	141/176/801	SR	Bundaberg - Gin Gin	Burnett River Bridge	8,408	4,529	2,000	1,879			Undertake structural rehabilitation
	141/177/1	SR	Bundaberg Ring	6.80 - 14.30km (Goodwood Road - Bundaberg-Bargara Road)	68,000	66,200	1,800				Construct to new sealed two lane standard
141/177/2	SR	Bundaberg Ring	Isis Highway - Goodwood Road	32,000	30,800	1,200				Construct to new sealed two lane standard	
60/179/203 <sup>(5)</sup>	LRRS	Bundaberg - Miriam Vale	Near Avondale Tavern	70	35	35				Install/replace guardrail/s	
<b>Subtotal: Bundaberg</b>							<b>9,670</b>	<b>10,288</b>	<b>4,865</b>		
Fraser Coast	228/162/901	LRRS	Pialba - Burrum Heads	Scrub Hill Road / Wide Bay Drive intersection	1,500	500	1,000				Undertake concept planning
	146/163/19	SR	Maryborough - Hervey Bay	Woongool Road	2,155	33	67	529	1,526		Improve intersection
	24/163/37	SR	Maryborough - Hervey Bay	Torbanlea turn-off - Dundowran Road	17,149	7,849	9,300				Duplicate two to four lanes
	24/163/38	SR	Maryborough - Hervey Bay	Burrum Heads Road	8,000	6				7,994	Install traffic signals
	24/163/302	SR	Maryborough - Hervey Bay	North of Dundowran Road - Pialba-Burrum Heads Road	11,500	9,500	2,000				Widen pavement
	228/163/901	SR	Maryborough - Hervey Bay	Urraween Road intersection	1,500	500	1,000				Undertake concept planning
	131/479/5	LRRS	Boompa	Sections : Maryborough-Biggenden Road - Woolooga Road	464	35	214	215			Widen pavement
118/488/9	LRRS	Bauple - Woolooga	1.84 - 3.62km (East of Gutchy Creek)	557	65	246	246			Widen pavement	
<b>Subtotal: Fraser Coast</b>							<b>13,827</b>	<b>990</b>	<b>1,526</b>		

Local government	Project number <sup>(5)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Gympie	72/41B/29 <sup>(5)</sup>	SS	Burnett Highway (Goomeri - Gayndah)	Sections : 0 - 75.00km (Goomeri - Boonara Creek No. 4)	700	400	300				Provide vehicle parking
	72/41B/310	SS	Burnett Highway (Goomeri - Gayndah)	Sections : 52.10 - 55.00km (Ross Road - culvert)	890	276	307	307			Rehabilitate and widen
	72/44A/804	SR	Wide Bay Highway (Gympie - Goomeri)	Sections : 53.00 - 56.20km (Kinbombi Creek - Goomeri)	1,520	1,450	70				Rehabilitate pavement
	72/44A/805	SR	Wide Bay Highway (Gympie - Goomeri)	Sections : 56.50 - 61.00km (Kinbombi Creek - Goomeri)	2,629	1,581	1,048				Rehabilitate pavement
	128/141/19	LRRS	Kin Kin	Noonan Range	16,500	807	354	2,000	13,339		Construct deviation - sealed standard
	232/166/800	SR	Maryborough - Cooloola	Old shire boundary - Tin Can Bay Road	2,520	800	1,720				Rehabilitate pavement
	232/483/800	SR	Gympie - Brooloo	Calico Creek - Lawson Road	900	50	850				Rehabilitate pavement
	72/486/10	LRRS	Kilkivan - Tansey	Sections : Gap Creek - Godfried Creek	1,088	52	492	544			Widen and seal
	72/488/6 <sup>(6)</sup>	LRRS	Bauple - Woolooga	Wide Bay Creek	10,900	600	3,243	7,057			Replace bridge/s and approaches
<b>Subtotal: Gympie</b>							<b>8,384</b>	<b>9,908</b>	<b>13,339</b>		
North Burnett	102/19C/301	SS	Isis Highway (Biggenden - Coalstoun Lakes)	28.96 - 32.09km (Coalstoun Lakes - Quarry Hill)	1,510	956	277	277			Widen pavement
	4/41C/19	SS	Burnett Highway (Gayndah - Monto)	O'Bil Bil Creek	5,530	148	885	3,497	1,000		Construct bridge/s and approaches
	49/41C/39 <sup>(6)</sup>	SS	Burnett Highway (Gayndah - Monto)	McCord Creek	5,586	50	2,770	2,766			Replace bridge/s
	49/41C/41 <sup>(6)</sup>	SS	Burnett Highway (Gayndah - Monto)	Harkness Boundary Creek No. 1	5,419	352	2,100	2,967			Replace bridge/s and approaches
	49/41C/305	SS	Burnett Highway (Gayndah - Monto)	North of Ceratodus rest area turn-off	514	22	235	257			Widen and seal shoulder/s
	4/41C/305	SS	Burnett Highway (Gayndah - Monto)	Sections : South of Sehls Road	823	209	307	307			Seal shoulder/s
	84/41C/808	SS	Burnett Highway (Gayndah - Monto)	Sections : 125.20 - 127.90km (Plateau Road - Red Pit Road)	1,700		500	1,200			Rehabilitate pavement
	84/41D/18 <sup>(6)</sup>	SS	Burnett Highway (Monto - Biloela)	Three Moon Creek	7,220	3,428	3,792				Replace bridge/s and approaches
	249/41D/200 <sup>(5)</sup>	SS	Burnett Highway (Monto - Biloela)	Lister Street and Cunningham Street	50			50			Install signs
	249/435/1 <sup>(5)</sup>	SR	Mundubbera - Durong	48.20 - 48.80km	700	50		650			Provide heavy vehicle parking
	249/454/1	LRRS	Eidsvold - Theodore	Various locations (2.40 - 66.00km)	16,951		10,000	5,000	1,951		Widen pavement
	96/475/15	LRRS	Gayndah - Mount Perry	North of Kalliwa Road - existing bitumen (27.10 - 28.60km)	1,456	647	350	459			Construct to new sealed two lane standard
	96/475/18	LRRS	Gayndah - Mount Perry	28.60 - 29.10km	394	23		256	115		Construct to new sealed two lane standard
	96/476/23	LRRS	Monto - Mount Perry	Eagle Heights	738	256	241	241			Construct deviation - unsealed standard
	43/478/8 <sup>(6)</sup>	LRRS	Maryborough - Biggenden	Degilbo Creek	6,600	1,300	4,300	1,000			Replace bridge/s and approaches
43/4706/19	LRRS	Gooroolba - Biggenden	East of Degilbo (33.60 - 33.80km)	114			114			Construct to new sealed two lane standard	
84/4715/11	LRRS	Cania Dam	Sections : North of Burnett Highway	954	318	318	318			Seal shoulder/s	
<b>Subtotal: North Burnett</b>							<b>26,075</b>	<b>19,359</b>	<b>3,066</b>		

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(b)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11	2011-12	2012-13 to 2013-14	Beyond	
							\$'000	\$'000	\$'000	\$'000	
South Burnett	89/40B/802	SS	D'Aguilar Highway (Kilcoy - Yarraman)	54.96 - 55.32km and 56.82 - 58.15km	500	349	151				Rehabilitate pavement
	73/40C/11 <sup>(b)</sup>	SR	D'Aguilar Highway (Yarraman - Kingaroy)	Sections : 22.00 - 42.00km	1,800	400	1,400				Seal shoulder/s
	89/40C/16 <sup>(b)</sup>	SS	D'Aguilar Highway (Yarraman - Kingaroy)	Sandy Creek	5,200	3,556	1,644				Replace bridge/s
	89/40C/17	SS	D'Aguilar Highway (Yarraman - Kingaroy)	Burnett Highway (20.97 - 21.07km)	205				205		Improve intersection
	261/41A/1 <sup>(b)</sup>	SS	Burnett Highway (Nanango - Goomeri)	6.00 - 15.00km	700	50	650				Provide heavy vehicle parking
	89/41A/204 <sup>(b)</sup>	SS	Burnett Highway (Nanango - Goomeri)	12.80 - 35.40km	100	50	50				Install roadside and surface delineation
	73/45A/303	SR	Bunya Highway (Dalby - Kingaroy)	62.37 - 109.96km	820	200	310	310			Widen and seal shoulder/s
	130/435/301	SR	Mundubbera - Durong	80.80 - 82.20km	1,775	835	470	470			Rehabilitate and widen
	89/4196/16	LRRS	Maidenwell - Bunya Mountains	10.94 - 11.69km	226	138	88				Construct to new sealed two lane standard
	73/4206/10	LRRS	Memerambi - Gordonbrook	18.30 - 19.80km	269			29	240		Construct to new sealed two lane standard
	130/4356/8	LRRS	Proston - Boondooma	Boyne River	4,550	3,714	836				Replace bridge/s
	130/4356/302	LRRS	Proston - Boondooma	17.40 - 19.40km	237			237			Widen and seal
<b>Subtotal: South Burnett</b>							<b>5,599</b>	<b>1,046</b>	<b>445</b>		
Region (yet to be allocated to a local government)			Access and amenity				100				
			Corridor management (environment)				416	433	919		
			Corridor management (road safety)				4,163	4,331	9,186		
			Enhanced capacity				3,371	3,360	7,199		
			Programmed maintenance				11,498	11,958	25,370		
			Rehabilitation				8,672	5,947	18,077		
			Resource Development Program						34,104		
			Routine maintenance				11,471	12,693	26,930		
			Strategic transport planning				2,470	2,470	4,940		
			Traffic operations				2,055	2,075	4,180		
<b>Subtotal: works and planning</b>							<b>107,771</b>	<b>84,858</b>	<b>154,146</b>		

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
<b>Subtotal: region works allocation</b>							<b>107,771</b>	<b>84,858</b>	<b>154,146</b>		
			Corridor land management			1,376	1,376	2,752			
			Network operations			2,531	2,531	5,062			
			Program development and management			665	665	1,330			
			Road system planning			2,971	2,171	4,342			
<b>Subtotal: region works and stewardship</b>							<b>115,314</b>	<b>91,601</b>	<b>167,632</b>		
			Asset acquisitions			97	97	194			
<b>Gross region allocation</b>							<b>115,411</b>	<b>91,698</b>	<b>167,826</b>		
			Operational revenue			(36)	(36)	(72)			
<b>Net region allocation</b>							<b>115,375</b>	<b>91,662</b>	<b>167,754</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Safer Roads Sooner program.
- (6) Funded by the Queensland Government's Regional Bridge Renewal Program.



# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(d)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Bundaberg	211/LGSH/001	Bundaberg South State School (George Street and Boundary Street)	Construct footpath/s	48	24	24			24	24			H	
	211/LGSH/002	Burnett Heads State School	Construct footpath/s	56	28	28			28	28			H	
	211/LGSH/003	Norville State School (Killer Street)	Construct footpath/s	24	12	12			12	12			H	
	211/LGSH/004	Bundaberg East State School	Construct footpath/s	68	34	34			34	34			H	
	211/LGSH/005	North State Primary School	Construct footpath/s	20	10	10					10		H	
	211/LGSH/006	Norville State Primary School	Construct footpath/s	50	25	25					14	10	H	
	211/LGSH/007	Bundaberg East State Primary School	Construct footpath/s	10	5	5					5		H	
	211/LGSI/001	Avoca State School	Provide passenger set-down facilities	35	18	18			18	18			I	
	211/LGSO/002	Doctor Mays Crossing Road (Palm Springs Drive - Coonarr Road)	Widen pavement	200	100	100			15	15	85		O	
	211/LGSA/007	Causeway Road (end of existing seal - Burnett River)	Construct to sealed standard	264	132	132			132	132			O	
	211/LGSD/001	Woongarra Street / Avoca Street / Branyan Drive (3.60 - 3.62km)	Improve intersection	100	50	50			50	50			R	
	211/LGSD/002	Enterprise Street / Maynard Street (0.50 - 0.52km)	Improve intersection	170	85	85			85	85			R	
	211/LGSR/002	Tableland Arterial Road (3.50 - 7.70km)	Reseal - bitumen chip	150	75	75					41	34	R	
	211/LGSR/003	Monduran Road (10.80 - 12.30km)	Construct to new sealed two lane standard	580	290	290					36	254	R	
	211/LGSA/004	Boundary Street / George Street / Princess Street (1.70 - 1.90km)	Construct roundabout	250	125	125			125	125			R	
	211/LGSR/004	Barolin Esplanade (0.80 - 1.30km)	Construct to new sealed two lane standard	250	125	125					125		R	
	211/LGSA/005	Enterprise Street / Maynard Street (1.26 - 1.46km)	Improve intersection	150	75	75			75	75			R	
	211/LGSR/005	Windermere Road (0 - 0.80km)	Construct to new sealed two lane standard	290	145	145					145		R	
	211/LGSA/006	Wallville Goondoon Road (3.20 - 3.36km)	Replace bridge/s	550	275	275			275	275			R	
	211/LGSR/006	Woodgate Road (13.50 - 13.60km)	Construct to new sealed two lane standard	88	44	44					44		R	
	211/LGSR/007	Wallville Goondoon Road (14.60 - 15.60km)	Improve intersection	160	80	80					80		R	
	211/LGSR/008	North South Road (Jones Lane - Bunns Road) (sections : 2.80 - 4.40km)	Rehabilitate pavement	122	61	61					61		R	
	211/LGSR/009	Wallville Goondoon Road (4.10 - 6.10km)	Undertake safety improvements	80	40	40					40		R	

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Bundaberg (continued)	74/LGSA/014	Monduran Road (6.75 - 7.55km)	Widen and seal	120	60	60							40	R
	60/LGSA/020	Birthinga Road (5.60 - 7.10km)	Construct to new sealed two lane standard	380	190	190			140	140				R
	60/LGSA/021	Bucca Road (Birthinga Road - Gin Gin Road)	Widen and overlay	434	217	217			107	107				R
	60/LGSA/022	Monduran Road (9.30 - 10.80km)	Construct to new sealed two lane standard	350	175	175			70	70	105			R
<b>Subtotal: Bundaberg</b>										<b>1,190</b>	<b>792</b>			
Fraser Coast	228/LGSH/001	Yarilee State School (corner of Scrubb Hill Road and Burrum Heads Road)	Install/retrofit pedestrian crossing/s and facilities	165	82	82						34	48	H
	228/LGSO/001	Cambridge Street (Cardigan Street - Hoffman Street)	Construct footpath/s	200	100	100			15	15	85			O
	228/LGSA/001	Old Gayndah Road (7.46 - 8.31km)	Construct to new sealed two lane standard	144	72	72			72	72				R
	228/LGSR/001	Old Gympie Road (0 - 3.00km)	Reseal - bitumen chip	90	45	45					45			R
	228/LGSA/002	Pallas Street (1.20 - 1.60km)	Reseal - bitumen chip	70	35	35			35	35				R
	228/LGSR/002	Ann Street (Ferry Street - Guava Street) (1.23 - 1.27km)	Install traffic signals	212	106	106					106			R
	228/LGSA/003	Toogoom Road / Old Toogoom Road intersection (7.95 - 9.93km)	Widen and overlay	840	691	149			149	149				R
	228/LGSR/003	Main Street (Rural) (2.40 - 2.76km)	Realign traffic lane/s	268	134	134					134			R
	228/LGSA/004	Pilerwa Road (4.24 - 5.13km)	Widen pavement	244	151	93			93	93				R
	228/LGSR/004	Main Street (Rural) (2.76 - 3.08km)	Realign traffic lane/s	232	116	116					116			R
	228/LGSA/005	Boobyjan Road (2.96 - 3.95km)	Form and pave	90	65	25			25	25				R
	228/LGSR/005	Wide Bay Burnett Regional Road Group (capability improvement)	Develop technical capability	270		270					90		180	R
	146/LGSL/006	TMR / local government alliance - Wide Bay / Burnett Regional Road Group	Develop technical capability	276		276			186	90	90			R
	24/LGSA/007	Main Street (1.28 - 2.50km)	Realign traffic lane/s	9,100	8,205	895			695	200	200			R
24/LGSA/009	River Heads Road / Ariadne Street intersection (7.40 - 7.71km)	Widen and overlay	732	366	366			366	366				R	
131/LGSA/023	Pilerwa Road (3.04 - 3.64km)	Widen and overlay	142	71	71			23	48	48			R	
<b>Subtotal: Fraser Coast</b>										<b>1,093</b>	<b>610</b>			
Gympie	232/LGSI/001	James Nash State School (Myall Street)	Provide passenger set-down facilities	272	136	136				136	136			I
	232/LGSI/002	One Mile State School (John Street)	Provide passenger set-down facilities	460	230	230				230	230			I
	232/LGSI/003	Theebine State School (Scrub Road)	Provide passenger set-down facilities	212	106	106				106	106			I
	232/LGSI/004	Mary Valley State College (Edward Street)	Provide passenger set-down facilities	586	293	293				218	218	75		I



Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government	Queensland Government	Australian Government		2010-11			2011-12		
					\$'000	\$'000	\$'000		Carry-over	New funds	Total	\$'000	\$'000	
Gympie (continued)	232/LGSI/006	Widgee State School (Gympie - Woolooga Road)	Provide passenger set-down facilities	375	188	188						133	54	I
	232/LGSI/007	Gympie West State School (Cartwright Road)	Provide passenger set-down facilities	30	15	15						15		I
	232/LGSI/008	Gympie West State School (Cooinda Street)	Provide passenger set-down facilities	200	100	100						100		I
	232/LGSI/009	Jones Hill State School (McIntosh Creek Road)	Provide passenger set-down facilities	184	92	92						92		I
	232/LGSI/010	Jones Hill State School (Heilbronn Road)	Provide passenger set-down facilities	220	110	110						110		I
	232/LGSI/011	Rainbow Beach State School (Warooga Street)	Provide passenger set-down facilities	66	33	33						33		I
	232/LGSI/012	Gunalda State School (King Street)	Provide passenger set-down facilities	240	120	120						50	70	I
	232/LGSA/002	Saint Patricks College (Church Street and Bligh Street)	Install/retrofit pedestrian crossing/s and facilities	252	126	126				70	70	56		O
	232/LGSA/001	Hughes Terrace - John Street	Upgrade to two lanes	560	280	280				280	280			R
	232/LGSR/002	Kinbombi Road (23.07 - 23.80km)	Rehabilitate and widen	122	61	61						61		R
	232/LGSR/003	Moy Pocket Road	Rehabilitate and widen	560	280	280						280		R
	72/LGSA/009	Kinbombi Road (5.71 - 8.53km)	Rehabilitate and widen	340	170	170		90		80	80			R
<b>Subtotal: Gympie</b>												<b>1,120</b>	<b>1,005</b>	
North Burnett	249/LGSI/001	Burnett State College, Gayndah State School and St Josephs Primary School	Provide passenger set-down facilities	40	20	20						20		I
	249/LGSI/002	Monto State School, Monto State High School, Mulgildie State School and St Therese Primary School	Provide passenger set-down facilities	40	20	20						20		I
	249/LGSB/001	Normans Road (Moorooka Bridge)	Install floodway/s	150	75	75				75	75			O
	249/LGSO/001	Swindon Road (3.89 - 6.57km)	Form and pave	465	235	230				15	15	215		O
	249/LGSB/002	Coppin Road (10.72 - 13.33km)	Rehabilitate pavement	24	12	12				12	12			O
	249/LGSO/002	Sandersons Road	Widen and seal	120	60	60						60		O
	249/LGSB/003	Shallcross Road (3km from Burnett Highway intersection)	Replace bridge/s	160	80	80				80	80			O
	249/LGSB/004	Boondooma Road (3.40 - 4.90km)	Widen and seal	140	70	70				70	70			O
	249/LGSR/001	Coonambula Road (10.80 - 10.90km)	Upgrade bridge/s	604	392	212				212	212			R
	249/LGSA/002	Coringa Road (0.79 - 1.95km)	Widen pavement	160	80	80						80		R
	249/LGSR/002	Hawkwood - Piggott Road (7.10 - 7.14km)	Upgrade bridge/s	1,000	500	500				64	64	4	432	R
	249/LGSA/003	Hawkwood - Piggott Road (25.90 - 27.40km)	Construct to new sealed two lane standard	176	88	88				24	24	64		R
	249/LGSR/003	Kapaldo Road (0 - 2.54km)	Reseal - bitumen chip	46	23	23						23		R

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
North Burnett (continued)	249/LGSA/004	Old Rawbelle Road (0 - 9.99km)	Reseal - bitumen chip	106	53	53				53	53		R	
	249/LGSR/004	Abercorn Road (3.08 - 18.61km)	Reseal - bitumen chip	88	44	44					44		R	
	249/LGSA/005	Coominglah Road (0 - 7.74km)	Reseal - bitumen chip	140	70	70			70	70			R	
	249/LGSR/005	Cannindah Road (0 - 2.10km)	Reseal - bitumen chip	32	16	16					16		R	
	249/LGSA/006	Glencoe Road (14.30 - 19.36km)	Reseal - bitumen chip	90	45	45			45	45			R	
	249/LGSR/006	Coringa Road (0.05 - 0.79km)	Widen and seal	146	73	73					73		R	
	249/LGSA/007	Glencoe Road (7.15 - 34.78km)	Re-sheet unsealed road	152	76	76			76	76			R	
	249/LGSA/008	Bon Accord - Wetheron Road (0 - 6.00km)	Widen pavement	54	27	27			27	27			R	
	249/LGSA/009	Wigton Road (0 - 1.01km)	Reshape and seal	132	66	66					66		R	
	4/LGSA/015	Hawkwood - Piggott Road (25.50 - 25.90km)	Construct to new sealed two lane standard	84	42	42					42		R	
102/LGSA/042	Wigton Road (14.90 - 16.20km)	Construct to new sealed two lane standard	140	70	70		43		27	27		R		
<b>Subtotal: North Burnett</b>										<b>850</b>	<b>726</b>			
South Burnett	261/LGSH/001	Kumbia State School (Bell Street)	Install/retrofit pedestrian crossing/s and facilities	25	14	10						10	H	
	261/LGSI/001	Nanango State Primary School (Drayton Street)	Provide passenger set-down facilities	65	32	32			32	32			I	
	261/LGSI/003	Windersa State Primary School (corner Murgon - Gayndah Road and Wilson Road)	Provide passenger set-down facilities	45	22	22					22		I	
	261/LGSO/001	Clencoe Road (0 - 2.50km)	Widen and seal	270	135	135			14	14	121		O	
	261/LGSA/010	Ellesmere Road (Lillian Avenue - Kumbia Road)	Pave and seal	326	163	163			163	163			O	
	261/LGSR/001	Memerambi - Barkers Creek Road (14.15 - 17.15km)	Construct to new sealed two lane standard	656	328	328		116				212	R	
	261/LGSR/002	Memerambi - Barkers Creek Road (12.65 - 14.40km)	Construct to new sealed two lane standard	292	146	146					146		R	
	261/LGSA/003	Peterson Drive (D'Aguiar Highway - Kingaroy Cooyar Road) (0 - 2.45km)	Widen and seal	125	62	62			62	62			R	
	261/LGSR/003	Avoca Street / Youngman Street and Avoca Street / Kingaroy Street	Improve intersection	375	340	35					35		R	
	261/LGSA/004	Peterson Drive (D'Aguiar Highway - Kingaroy Cooyar Road) (7.55 - 7.60km)	Improve intersection	250	125	125			125	125			R	
	261/LGSR/004	Nanango - Brooklands Road (8.48 - 10.88km)	Rehabilitate and widen	270	150	120					120		R	
261/LGSR/005	Silverleaf Road (4.07 - 4.09km)	Replace bridge/s and approaches	500	250	250				175	175		75	R	

Local government	Project number <sup>(4)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(5)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(6)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
South Burnett (continued)	261/LGSA/006	Appin Street West / Cairns Street intersection (0.50 - 0.80km)	Widen pavement	50	25	25					25		R	
	261/LGSR/006	Crownthorpe Road (6.65 - 6.67km)	Replace bridge/s and approaches	490	245	245					95	150	R	
	261/LGSA/007	Appin Street West / Cairns Street intersection (0.10 - 0.40km)	Widen pavement	50	25	25					25		R	
	261/LGSA/008	Manumbar Road (25.40 - 26.77km)	Construct to new sealed two lane standard	206	103	103			3	3	100		R	
	261/LGSA/009	Manumbar Road (18.74 - 19.96km)	Construct to new sealed two lane standard	183	92	91			47	47	44		R	
	73/LGSA/028	Avoca Street (Youngman Street (Bunya Highway) - Kingaroy Street (D'Aguilar Highway))	Reseal - bitumen chip	100	50	50	10		40	40			R	
<b>Subtotal: South Burnett</b>										<b>662</b>	<b>744</b>			
		Balance of funding commitment for the Wide Bay-Burnett Regional Road Group	Priorities yet to be determined							142	140			
<b>Gross region allocation</b>										<b>5,057</b>	<b>4,017</b>			
Revenue										0	0			
<b>Net region allocation</b>										<b>5,057</b>	<b>4,017</b>			

## Endnotes

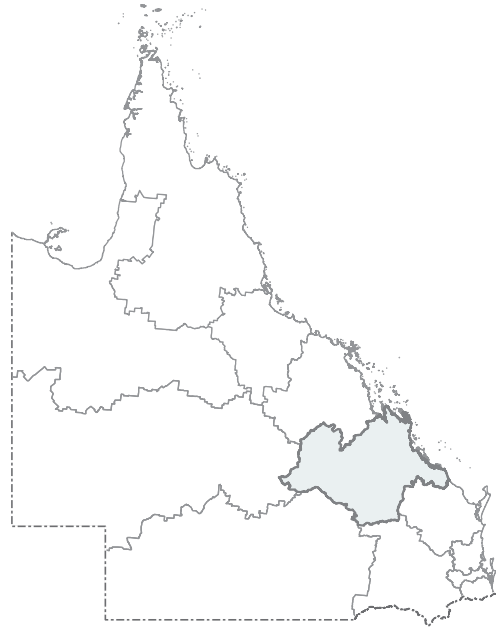
- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.









## Fitzroy Region

Construction on the Yaamba Road pedestrian overpass  
North Rockhampton, December 2009

# Fitzroy



## Legend

-  National road network
-  State strategic road network
-  State regional and other district road
-  National rail network
-  Other railway
-  Local government boundary



0 50 Km

A scale bar with a black and white alternating pattern, indicating a distance of 50 kilometers.

# Regional profile

## Overview

Fitzroy Region covers an area of approximately 117,813km<sup>2</sup>, or around 6.8% of Queensland. It extends from north of Capella to south of Taroom, and from Gladstone in the east to west of Emerald.

Fitzroy Region has a resident population of approximately 220,714 people and is home to approximately 5% of Queensland's total population.

The state-controlled road network in the region is 3,531km in length, and includes 366km of the National Network.

The transport and road network supports a diverse array of industries including retail, tourism, sport, education, manufacturing, freight and construction; agriculture including beef cattle, fruit, dairy cattle, plantation pine, cotton and grain; and mining including coal and gas.

Fitzroy Region has offices located in Rockhampton and Emerald. The region includes the local governments of Banana Shire Council, Central Highlands Regional Council, Gladstone Regional Council, Rockhampton Regional Council and Wooraabinda Aboriginal Shire Council.

## Major challenges

- Supporting regional development, industry competitiveness and rapid population and traffic growth in coastal cities and remote communities by upgrading key freight and passenger routes.
- Ensuring safe and efficient travel conditions for transport and road users, especially targeting fatigue due to long-distance work commuting by mine staff and tradespeople, and high levels of heavy vehicle growth from increasing freight movements.

- Providing sustainable planning to contribute to and support regional development and improve the accessibility and quality of life for Queenslanders living in rural and isolated communities.
- Maintaining and managing an ageing transport and road network in rural and fast-growing regional communities.
- Continuing to work with the Australian Government and local governments to identify, plan, prioritise and deliver transport and road upgrades where and when they are needed.
- Protecting environmental biodiversity and sensitivity with sustainable planning and construction practices.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Commenced the Fitzroy River Floodplain Study, as part of the Nation Building Program, funded by the Australian Government. This study will investigate future transport needs and make recommendations on the priorities for future investment to deliver a safe, efficient and flood immune road transport corridor in central Queensland.

Completed upgrade of Coorooman Creek boat ramp from one lane to two.

Commenced realignment works on the Dawson Highway across the Calliope Range, slightly to the north of the existing crossing, as part of the Bowen Basin Safety Package. The new road will provide a safer more freight-efficient alignment to replace the current highway bottleneck.

Completed construction of a pedestrian overpass on Yaamba Road, to provide safe access and improve traffic flow on the busy North Rockhampton corridor.

Completed widening, provided additional overtaking opportunities and improved traffic flow between Keppel Sands Road and Tanby Road, on Rockhampton-Emu Park Road, to improve access to the Capricorn Coast.

Completed rehabilitation and widening on approximately 17km of the Dawson Highway, between Meteor Creek and Three Chain Road.

Completed construction of a single lane boat ramp, at Tannum Sands.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Completed level crossing upgrades, as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- commenced installation of traffic signals at the intersection of Gregory Highway, Egerton Street and Hospital Road, in Emerald
- commenced safety improvements on Rockhampton-Yeppoon Road at the intersection of Fitzroy Street and East Street, and the intersection of Bridge Street and Queen Elizabeth Drive, in Rockhampton

- commenced widening and sealing on the Leichhardt Highway, north of Theodore
- completed installation of audio-tactile line marking and new fatigue signage on Gladstone-Mount Larcom Road, the main northern access road to Gladstone
- completed installation of high-visibility road signage on Gladstone-Monto Road, north of Many Peaks.

Commenced widening as part of the Comet River Road intersection upgrade on the Capricorn Highway, as part of the Black Spot Program, funded by the Australian Government.

Commenced installation of traffic signals on the Capricorn Highway at the entrance to Gracemere, and reduced the speed limit on the Capricorn Highway between Gracemere and the Fairybower Road intersection, to improve safety for all road users.

Held a community engagement meeting in Wowan in preparation for the design and construction of the Leichhardt Highway realignment, and replacement of the bridges across the Don River, as part of the Bowen Basin Safety Package.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed construction of footpaths at Bluff State School on Church Street, in Bluff
- completed widening and sealing on a section of North Street between Deacon Street and Brennan Street, in Miriam Vale.

Completed flood immunity work at Deep Channel on the Carnarvon Highway, 1km south of Rolleston.

Completed widening and sealing on 5.5km of Blackwater-Rolleston Road, as part of the Sustainable Resource Communities Initiative.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continued to work with the Department of Environment and Resources Management to identify significant areas within road reserves that contribute to conservation and fauna habitat and corridor values, with the aim of preserving those values.

Continued to develop pest management plans in conjunction with local pest management groups and local government to control pest species in the road reserve.

Completed a cultural heritage assessment to identify areas of significance, in preparation for the proposed realignment of the Leichhardt Highway, at Rannes in central Queensland.

Continued to improve systems and assess alternative methods to coordinate fire management activities within the road reserve.

Completed relocation of more than 500 environmentally significant *Cycad* trees as part of preliminary realignment works on the Dawson Highway across the Calliope Range, as part of the Bowen Basin Safety Package.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Completed upgrade of the weight of rail from 53kg/m to 60kg/m at priority locations on the North Coast Line between Nambour and Parana.

Completed the annual bridge inspection program, including underwater bridge inspections, to ensure the integrity of bridges in the region.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continued the renewal of the Automatic Train Protection on-board system which operates between Caboolture and Purono.

Completed expansion of traffic monitoring camera use to improve TMR's ability to respond to traffic congestion, and improve the flow of traffic.

Completed upgrade of the solar power facilities on Facing Island, to increase availability of vessel traffic sensors situated on the Island.

Completed upgrade of the closed circuit television network in the Port of Gladstone, to afford greater vessel monitoring capability.

### **Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Completed upgrade of the Gladstone Vessel Tracking Service radar facility, to improve reliability of vessel tracking systems for the Port of Gladstone.

Continued works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.



## Key deliverables 2010-11 to 2011-12

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Continue the Fitzroy River Floodplain Study, as part of the Nation Building Program, funded by the Australian Government. This study will investigate future transport needs and make recommendations on the priorities for future investment to deliver a safe, efficient and flood immune road transport corridor in central Queensland.

Commence and complete construction of a floating walkway at the recently upgraded boat ramp at Coorooman Creek to improve safety for users and increase capacity.

Continue realignment works on the Dawson Highway across the Calliope Range, slightly to the north of the existing crossing, as part of the Bowen Basin Safety Package. The new road will provide a safer more freight-efficient alignment to replace the current highway bottleneck.

Commence rehabilitation and widening on 6km of the Capricorn Highway between Winton Creek and the Australian Agricultural College, Emerald Campus.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Provide projects through Safer Roads Sooner:

- complete installation of traffic signals at the intersection of Gregory Highway, Egerton Street and Hospital Road, and at the intersection of Harris and Curt Street, in Emerald
- complete safety improvements on Rockhampton-Yeppoon Road at the intersection of Fitzroy Street and East Street, and the intersection of Bridge Street and Queen Elizabeth Drive, in Rockhampton
- complete widening and sealing on the Leichhardt Highway, north of Theodore

- commence construction of an overtaking lane on the Capricorn Highway (Duarina to Emerald), 11km east of Bluff
- commence safety improvements at the intersection of Capricorn Highway and O'Shanesy Street, 1km west of Gracemere.

Complete widening as part of the Comet River Road intersection upgrade on the Capricorn Highway, as part of the Black Spot Program, funded by the Australian Government.

Commence rehabilitation and widening of the Carnarvon Highway at the Wallaroo Range, to improve safety for all road users.

### Objective 3: An accessible transport system linking people to employment, education and services

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence construction of pedestrian bridge at Thangool State School, in Thangool
- commence resealing of a section of Derby Street, in Gladstone.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Continue to work with Department of Environment and Resources Management to identify significant areas within road reserves that contribute to conservation and fauna habitat and corridor values, with the aim of preserving those values.

Continue to develop pest management plans in conjunction with local pest management groups and local government to control pest species in the road reserve.

Commence investigation of the requirement, approach and potential methods to conserve and rehabilitate the road reserve,

including creating clear zones, conserving vegetation, and preserving cultural heritage.

Continue to improve systems and assess alternative methods to coordinate fire management activities within the road reserve.

### Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries

Commence work to replace the old timber bridges and approaches over the Don River on the Leichhardt Highway, with new concrete bridges.

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including commencing work on the bridge over Stoney Creek, on the Byfield Road.

### Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland

Continue the renewal of the Automatic Train Protection on-board system which operates between Caboolture and Purono.

### Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives

Continue works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.



## Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(1)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(2)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Gladstone	QTPPE4200	Town of 1770	Boat ramp	382	237	145				Upgrade to three lane boat ramp
<b>Subtotal: Gladstone</b>				<b>382</b>	<b>237</b>	<b>145</b>				
Rockhampton	QTPPE4200	Zilzie	Pontoon	440		40	400			Construct pontoon or floating walkway at Coorooman Creek
	QTPPE4200	Rossllyn Bay	Pontoon	500		175	325			Construct pontoon or floating walkway at Anchor Drive
	A01759	Rockhampton	Automatic Train Protection	29,950	19,391	8,377	2,182			Upgrade on board computer safety systems
<b>Subtotal: Rockhampton</b>				<b>30,890</b>	<b>19,391</b>	<b>8,592</b>	<b>2,907</b>			
Various local governments	A01793	Fitzroy Region	Universal Train Controller Disaster Recovery	3,463	2,610	452	367	34		Implement measures to manage rail control centres disrupted due to a disaster
<b>Subtotal: Various local governments</b>				<b>3,463</b>	<b>2,610</b>	<b>452</b>	<b>367</b>	<b>34</b>		
<b>Total: Fitzroy Region<sup>(3)</sup></b>				<b>34,735</b>	<b>22,238</b>	<b>9,189</b>	<b>3,274</b>	<b>34</b>		

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.

# National Network

Local government	Project number <sup>(a)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Gladstone	229/10D/1	034348-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	56.00 - 59.00km	500	500		300	200				Undertake miscellaneous works
	229/10D/2	034348-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	84.60 - 87.60km	955	955		235	720				Undertake miscellaneous works
	229/10D/3	034348-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	8.8km south of Benaraby	855	855		500	355				Undertake miscellaneous works
	229/10E/2	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	River Ranch Road intersection	1,120	1,120		520	600				Undertake miscellaneous works
	229/10E/3	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Carrara Road	1,000	1,000		400	600				Undertake miscellaneous works
	229/10E/4	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Fair view Road	2,110	2,110		400	1,710				Undertake miscellaneous works
	229/10E/5	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	28km north of Benaraby	935	935		435	500				Undertake miscellaneous works
	229/10E/6	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	11km north of Mount Larcom	1,715	1,715		400	1,315				Undertake miscellaneous works
	229/10E/9	TBA		Bruce Highway (Benaraby - Rockhampton)	Bruce Highway / Dawson Highway	55,350	55,350		350	15,350			39,650
<b>Subtotal: Gladstone</b>									<b>21,350</b>				
Rockhampton	258/10E/1	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Old Coach Road	2,500	2,500		1,500	1,000				Undertake miscellaneous works
	147/10E/900	030172-08QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Fitzroy River (114.00 - 117.00km)	5,000	5,000		1,500	3,500				Undertake planning study
	258/10E/904	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	116.50 - 117.90km	500	500		300	200				Undertake planning study
	258/10F/2	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Alexandra Street - Moores Creek Road	1,445	1,445		300	1,145				Undertake miscellaneous works
	258/10F/5	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Main Street intersection	900	900		450	450				Undertake miscellaneous works
	258/10F/6	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	41.60 - 43.80km	875	875		400	475				Undertake miscellaneous works
	258/10F/7	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	88.80 - 91.80km	1,700	1,700		700	1,000				Undertake miscellaneous works
	258/10F/8	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	97.50 - 100.50km	1,910	1,910		200	1,710				Undertake miscellaneous works
	147/10F/33			Bruce Highway (Rockhampton - St Lawrence)	Yaamba Road / Main Street intersection	9,500		9,500	9,400	100			
<b>Subtotal: Rockhampton</b>									<b>9,580</b>				

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved		Indicative		Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Australian Government			Corridor management (environment)						32	32	64		
			Corridor management (road safety)						801	801	1,602		
			Enhanced capacity						705				
			Programmed maintenance						1,408	1,688	3,376		
			Rehabilitation						400	400	800		
			Routine maintenance						2,931	2,066	3,617		
			Traffic operations						358	353	707		
<b>Subtotal: Australian Government</b>									<b>37,465</b>	<b>5,340</b>	<b>10,166</b>		
Queensland Government			Natural Disaster Relief and Recovery Arrangements						178				
<b>Subtotal: Queensland Government</b>									<b>278</b>				
<b>Gross region allocation</b>									<b>37,743</b>	<b>5,340</b>	<b>10,166</b>		
<b>Net region allocation</b>									<b>37,743</b>	<b>5,340</b>	<b>10,166</b>		

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.





# Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(3)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Banana	8/26A/56 <sup>(5)</sup>	SS	Leichhardt Highway (Westwood - Taroom)	Don River	65,000	2,200	5,312	2,555	29,933	25,000	Replace bridge/s
	116/26B/39	SS	Leichhardt Highway (Taroom - Miles)	11.40 - 14.96km and 22.52 - 24.90km	3,020			717	2,303		Widen pavement
	204/41E/1 <sup>(6)</sup>	SS	Burnett Highway (Biloela - Mt Morgan)	17.00 - 17.10km	700	50		650			Provide heavy vehicle parking
	8/41E/301	SS	Burnett Highway (Biloela - Mt Morgan)	0.23 - 9.80km	5,895	113	2,500	3,282			Rehabilitate and overlay (75mm)
	8/41E/305	SS	Burnett Highway (Biloela - Mt Morgan)	9.80 - 19.10km (south of Argoon turn-off)	5,550	3,700	1,850				Rehabilitate and overlay (75mm)
	8/41E/306	SS	Burnett Highway (Biloela - Mt Morgan)	Sections : 58.10 - 63.30km (south of Alma Creek)	4,648	20			2,241	2,387	Rehabilitate and overlay (75mm)
	204/46A/202 <sup>(6)</sup>	SR	Dawson Highway (Gladstone - Biloela)	Lawrence Street / Scoria Street	150			150			Improve intersection
	8/464/301	LRRS	Baralaba - Rannes	2.40 - 5.40km	1,100	438	662				Rehabilitate pavement
<b>Subtotal: Banana</b>							<b>10,324</b>	<b>7,354</b>	<b>34,477</b>		
Central Highlands	225/16B/3 <sup>(6)</sup>	SS	Capricorn Highway (Duarina - Emerald)	35.00 - 55.00km	2,500			500	2,000		Construct overtaking lane/s
	50/16B/303	SS	Capricorn Highway (Duarina - Emerald)	123.95 - 136.20km (east of Yamala)	8,434	305				8,129	Seal shoulder/s
	50/16B/306	SS	Capricorn Highway (Duarina - Emerald)	Winton Creek - Agricultural College	12,280	652	6,012	5,616			Rehabilitate pavement
	12/24E/803	SS	Carnarvon Highway (Injune - Rolleston)	68.50 - 77.10km	5,596	3,844	1,752				Rehabilitate pavement
	225/27B/1 <sup>(6)</sup>	SS	Gregory Highway (Emerald - Clermont)	Harris Street - Curt Street	2,000		800	1,200			Install traffic signals
	12/46C/302	SR	Dawson Highway (Banana - Rolleston)	Basalt Creek - Sunlight Road	7,930					7,930	Widen and seal
	12/469/11 <sup>(7)</sup>	LRRS	Blackwater - Rolleston	31.10 - 89.70km	12,337	2,500	9,837				Pave and seal
<b>Subtotal: Central Highlands</b>							<b>18,401</b>	<b>7,316</b>	<b>2,000</b>		
Gladstone	27/46A/22 <sup>(5)</sup>	SR	Dawson Highway (Gladstone - Biloela)	Calliope Range	70,000	14,755	29,458	10,787		15,000	Construct deviation - sealed standard
	161/181/14 <sup>(6)</sup>	SR	Gladstone - Mt Larcom	Sections : 5.00 - 32.10km	1,698	341	1,357				Install roadside and surface delineation
	229/181/200 <sup>(6)</sup>	SR	Gladstone - Mt Larcom	12.10 - 12.50km	75			75			Improve intersection
	161/181/803	SR	Gladstone - Mt Larcom	Wiggins Island intersection - Reid Road	1,227	3	1,224				Rehabilitate pavement
	27/1805/301	LRRS	Tannum Sands	Applin Place - Elizabeth Street	4,040	1,990	2,050				Overlay pavement (75mm)
	229/1806/201 <sup>(8)</sup>	LRRS	Boyne Island	Hampton Drive / Langdon Street intersection	100	34	66				Improve traffic signals
	83/1821/22	LRRS	Tableland	5.70km and 5.90km	702	69	333	300			Install major culvert/s
<b>Subtotal: Gladstone</b>							<b>34,488</b>	<b>11,162</b>			

Local government	Project number <sup>(6)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Rockhampton	258/16A/2 <sup>(9)</sup>	SS	Capricorn Highway (Rockhampton - Duaringa)	Bushleys - Leichhardt Highway	6,000	500	3,000	2,500			Construct overtaking lane/s
	258/16A/3 <sup>(6)</sup>	SS	Capricorn Highway (Rockhampton - Duaringa)	5.65 - 7.85km	735			250	485		Improve intersection
	136/41E/10	SR	Burnett Highway (Biloela - Mt Morgan)	95.00 - 96.00km	1,170	51	519	600			Widen pavement
	258/511/1 <sup>(6)</sup>	LRRS	Rockhampton - Ridgeland	9.77 - 13.75km	1,200	857	343				Widen pavement
	77/1963/18 <sup>(10)</sup>	LRRS	Yeppoon - Byfield	Stoney Creek	4,078	2,695	1,383				Replace bridge/s
<b>Subtotal: Rockhampton</b>							<b>5,245</b>	<b>3,350</b>	<b>485</b>		
Region (yet to be allocated to a local government)			Corridor management (environment)				634	660	1,399		
			Corridor management (road safety)				4,005	4,168	8,842		
			Enhanced capacity				1,800	1,000	4,850		
			Natural Disaster Relief and Recovery Arrangements				1,165				
			Programmed maintenance				12,138	14,430	30,615		
			Resource Development Program – committed funding						43,882		
			Resource Development Program – grade separated crossing at Gracemere				6,000	4,000			
			Rehabilitation				1,886	2,434	4,772		
			Routine maintenance				12,881	13,396	28,424		
			Safety initiatives on the Capricorn Highway					320			
		Strategic transport planning				2,255	2,255	4,510			
		Traffic operations				946	930	1,860			
<b>Subtotal: works and planning</b>							<b>112,488</b>	<b>72,455</b>	<b>166,116</b>		
<b>Subtotal: region works allocation</b>							<b>112,488</b>	<b>72,455</b>	<b>166,116</b>		
			Corridor land management				1,185	1,185	2,370		
			Network operations				1,826	1,826	3,652		
			Program development and management				1,359	1,359	2,718		
			Road system planning				2,336	2,336	4,672		
<b>Subtotal: region works and stewardship</b>							<b>119,194</b>	<b>79,161</b>	<b>179,528</b>		
			Asset acquisitions				376	376	752		
<b>Gross region allocation</b>							<b>119,570</b>	<b>79,537</b>	<b>180,280</b>		
			Operational revenue				(553)	(553)	(1,106)		
<b>Net region allocation</b>							<b>119,017</b>	<b>78,984</b>	<b>179,174</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – local roads of regional significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Bowen Basin Safety Initiative.
- (6) Funded by the Queensland Government's Safer Roads Sooner program.
- (7) This project is part of the Australian Government's Strategic Regional Program and includes a contribution from Central Highlands Regional Council.
- (8) Funded by the Australian Government's Black Spot Program.
- (9) Funded by the Queensland Government's Sustainable Resources Communities Initiative.
- (10) Funded by the Queensland Government's Regional Bridge Renewal Program.



# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(d)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Banana	204/LGSH/001	Thangool State School	Construct pedestrian bridge/s	125	94	31			10	10		21		H
	204/LGSI/004	Thangool State Primary School (set-down area)	Improve drainage	5	2	2			2	2				I
	204/LGSI/005	Baralaba State Primary School (set-down area)	Improve drainage	25	12	12			12	12				I
	204/LGSI/006	Mount Murchison State Primary School	Provide passenger set-down facilities	25	12	12			12	12				I
	204/LGSI/007	Moura State School	Provide passenger set-down facilities	15	8	8						8		I
	204/LGSI/008	Taroom State School	Install/upgrade bus shelter/s	63	32	32			32	32				I
	204/LGSI/009	Theodore State School	Upgrade passenger set-down facilities and bus shelter	12	6	6			6	6				I
	204/LGSA/003	Theodore - Moura Road (0 - 6.00km)	Widen and seal	600	300	300			150	150		150		R
	204/LGSA/004	Local Roads of Regional Significance (various locations)	Reseal - bitumen chip	911	810	101			14	14		23	64	R
	204/LGSR/006	Gibihi Road	Widen and seal	450	225	225						225		R
	116/LGSA/017	Nathan Road (36.97 - 41.60km)	Construct to new sealed two lane standard	550	316	234			234	234				R
<b>Subtotal: Banana</b>										<b>473</b>	<b>427</b>			
Central Highlands	225/LGSH/002	Tieri	Construct footpath/s	38	19	19						19		H
	225/LGSI/002	Bluff State School (access from school across Church Street and railway)	Construct footpath/s	30	15	15			15	15				I
	225/LGSI/003	Blackwater North State School (William Street)	Provide passenger set-down facilities	60	30	30	10		20	20				I
	225/LGSI/005	Gemfields State School	Provide passenger set-down facilities	60	30	30						30		I
	225/LGSA/001	Arcadia Valley Road (90.50km)	Rehabilitate pavement	220	110	110			110	110				R
	225/LGSA/002	Buckland Road (21.50 - 23.50km)	Pave and seal	200	100	100			100	100				R
	225/LGSR/002	Clermont - Rubyvale Road (63.00 - 64.33km)	Pave and seal	346	173	173			173	173				R
	225/LGSA/003	Fairfield Road (6.50 - 8.50km)	Pave and seal	240	120	120			120	120				R
	225/LGSR/003	Clermont - Rubyvale Road (64.33 - 66.33km)	Pave and seal	184	92	92						92		R
	225/LGSA/004	Oombabeer Road (24.00 - 28.50km)	Pave and seal	563	464	99			99	99				R
	225/LGSR/004	Clermont - Rubyvale Road (66.33 - 68.33km)	Pave and seal	440	220	220						220		R

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Central Highlands (continued)	225/LGSR/005	Carnarvon Gorge access road (25.00 - 27.50km)	Pave and seal	250	125	125					125		R	
	225/LGSA/006	Oombabeer Road (11.40km)	Pave and seal	400	200	200		108	108		92		R	
	225/LGSR/006	Ruthland Road (9.65 - 15.47km)	Pave and seal	439	220	219		219	219				R	
	225/LGSR/007	Duaranga - Baralaba Road (13.50 - 23.50km)	Re-sheet unsealed road	810	405	405					160	245	R	
	225/LGSR/008	Glenlee Road (11.50 - 15.50km)	Pave and seal	443	223	220					220		R	
	225/LGSR/009	Duaranga - Baralaba Road (13.50 - 23.50km)	Undertake miscellaneous works	320	160	160					160		R	
	225/LGSR/010	TMR / local government alliance - Central Highlands / Isaac Regional Roads Partnership Regional Road Group	Develop technical capability	130	65	65		65	65					R
	225/LGSR/011	Glenlee Road (9.00 - 11.50km)	Pave and seal	250	155	95					95		R	
	225/LGSR/012	Huntley Road (23.12km)	Pave and seal	182	91	91					91		R	
	47/LGSA/022	Duaranga - Baralaba Road (7.50 - 13.50km)	Pave and seal	202	101	101				101	101		R	
<b>Subtotal: Central Highlands</b>										<b>1,130</b>	<b>1,304</b>			
Gladstone	229/LGSI/001	Agnes Water State School (set-down area)	Construct footpath/s	94	47	47				47	47		I	
	229/LGSI/002	Rosella Park Special School (set-down area)	Construct footpath/s	34	17	17				17	17		I	
	229/LGSI/004	Clinton State School	Provide passenger set-down facilities	6	3	3				3	3		I	
	229/LGSI/009	St John the Baptist School	Provide passenger set-down facilities	100	65	35		16	19	19			I	
	229/LGSI/010	Chanel College	Upgrade passenger set-down facilities and bus shelter	58	29	29					29		I	
	229/LGSI/011	Gladstone State High School	Provide passenger set-down facilities	30	15	15					15		I	
	229/LGSI/012	Miriam Vale State School	Provide passenger set-down facilities	20	10	10					10		I	
	229/LGSI/013	Kin Kora State School (Kin Kora Drive)	Provide passenger set-down facilities	14	7	7					7		I	
	229/LGSI/014	Kin Kora State School (Hibicus Avenue)	Provide passenger set-down facilities	30	15	15					15		I	
	229/LGSI/015	Tannum Sands State High School	Provide passenger set-down facilities	30	15	15					15		I	
	229/LGSI/016	Miriam Vale State School	Provide passenger set-down facilities	82	41	41					41		I	
	229/LGSI/004 <sup>(a)</sup>	Rosella Street / Lord Street / Side Street / Murray Street	Construct roundabout	165		165			165	165			J	
	229/LGSI/005 <sup>(a)</sup>	Beltana Drive / Brin Street	Construct roundabout	100		100			100	100			J	
	229/LGSA/001	Calliope River Road (13.23 - 14.23km)	Widen and overlay	600	316	284			284	284			R	
	229/LGSG/001	Glenlyon Road	Construct cycleway/s	150	75	75					75		R	
229/LGSR/001	Blackmans Gap Road (13.55 - 14.05km)	Realign traffic lane/s	250	125	125				125	125		R		

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Gladstone (continued)	229/LGSG/002	Glenlyon Road (over rail crossing)	Construct cycleway / footpath/s	650	325	325		125		200	200			R
	229/LGSR/002	Blackmans Gap Road (14.05 - 14.55km)	Realign traffic lane/s	200	100	100						100		R
	229/LGSA/003	Tableland Road (9.60km)	Replace / upgrade causeway/s	185	92	92		50		42	42			R
	229/LGSR/003	Boles Street (Scenery Street - Worthington Street)	Apply asphalt resurfacing (<75mm)	98	49	49				49	49			R
	229/LGSA/004	Derby Street	Reseal - bitumen chip	316	158	158				83	83	75		R
	229/LGSR/004	Coronation Drive (0.14 - 0.24km)	Improve drainage	500	250	250						125	125	R
	229/LGSR/005	Diamond Hill Road (12.06km)	Install floodway/s	80	40	40						40		R
	229/LGSR/006	French Street (Philip Street - Agnes Street)	Rehabilitate pavement	400	207	193						193		R
	229/LGSR/007	Gentle Annie Road (3.70 - 4.50km)	Widen and seal	100	50	50						50		R
	229/LGSR/008	Mt Larcom - Bracewell Road	Rehabilitate and widen	600	300	300						150	150	R
	83/LGSB/008	John Clifford Way	Construct to sealed standard	310	155	155		75		80	80			R
	229/LGSR/009	Red Rover Road (2.05 - 2.90km)	Form and pave	1,000	500	500						150	350	R
	161/LGSA/016	Don Young Drive (Dawson Highway north)	Apply asphalt resurfacing (<75mm)	340	170	170		75		95	95			R
<b>Subtotal: Gladstone</b>										<b>1,310</b>	<b>1,090</b>			
Rockhampton	258/LGSH/001	Yeppoon State Primary School	Construct footpath/s	110	60	50						30	20	H
	258/LGSI/002	Parkhurst State School	Provide passenger set-down facilities	120	60	60						60		I
	258/LGSR/001	Norman Road (Currawong Street - Moores Creek Road)	Install traffic management devices	2,300	1,325	975						975		R
	147/LGSL/002	TMR / local government alliance - Rockhampton Regional Road Group	Develop technical capability	110		110				22	22	22	66	R
	258/LGSR/002	Park Street (Queen Street - Tanby Road)	Rehabilitate and overlay (>75mm)	1,750	1,467	283						283		R
	258/LGSA/003	Johnson Road (Gracemere Creek)	Improve drainage	470	330	140				140	140			R
	258/LGSR/003	Bills Road	Replace culvert/s	150	75	75				75	75			R
	258/LGSR/004	Johnson Road (Capricorn Street - Charles Crescent)	Construct to new sealed two lane standard	1,100	700	400				400	400			R
	147/LGSA/008	Moores Creek Road / Kerrigan Street intersection	Install traffic signals	2,197	1,394	803		260		543	543			R
54/LGSA/019	Malchi - Nine Mile Road (11.10km)	Improve drainage	200	100	100				100	100			R	
<b>Subtotal: Rockhampton</b>										<b>1,280</b>	<b>1,370</b>			

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
		Funding for SafeST Infrastructure projects	Priorities yet to be determined							1				
		Funding for SafeST Passenger Set-down Area projects	Priorities yet to be determined							10	63			
<b>Gross region allocation</b>										<b>4,204</b>	<b>4,254</b>			
Revenue										0	0			
<b>Net region allocation</b>										<b>4,204</b>	<b>4,254</b>			



## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.
- (4) Funded by the Australian Government’s Black Spot Program.











## Central West Region

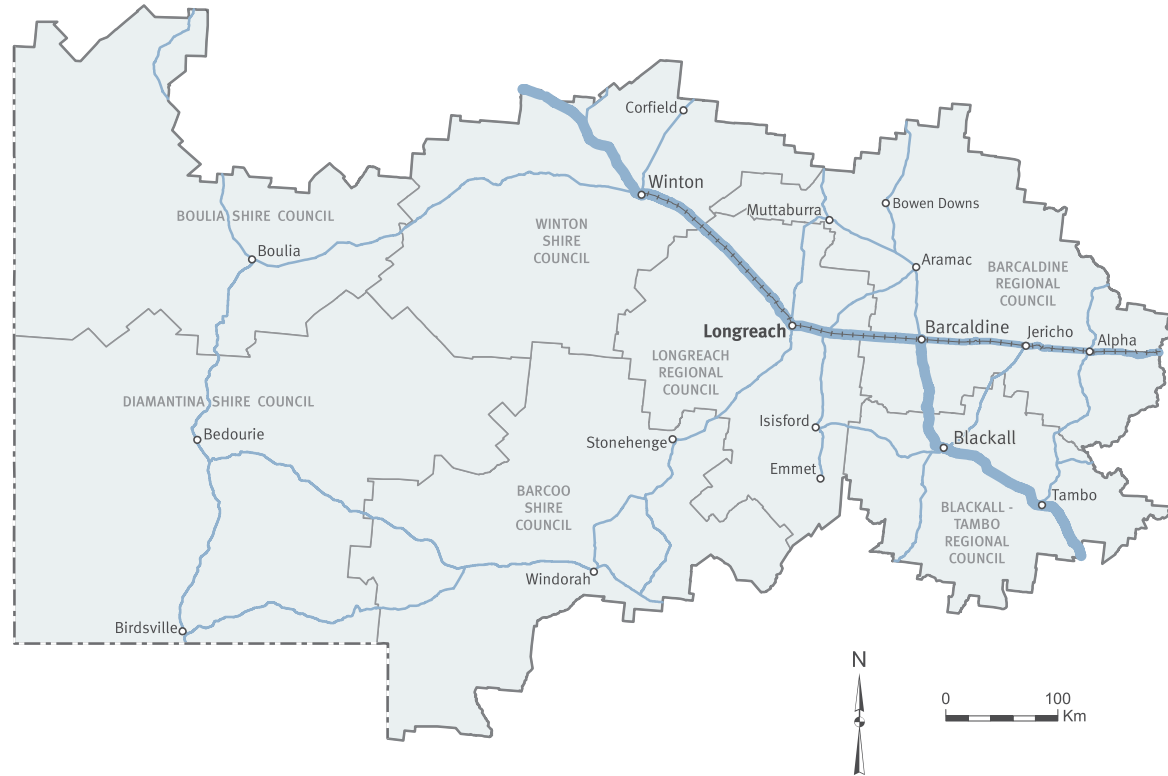
Resealing and realignment near the Tree of Knowledge Memorial  
Barcaldine, April 2010

# Central West



## Legend

-  National road network
-  State strategic road network
-  State regional and other district road
-  National rail network
-  Other railway
-  Local government boundary



# Regional profile

## Overview

Central West Region covers an area of approximately 396,649km<sup>2</sup>, or around 22.9% of Queensland. It extends from near Kynuna in the north to the South Australia border in the south, and from the peak of the Drummond Range east of Alpha to the Northern Territory border in the west.

Central West Region has a resident population of approximately 12,270 people and is home to approximately 0.3% of Queensland's total population.

The state-controlled road network in the region is 4,386km in length, and includes 693km of the National Network.

The transport and road network supports a diverse array of industries including tourism and freight; agriculture including beef cattle and sheep; and mining including coal and oil.

Central West Region has one office located in Barcaldine. The region includes the local governments of Barcaldine Regional Council, Barcoo Shire Council, Blackall-Tambo Regional Council, Boulia Shire Council, Diamantina Shire Council, Longreach Regional Council and Winton Shire Council.

## Major challenges

- Supporting regional development, industry competitiveness and growth by upgrading key freight and passenger routes.
- Achieving affordable and short-term improvements in safety by carefully targeting investment in widening the single-lane sealed network, and in other priority projects.
- Contributing to an improved quality of life for remote and rural communities through projects that improve travelling conditions, access, and Indigenous training, employment and development.

- Protecting environmental biodiversity and sensitivity with sustainable planning and construction planning and construction practices.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Continued planning, design and construction of the Jericho to Yaraka Rail Replacement Project to pave and seal the link from Jericho to Yaraka.

Completed upgrade of the Blackall Airport by strengthening the apron and taxiway to accommodate larger aircraft.

Completed paving and sealing on 43km of Birdsville Developmental Road and Diamantina Developmental Road, jointly funded by the Queensland Government, Diamantina Shire Council and Barcoo Shire Council.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Completed level crossing upgrades, as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- completed new rest area facilities on Diamantina Developmental Road and Kennedy Developmental Road
- completed intersection upgrade on Muttaborra-Aramac Road and Aramac-Torrens Creek Road
- completed widening and sealing to provide an overtaking lane on Kennedy Developmental Road, between Winton and Boulia.

Provided projects as part of the Black Spot Program, funded by the Australian Government:

- completed the upgrade of several narrow floodways on Muttaborra-Aramac Road
- completed sealing over several crests on the Birdsville Developmental Road, between Morney and Birdsville.

### Objective 3: An accessible transport system linking people to employment, education and services

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme, including completing sealing sections of the Boulia-Tobermorey Road, 164km west of Boulia.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Continued to negotiate cultural heritage management plans with native title groups and other stakeholders to ensure construction projects in sensitive areas reasonably preserve cultural heritage.

Continued to develop pest management plans in conjunction with local pest management groups and local government to control pest species in the road reserve.

Continued to improve processes and assess alternative methods to coordinate fire management activities within the road reserve.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Implemented TMR's 131 940 website to manage road closures and provide information to road users.

## **Key deliverables 2010-11 to 2011-12**

### **Objective 1: A sustainable transport system which promotes economic growth and enhances liveability**

Continue planning, design and construction of the Jericho to Yaraka Rail Replacement Project to pave and seal the link from Jericho to Yaraka.

Commence paving and sealing on 17km of the Diamantina Developmental Road, jointly funded by the Queensland Government, Diamantina Shire Council and Barcoo Shire Council.

Commence paving and sealing on 33km of the Blackall-Jericho Road.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Provided projects through Safer Roads Sooner:

- commence installing signage and delineation on Aramac-Torrens Creek Road
- commence realignment on Blackall-Jericho Road
- commence installing signage, delineation and creating clear zones on Clermont-Alpha Road.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence upgrade of passenger set-down facilities and bus shelter at Barcaldine State School, in Barcaldine
- commence upgrade of a floodway on Lark Quarry-Diamantina Lakes Road, south west of Winton.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continue to negotiate cultural heritage management plans with native title groups and other stakeholders, to ensure construction projects in sensitive areas reasonably preserve cultural heritage.

Continue to develop pest management plans in conjunction with local pest management groups and local government to control pest species in the road reserve.

Continue to improve processes and assess alternative methods to coordinate fire management activities within the road reserve.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including commencing work on the bridge over Cornish Creek on Aramac-Torrens Creek Road.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continue to implement TMR's 131 940 website to manage road closures and provide information to road users.

# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(i)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(j)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Winton	AONEW001	Winton <sup>(g)</sup>	Balloon loop	2,000		2,000				Construction of balloon loop at Winton
<b>Subtotal: Winton</b>				<b>2,000</b>		<b>2,000</b>				
<b>Total: Central West Region<sup>(h)</sup></b>				<b>2,000</b>		<b>2,000</b>				

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Funded as part of the Transport Services Contract.
- (4) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.



# National Network

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Australian Government			Corridor management (environment)						20				
			Routine maintenance						925				
<b>Subtotal: Australian Government</b>									<b>945</b>				
Queensland Government			Natural Disaster Relief and Recovery Arrangements						618				
			Routine maintenance						4,050				
<b>Subtotal: Queensland Government</b>									<b>4,668</b>				
<b>Gross region allocation</b>									<b>5,613</b>				
<b>Net region allocation</b>									<b>5,613</b>				

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.

## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(3)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Barcaldine	68/16C/305	SS	Capricorn Highway (Emerald - Alpha)	Mamboo siding - east of Craven Road	2,217	1,701	516				Seal shoulder/s
	205/441/1	LRRS	Blackall - Jericho	85.23 - 93.23km	1,200			600	600		Pave and seal
	205/441/2	LRRS	Blackall - Jericho	68.17 - 74.28km	1,175			1,175			Pave and seal
	205/441/4	LRRS	Blackall - Jericho	92.39 - 101.54km	1,174	29	1,145				Pave and seal
	68/443/14	LRRS	Alpha - Tambo	Sections : 40.20 - 43.80km	933	671	262				Undertake minor regrade
	68/443/15	LRRS	Alpha - Tambo	Sections : 54.80 - 57.80km	710	53	657				Pave and seal
	68/443/16	LRRS	Alpha - Tambo	Sections : 57.80 - 60.00km	751	18		733			Undertake minor regrade
	68/443/18	LRRS	Alpha - Tambo	Sections : 70.00 - 75.00km	1,350	28			1,322		Pave and seal
	68/443/19	LRRS	Alpha - Tambo	88.36 - 90.49km	2,274	1,554	720				Pave and seal
	205/552/1 <sup>(5)</sup>	LRRS	Clermont - Alpha	Sections : 103.13 - 178.54km	150			150			Install roadside and surface delineation
	68/552/1 <sup>(6)</sup>	LRRS	Clermont - Alpha	Native Companion Creek	3,367	243		500	1,624	1,000	Construct bridge/s and approaches
	205/572/1	LRRS	Muttaburra - Aramac	Bullock Creek	472			236	236		Upgrade floodway/s
	3/573/301	LRRS	Barcaldine - Aramac	60.00 - 65.13km	850	15			835		Widen and seal
	3/5701/11 <sup>(7)</sup>	LRRS	Hughenden - Muttaburra	201.98 - 204.98km	400	76	124	200			Pave and seal
	205/5703/3 <sup>(5)</sup>	LRRS	Aramac - Torrens Creek	Sections : 0 - 125.08km	100			100			Install roadside and surface delineation
3/5703/25 <sup>(6)</sup>	LRRS	Aramac - Torrens Creek	Cornish Creek	5,275	1,395	3,880				Construct bridge/s and approaches	
<b>Subtotal: Barcaldine</b>							<b>7,304</b>	<b>3,694</b>	<b>4,617</b>		
Barcoo	11/80A/5	SR	Birdsville Developmental (Morney - Birdsville)	55.00 - 60.00km	1,100	359	741				Seal to provide overtaking opportunity
	206/93C/1	LRRS	Diamantina Developmental (Windorah - Bedourie)	Sections : 121.39 - 137.45km	825				825		Pave and seal
	11/95B/301	SR	Thomson Developmental (Jundah - Longreach)	58.20 - 60.00km	750	28		722			Rehabilitate pavement
<b>Subtotal: Barcoo</b>							<b>741</b>	<b>722</b>	<b>825</b>		
Blackall-Tambo	111/87A/17	LRRS	Dawson Developmental (Springsure - Tambo)	203.21 - 206.08km	1,477	183	1,294				Pave and seal
	208/441/1	LRRS	Blackall - Jericho	79.00 - 85.23km	1,200				600	600	Pave and seal
	208/441/2 <sup>(5)</sup>	LRRS	Blackall - Jericho	53.30 - 56.30km	650			150	500		Realign traffic lane/s
	208/441/3 <sup>(5)</sup>	LRRS	Blackall - Jericho	Sections : 0 - 120.06km	100			100			Install roadside and surface delineation
	69/441/13	LRRS	Blackall - Jericho	25.56 - 28.35km	1,175	220	955				Upgrade floodway/s
	69/441/14	LRRS	Blackall - Jericho	34.40 - 38.97km	1,175	99	1,076				Pave and seal
	69/443/1	LRRS	Alpha - Tambo	90.31 - 92.30km and 94.80 - 99.04km	2,115	13		737	1,365		Pave and seal
<b>Subtotal: Blackall-Tambo</b>							<b>3,325</b>	<b>987</b>	<b>2,465</b>		

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Boulia	209/93D/1	SR	Diamantina Developmental (Bedourie - Boulia)	121.00 - 130.00km	4,900	17		4,883			Pave and seal
	19/93D/22	SR	Diamantina Developmental (Bedourie - Boulia)	123.40 - 131.20km	1,300	409	891				Construct deviation - unsealed standard
	19/93D/23	SR	Diamantina Developmental (Bedourie - Boulia)	114.90 - 118.70km (Georgina River south)	1,000	30		970			Pave and seal
	19/93D/24	SR	Diamantina Developmental (Bedourie - Boulia)	130.70 - 134.40km	1,350	106	1,244				Pave and seal
	19/99D/301	SR	Kennedy Developmental (Winton - Boulia)	287.81 - 289.81km	450	24	426				Widen and seal
<b>Subtotal: Boulia</b>							<b>2,561</b>	<b>5,853</b>			
Diamantina	44/81A/17 <sup>(8)</sup>	SR	Eyre Developmental (Bedourie - Birdsville)	90.50 - 100.00km	2,612	292	2,320				Pave and seal
	44/81A/19	SR	Eyre Developmental (Bedourie - Birdsville)	108.50 - 117.20km	3,112	35		1,275	1,802		Pave and seal
	44/81A/21	SR	Eyre Developmental (Bedourie - Birdsville)	159.21 - 162.61km	1,000	5			995		Pave and seal
	44/81A/22 <sup>(8)</sup>	SR	Eyre Developmental (Bedourie - Birdsville)	0.16 - 8.30km	690	10		480	200		Install floodway/s
	44/93C/17 <sup>(9)</sup>	LRRS	Diamantina Developmental (Windsorah - Bedourie)	338.22 - 344.44km	809	54	755				Undertake minor realignment of traffic lane/s
<b>Subtotal: Diamantina</b>							<b>3,075</b>	<b>1,755</b>	<b>2,997</b>		
Longreach	241/95B/1	SR	Thomson Developmental (Jundah - Longreach)	191.00 - 194.00km	600				600		Widen and seal
	241/715/1	LRRS	Isisford - Ilfracombe	Sections : 18.15 - 50.58km	461			225	236		Upgrade floodway/s
	62/715/302	LRRS	Isisford - Ilfracombe	14.85 - 19.00km	1,100	61	1,039				Widen and seal
	62/715/306	LRRS	Isisford - Ilfracombe	9.31 - 14.61km	1,350	51		599	700		Rehabilitate pavement
	241/715/801	LRRS	Isisford - Ilfracombe	71.00 - 82.75km	1,650	12		467	1,171		Rehabilitate pavement
	78/5705/18	LRRS	Cramsie - Muttaborra	46.40 - 49.90km	575	443	132				Pave and seal
	78/5705/19	LRRS	Cramsie - Muttaborra	68.00 - 73.92km	950	50	268	632			Pave and seal
	241/7165/1	LRRS	Isisford - Emmet	Sections : 16.89 - 19.15km	471	225	246				Pave and seal
	65/7165/9	LRRS	Isisford - Emmet	45.33 - 46.83km	400	42	358				Pave and seal
	65/7165/11	LRRS	Isisford - Emmet	11.20 - 13.40km	650	4		646			Pave and seal
<b>Subtotal: Longreach</b>							<b>2,043</b>	<b>2,569</b>	<b>2,707</b>		
Winton	270/99D/1	SR	Kennedy Developmental (Winton - Boulia)	Sections : 114.00 - 118.00km	650	43	607				Widen and seal
	270/99D/2	SR	Kennedy Developmental (Winton - Boulia)	Sections : 150.00 - 156.00km	700	30		670			Widen and seal
	270/99D/3	SR	Kennedy Developmental (Winton - Boulia)	Sections : 215.00 - 219.00km	750	6			744		Widen and seal
	270/99D/801	SR	Kennedy Developmental (Winton - Boulia)	22.50 - 24.30km and 25.80 - 30.00km	1,461	52	928	481			Recycle pavement
<b>Subtotal: Winton</b>							<b>1,535</b>	<b>1,151</b>	<b>744</b>		

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost	Estimated expenditure June 2010	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11	2011-12	2012-13 to 2013-14	Beyond	
							\$'000	\$'000	\$'000	\$'000	
Region (yet to be allocated to a local government)			Corridor management (environment)				237	247	523		
			Corridor management (road safety)				1,229	1,278	2,700		
			Enhanced capacity				50	118	500		
			Funding for the Jericho - Yaraka Rail replacement program				(420)	(1,775)	7,795		
			Natural Disaster Relief and Recovery Arrangements				3,139				
			Programmed maintenance				9,796	8,056	17,334		
			Resource Development Program						362		
			Regional Safety and Development Program				7,000	10,500	31,500		
			Rehabilitation				994	225	455		
			Routine maintenance				8,265	8,444	17,915		
			Strategic transport planning				270	270	540		
		Traffic operations				470	487	1,027			
<b>Subtotal: works and planning</b>							<b>51,614</b>	<b>44,581</b>	<b>95,006</b>		
<b>Subtotal: region works allocation</b>							<b>51,614</b>	<b>44,581</b>	<b>95,006</b>		
			Corridor land management				154	154	308		
			Network operations				607	607	1,214		
			Program development and management				1,118	1,118	2,236		
			Road system planning				520	520	1,040		
<b>Subtotal: region works and stewardship</b>							<b>54,013</b>	<b>46,980</b>	<b>99,804</b>		
			Asset acquisitions				65	65	130		
<b>Gross region allocation</b>							<b>54,078</b>	<b>47,045</b>	<b>99,934</b>		
			Contributions from others for roadworks				(500)	(300)	(100)		
			Operational revenue				(70)	(70)	(140)		
<b>Net region allocation</b>							<b>53,508</b>	<b>46,675</b>	<b>99,694</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Safer Roads Sooner program.
- (6) Funded by the Queensland Government's Regional Bridge Renewal Program.
- (7) Includes Barcaldine Regional Council contribution of \$100,000.
- (8) Includes Diamantina Shire Council contribution of \$200,000.
- (9) Includes Diamantina Shire Council contribution of \$400,000.

# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Barcaldine	205/LGSH/001	Barcaldine State School and St Josephs Catholic School	Construct footpath/s	47	24	24				24	24			H
	205/LGSI/001	Pine Street / Wilga Street	Improve intersection	74	37	37			37	37				I
	205/LGSI/002	Barcaldine State School	Upgrade passenger set-down facilities and bus shelter	38	19	19						19		I
	205/LGSO/001	Dryden Street	Improve drainage	92	46	46						46		O
	205/LGSA/002	Pine Street (Fir Street - Gidyea Street)	Improve drainage	100	50	50			50	50				O
	205/LGSA/001	Tumbar Road (14.80 - 17.30km)	Pave and seal	200	100	100			100	100				R
	205/LGSR/001	Barcaldine - Isisford Road (23.00 - 26.00km)	Widen and seal	200	100	100						100		R
<b>Subtotal: Barcaldine</b>										<b>210</b>	<b>165</b>			
Barcoo	206/LGSA/003	Various locations	Improve drainage	112	56	56				56	56			O
	206/LGSA/001	Winton - Jundah Road (20.00 - 35.00km) (stage 1)	Form, improve drainage and running surface	200	100	100			100	100				R
	206/LGSR/001	Winton - Jundah Road (35.00 - 40.00km) (stage 2)	Form, improve drainage and running surface	200	100	100						100		R
	206/LGSL/002	TMR / local government alliance - Outback Regional Road Group	Develop technical capability	394		394		66		66	66		263	R
	206/LGSS/001	Yaraka - Retreat Road (61.72 - 80.72km)	Pave and seal	2,350		2,350						2,350		S
<b>Subtotal: Barcoo</b>										<b>222</b>	<b>2,450</b>			
Blackall-Tambo	208/LGSH/001	Tambo State School, Preschool and Child Care	Construct footpath/s	75	38	38						38		H
	208/LGSI/001	Blackall State School and St Josephs Catholic School (passenger set-down areas)	Construct footpath/s	100	50	50				50	50			I
	208/LGSI/002	Tambo State School (passenger set-down areas)	Construct footpath/s	100	50	50				50	50			I
	208/LGSO/001	Blackall town (over dimension vehicle route)	Widen and seal shoulder/s	100	50	50						50		O
	208/LGSA/004	Albert Street (Garden Street - Charles Street)	Improve drainage	100	50	50				50	50			O
	208/LGSA/001	Ward Road (46.00 - 50.00km)	Pave and seal	429	329	100				100	100			R
	208/LGSA/001	Tumbar Road (57.00 - 62.00km)	Re-sheet unsealed road	200	100	100				100	100			R
	208/LGSR/001	East West Road (0 - 6.00km)	Form and pave	200	100	100						100		R

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Blackall-Tambo (continued)	208/LGSA/002	Blackall - Emmet Road (sections)	Upgrade floodway/s	472	236	236				236	236			R
	208/LGSR/002	Avington Road (23.11 - 29.24km) (stage 2)	Re-sheet unsealed road	200	100	100						100		R
	208/LGSS/001	Blackall - Emmet Road (23.50 - 32.50km)	Pave and seal	1,575		1,575						1,000	575	S
	69/LGSA/013	Blackall - Emmet Road (14.00 - 23.50km)	Pave and seal	1,575		1,575				1,000	1,000	575		S
<b>Subtotal: Blackall-Tambo</b>										<b>1,586</b>	<b>1,862</b>			
Bouliá	209/LGSO/001	Pituri Street	Seal shoulder/s	120	60	60						60		O
	209/LGSA/001	Bouliá - Tobermorey Road (sections : 117.00 - 122.30km) (stage 4)	Pave and seal	300	150	150			100	100		50		R
	209/LGSR/001	Bouliá - Tobermorey Road (sections : 117.00 - 122.30km) (stage 5)	Pave and seal	300	150	150						150		R
<b>Subtotal: Bouliá</b>										<b>100</b>	<b>260</b>			
Diamantina	223/LGSO/001	Birdsville	Construct cycleway / footpath/s	100	50	50						48	2	O
<b>Subtotal: Diamantina</b>											<b>48</b>			
Longreach	241/LGSH/002	Isisford State School	Construct footpath/s	22	11	11				11	11			H
	241/LGSI/001	Darr / Bexley bus stop on the Landsborough Highway	Provide passenger set-down facilities	12	6	6				6	6			I
	241/LGSA/006	Flinders Street (Racecourse Road - Button Street)	Improve drainage	100	50	50				50	50			O
	241/LGSA/002	Isisford - Bimerah Road (sections : 0 - 83.00km)	Form, improve drainage and running surface	330	165	165		100		65	65			R
	241/LGSA/003	Longreach - Silsoe Road (24.27 - 27.40km)	Construct to sealed standard	130	65	65				65	65			R
	241/LGSA/005	Barcaldine - Isisford Road (41.40 - 42.40km)	Pave and seal	140	70	70				70	70			R
	241/LGSA/007	Amor Downs Road (31.40 - 41.40km)	Rehabilitate pavement	400	200	200		100		100	100			R
	241/LGSS/001	Yaraka - Emmet Road (7.50 - 15.00km)	Pave and seal	1,175		1,175						1,175		S
65/LGSA/014	Yaraka - Emmet Road (15.00 - 23.00km)	Pave and seal	1,175		1,175				1,175	1,175			S	
<b>Subtotal: Longreach</b>										<b>1,542</b>	<b>1,475</b>			



Local government	Project number <sup>(4)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(5)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(6)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Winton	270/LGSI/001	Winton State School and St Patricks Primary School	Install/retrofit pedestrian crossing/s and facilities	90	45	45					45		I	
	270/LGSA/001	Dino Road (access road to Australian Age of Dinosaur Museum)	Improve intersection	100	50	50			50	50			O	
	270/LGSO/001	Dino Road (various locations)	Install floodway/s	100	50	50					50		O	
	270/LGSB/001	Lark Quarry - Diamantina Lakes Road (11.70 - 13.60km)	Upgrade floodway/s	300	150	150			98	98	52		R	
	270/LGSR/001	Cork Street - Maunka Street (sections)	Install floodway/s	300	150	150					150		R	
<b>Subtotal: Winton</b>										<b>148</b>	<b>297</b>			
		Balance of funding commitment for Outback Regional Road Group (East Group)	Priorities yet to be determined							837	1,237			
		Balance of funding commitment for Outback Regional Road Group (West Group)	Priorities yet to be determined							1,237	1,237			
<b>Gross region allocation</b>										<b>5,882</b>	<b>8,732</b>			
Revenue										0	0			
<b>Net region allocation</b>										<b>5,882</b>	<b>8,732</b>			

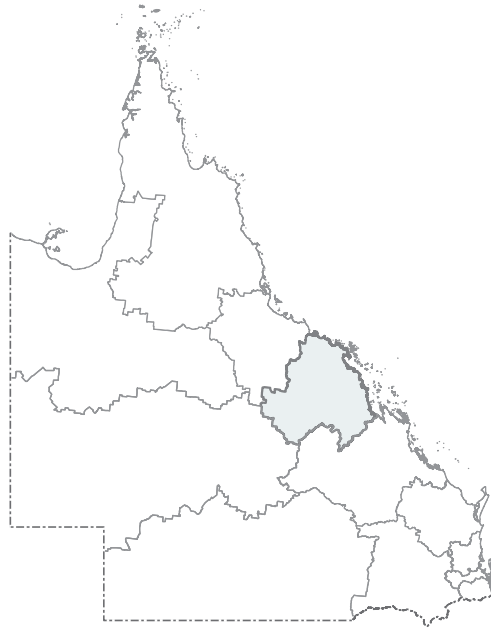
## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.









## Mackay/Whitsunday Region

Duplication of the Bruce Highway  
2km south of Mackay, November 2009



**Legend**

-  National road network
-  State strategic road network
-  State regional and other district road
-  National rail network
-  Other railway
-  Local government boundary

# Regional profile

## Overview

Mackay/Whitsunday Region covers an area of approximately 90,361km<sup>2</sup>, or around 5.2% of Queensland. It extends from north of Bowen to near Clermont in the south, and from Mackay in the east to west of Mount Coolon.

Mackay/Whitsunday Region has a resident population of approximately 172,735 people and is home to approximately 3.9% of Queensland's total population.

The state-controlled road network in the region is 2,671km in length, and includes 451km of the National Network.

The transport and road network supports a diverse array of industries including retail, tourism, sport, education, freight and construction; agriculture including sugar cane, beef cattle, fruit, fisheries and grain; and mining including coal.

Mackay/Whitsunday Region has one office located in Mackay. The region includes the local governments of Isaac Regional Council, Mackay Regional Council and Whitsunday Regional Council.

## Major challenges

- Creating and maintaining employment to support the viability of remote and rural communities.
- Upgrading key freight and passenger routes such as the Peak Downs Highway, to support regional development and industry competitiveness in the Mackay and Whitsunday areas and remote mining communities.
- Continuing to engage with the local community on transport and road issues affecting the region.
- Ensuring transport and road projects and network operations are conducted in an environmentally responsible manner.

- Continuing to upgrade heavy vehicle stopping areas to combat driver fatigue and ensure safe and efficient travel conditions for all users.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Commenced planning work for an alternative crossing of Eton Range on the Peak Downs Highway, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Continued the Urban Congestion Study to plan for the future requirements of the Bruce Highway, as part of the AusLink Program, jointly funded by the Queensland Government and Australian Government. The study extends from Hay Point Road intersection, south of Mackay through to Farleigh, north of Mackay.

Completed widening of Sarina Beach inlet boat ramp from one to two lanes.

Continued to replace processors on the North Coast Line, between Farleigh and Purono.

Continued work to replace and duplicate the Forgan Bridge in Mackay. The project includes constructing a new four-lane bridge over the Pioneer River, constructing a six-lane bridge over Barnes Creek, and upgrading the Kooyong intersection.

Continued construction of Rockleigh-North Mackay Road, between Sams Road and the Kooyong intersection.

Completed widening and strengthening on Yakapari-Seaforth Road. This included completing 2.8km of widening, between the Yakapari-Habana Road intersection and McKinley Creek.

Completed maintenance activities to ensure the longevity of the road pavement, including the annual reseal program of works.

Completed duplication between Boundary Road and Farrellys Road, and signalisation of the Farrellys Road intersection, as part of the Nation Building Program funded by the Australian Government. This project was the first of three stages to upgrade the Bruce Highway along the southern approach to Mackay.

Completed duplication between Phillip Street and the intersection of Golflinks Road and Habana Road on the Mackay-Bucasia Road, the only arterial link between Mackay and the northern beaches. This project was the final of several stages to duplicate Mackay-Bucasia Road, between the Bruce Highway and Eimeo Road.

Completed upgrading the intersection of Proserpine-Shute Harbour Road and Beach Road, in Cannonvale. Work included construction of a four-lane roundabout linking the upgraded Island Drive intersection with the four-lane section of Proserpine-Shute Harbour Road through Cannonvale.

Completed intersection improvements at Kay Court intersection, on Maraju-Yakapari Road.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Completed level crossing upgrades at nine sites as part of the Boom Gates for Rail Crossings Program, as funded by the Australian Government.

Completed major upgrades to Brampton and Lindeman Island jetties to increase safety for users.

Provided projects through Safer Roads Sooner:

- commenced and completed upgrade of lighting on Propserpine-Shute Harbour Road, between Cannonvale and Jubilee Pocket
- commenced construction of a heavy vehicle rest area on the Peak Downs Highway, at Hazeldean
- completed safety improvement works at the intersection of the Peak Downs Highway and Braeside Road.

Completed safety improvement works on the Bruce Highway, as part of the Black Spot Program, funded by the Australian Government.

Commenced planning for the replacement of four narrow, timber bridges on the Peak Downs Highway to improve the safety and efficiency on this important link, as part of the Bowen Basin Safety Package.

Continued planning and design work for a future bypass of Walkerston on the Peak Downs Highway, as part of the Bowen Basin Safety Package.

Completed 51.5km of shoulder sealing on Dysart-Middlemount Road, as part of the Bowen Basin Safety Package.

### Objective 3: An accessible transport system linking people to employment, education and services

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed sealing a section of Turrawulla Road, 39km from Nebo
- completed construction of footpaths at Marian State School, in Marian.

Commenced upgrade works on the Peak Downs Highway, as part of the Strategic Regional Program, jointly funded by the Queensland Government and Australian Government. Works include widening between Suttor Developmental Road and Fiery Creek.

Completed intersection improvements at the intersection of the Peak Downs Highway and Fitzroy Developmental Road, as part of the Sustainable Resource Communities Initiative.

Completed upgrade works on the Peak Downs Highway to improve safety on this important transport link, as part of the Strategic Regional Program, jointly funded by the Queensland Government and Australian Government. Works include widening works between Boundary Creek and Cut Creek, and Cut Creek and Retreat; and completing dual overtaking lanes between Elvins Road and Burgess Lane.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Worked with local government, pest management groups and other state government agencies to improve systems to coordinate weed management activities within the road reserve.

Actively participated in the Mackay Regional Pest Management Group to ensure that pest management strategies are implemented across the region using best practice principles.

Worked with the Returned Services League to develop a preservation strategy for several memorial fig trees on Mackay-Eungella Road, at Pleystowe.

Continued to engage cultural heritage monitors to ensure that construction projects do not adversely impact on sites of cultural significance.

### Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries

Provided projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including commencing work on the bridge over Twelve Mile Creek, on Oxford Downs-Sarina Road.

Continued replacement of the rail bridge across the St Lawrence River, on the North Coast Line.

### Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland

Worked with internal and external stakeholders to improve systems and processes.

Continued to work with local governments and the Australian Government to plan for the future traffic needs of the region.

### Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives

Continued works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.

Completed replacement of the Hay Point vessel tracking system facility to provide a contemporary system for the ports of Hay Point and Mackay.

Continued to work to attract, develop and retain talented and dedicated people to the TMR by continuing graduate programs and technical cadetships.

## Key deliverables 2010-11 to 2011-12

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Complete planning work for an alternative crossing of the Eton Range on the Peak Downs Highway, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Complete the Urban Congestion Study to plan for future requirements of the Bruce Highway, as part the AusLink Program, jointly funded by the Queensland Government and Australian Government. The study extends from Hay Point Road intersection, south of Mackay through to Farleigh, north of Mackay.

Continue to replace processors on the North Coast Line, between Farleigh and Purono.

Complete work to replace and duplicate the Forgan Bridge in Mackay. The project includes constructing a new four-lane bridge over the Pioneer River, constructing a six-lane bridge over Barnes Creek, and upgrading Kooyong intersection.

Complete the construction of Rockleigh-North Mackay Road, between Sams Road and the Kooyong intersection.

Commence and complete the upgrade of the intersection of Proserpine-Shute Harbour Road and Tropic Road, in Cannonvale, including the construction of a roundabout to improve efficiency.

Continue to carry out maintenance activities to extend the longevity of the state-controlled road network.

Continue to upgrade the Bruce Highway at the southern approach to Mackay, between Temples Lane and the City Gates, as part of the Nation Building Program, funded by the Australian Government.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Provide projects through Safer Roads Sooner:

- complete construction of a heavy vehicle rest area on the Peak Downs Highway, at Hazledean
- commence and complete intersection improvements on the intersection of Rifle Range Road and Proserpine-Shute Harbour Road
- commence and complete shoulder sealing of sections of Mackay-Eungella Road, between the Peak Downs Highway intersection and Mirani
- commence and complete safety works on the Peak Downs Highway through Walkerston
- commence and complete upgrade of the intersection of Peak Downs Highway and Horse and Jockey Road.

Commence construction of a single-lane roundabout at Gordon Street and Tennyson Street in Mackay, as part of the Black Spot Program, funded by the Australian Government.

Continue planning for the replacement of four narrow, timber bridges on the Peak Downs Highway to improve the safety and efficiency on this important link, as part of the Bowen Basin Safety Package.

Complete detailed design for the future bypass of Walkerston on the Peak Downs Highway, as part of the Bowen Basin Safety Package.

### Objective 3: An accessible transport system linking people to employment, education and services

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence widening and overlaying a section of Conway Road, 25km from Proserpine
- commence repairing and strengthening a section of Paradise Street between Henman Street and George Street, in Mackay.

Complete improvements at the intersection of Moranbah Access Road on the Peak Downs Highway, as part of the Sustainable Resource Communities Initiative.

Continue upgrade works on the Peak Downs Highway, as part of the Strategic Regional Program, jointly funded by the Queensland Government and Australian Government. Works include widening between Suttor Developmental Road and Fiery Creek, and between Fiery Creek and Boundary Creek.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Continue to work with local government, pest management groups and other state government agencies to improve systems to coordinate weed management activities within the road reserve.

Continue to work closely with the Returned Services League and local government to implement a preservation strategy and ensure the longevity of memorial fig trees located on Mackay-Eungella Road, at Pleystowe.

Continue to engage cultural heritage monitors to ensure that construction projects do not adversely impact on sites of cultural significance.

**Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including:

- complete work on the bridge over Twelve Mile Creek, on Oxford Downs-Sarina Road
- commence work on the bridge over Sandy Creek, on the Peak Downs Highway.

Complete replacement of the rail bridge across the St Lawrence River on the North Coast Line.

**Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continue to work with internal and external stakeholders to improve systems and processes.

Continue to work with local governments and the Australian Government to plan for the future traffic needs of the region.

**Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Continue works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.

Continue to work to attract, develop and retain talented and dedicated people to the TMR by continuing graduate programs and technical cadetships.



## Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(1)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(2)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Mackay	QTPPE4200	Constant Creek	Boat ramp	364	44	155	165			Construct single lane boat ramp
	A01793	Mackay	Universal Train Controller Disaster Recovery	1,731	1,305	226	183	17		Implement measures to manage rail control centres disrupted due to a disaster
<b>Subtotal: Mackay</b>				<b>2,095</b>	<b>1,349</b>	<b>381</b>	<b>348</b>	<b>17</b>		
Isaac	A00979	Mirani	Bridge replacement	28,874	27,374	1,500				Replace existing bridge at St Lawrence River
<b>Subtotal: Isaac</b>				<b>28,874</b>	<b>27,374</b>	<b>1,500</b>				
Various local governments	A02080	Mackay/Whitsunday Region	Processor Replacement Strategy	7,589	2,566	1,534	2,005	1,484		Upgrade safety systems on the North Coast Line
<b>Subtotal: Various local governments</b>				<b>7,589</b>	<b>2,566</b>	<b>1,534</b>	<b>2,005</b>	<b>1,484</b>		
<b>Total: Mackay/Whitsunday Region <sup>(3)</sup></b>				<b>38,558</b>	<b>31,289</b>	<b>3,415</b>	<b>2,353</b>	<b>1,501</b>		

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.

# National Network

Local government	Project number <sup>(a)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Mackay	120/10G/6	034334-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	133.46 - 134.84km and 137.50 - 138.06km	4,000	4,000		600	3,400				Construct additional lane/s
	120/10G/7 <sup>(a)</sup>	034229-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Boundary Road and City Gates	12,681	11,291	1,390	4,182	8,499				Install traffic signals
	120/10G/8	034229-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Temples Lane - Farrellys Lane	33,254	33,254		4,711	13,711	14,832			Duplicate two to four lanes
	107/10G/50	TBA	Bruce Highway (St Lawrence - Mackay)	120.15 - 120.73km	10,000	10,000			5,000	5,000			Realign traffic lane/s
	107/10G/808		Bruce Highway (St Lawrence - Mackay)	Smart Road - Koumala	3,000	3,000		1,246	1,754				Recycle pavement
<b>Subtotal: Mackay</b>									<b>32,364</b>	<b>19,832</b>			
Australian Government			Corridor management (road safety)						1,386	<b>1,386</b>	<b>2,772</b>		
			Enhanced capacity						1,160				
			Programmed maintenance						2,796	2,796	5,592		
			Rehabilitation						3,333	1,984	3,887		
			Routine maintenance						3,128	3,403	6,374		
			Traffic operations						468	468	936		
<b>Subtotal: Australian Government</b>									<b>44,635</b>	<b>29,869</b>	<b>19,561</b>		
Queensland Government			Natural Disaster Relief and Recovery Arrangements						668				
<b>Subtotal: Queensland Government</b>									<b>668</b>				
<b>Gross region allocation</b>									<b>45,303</b>	<b>29,869</b>	<b>19,561</b>		
Revenue									(1,390)				
<b>Net region allocation</b>									<b>43,913</b>	<b>29,869</b>	<b>19,561</b>		

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Includes agreed developer contribution of \$1.39 million, and a contribution from Mackay Regional Council.

# Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Isaac	236/33A/1 <sup>(6)</sup>	SS	Peak Downs Highway (Clermont - Nebo)	Moranbah access road	700	167	533				Improve intersection
	236/33A/2 <sup>(6)</sup>	SS	Peak Downs Highway (Clermont - Nebo)	Fitzroy Developmental Road	800	700	100				Improve intersection
	90/33A/27 <sup>(6)</sup>	SS	Peak Downs Highway (Clermont - Nebo)	30km west of Beef Road intersection	320	250	70				Provide vehicle parking
	16/33A/303	SS	Peak Downs Highway (Clermont - Nebo)	South of Logan Creek	5,394	16				5,378	Rehabilitate pavement
	16/33A/309	SS	Peak Downs Highway (Clermont - Nebo)	North of Gregory Highway intersection	11,503	325				11,178	Rehabilitate pavement
	16/33A/310	SS	Peak Downs Highway (Clermont - Nebo)	Cherwell Creek north	11,237					11,237	Rehabilitate pavement
	236/33B/2 <sup>(9)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	Various locations	1,500	300	1,200				Provide heavy vehicle parking
	90/33B/307 <sup>(7)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	6.30 - 11.09km	6,837	3,394	3,443				Widen pavement
	90/33B/308	SS	Peak Downs Highway (Nebo - Mackay)	Fiery Creek - Boundary Creek	7,169	90		7,079			Widen pavement
	236/33B/902 <sup>(8)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	Fiery Creek, Lonely Creek, Boundary Creek and Cut Creek bridges	1,000	262	738				Undertake concept planning
	236/85C/801	SR	Fitzroy Developmental (Dingo - Mt Flora)	77.44 - 79.88km	400		400				Rehabilitate pavement
	236/98A/1 <sup>(6)</sup>	SS	Gregory Developmental (Clermont - Belyando Crossing)	72.24 - 72.78km	700	50	650				Provide heavy vehicle parking
	90/514/14 <sup>(9)</sup>	LRRS	Oxford Downs - Sarina	Twelve Mile Creek	7,212	3,737	3,475				Replace bridge/s and approaches
	236/519/1 <sup>(8)</sup>	LRRS	Dysart - Middlemount	Various locations	9,532	8,532	1,000				Seal shoulder/s
	16/552/13	LRRS	Clermont - Alpha	Sections : 79.00 - 83.00km	497			497			Undertake minor regrade
	16/552/14	LRRS	Clermont - Alpha	Sections : 75.00 - 79.00km	526				526		Undertake minor regrade
	16/552/16	LRRS	Clermont - Alpha	Sections : 35.00 - 38.00km	604				604		Undertake minor regrade
16/552/17	LRRS	Clermont - Alpha	Belyando River	10,200	272		500	4,428	5,000	Replace bridge/s	
236/5307/201 <sup>(6)</sup>	LRRS	Collinsville - Elphinstone	73.93 - 83.93km	230		230				Install/replace guardrail/s	
<b>Subtotal: Isaac</b>							<b>11,839</b>	<b>8,076</b>	<b>5,558</b>		
Mackay	242/33B/2 <sup>(8)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	51.40 - 52.90km (Eton Range)	1,000		1,000				Undertake minor realignment of traffic lane/s
	242/33B/4 <sup>(6)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	Horse Road / Jockey Road intersection	2,043		443	1,600			Improve traffic signals
	242/33B/5 <sup>(6)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	Various locations	2,500		500	2,000			Undertake minor realignment of traffic lane/s
	120/33B/9	SS	Peak Downs Highway (Nebo - Mackay)	Old Rocky Waterholes Road - Krambruk Drive	2,856	4				2,852	Construct overtaking lane/s
	120/33B/13 <sup>(9)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	Sandy Creek	6,267	480		5,787			Upgrade bridge/s
	82/33B/17 <sup>(7)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	Elvins Road - Burgess Lane	2,447	2,327	120				Construct overtaking lane/s
120/33B/901 <sup>(10)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	Walkerston	5,020	3,200	1,020	800			Undertake concept planning	

Local government	Project number <sup>(4)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Mackay (continued)	242/33B/901 <sup>(4)</sup>	SS	Peak Downs Highway (Nebo - Mackay)	Eton Range	2,000	1,000	1,000				Undertake concept planning
	242/518/201 <sup>(6)</sup>	SR	Eton - Homebush	Oakenden School Road	100			100			Improve intersection
	120/518/301	SR	Eton - Homebush	2.80 - 5.30km	5,095	71				5,024	Widen pavement
	120/531/7	SR	Rockleigh - North Mackay	Sams Road - Barnes Creek Road	20,000	15,140	4,860				Construct deviation - sealed standard
	242/532/201 <sup>(6)</sup>	SR	Mackay - Eungella	1.13 - 21.13km	2,000		1,050	950			Seal shoulder/s
	82/532/303	SR	Mackay - Eungella	Benholme - Dunwold	10,720	107				10,613	Widen pavement
	120/533/301	SR	Marian - Eton	Sections : Hannas Road open level crossing - Burgess Lane	6,351	20		6,331			Widen pavement
	82/536/8 <sup>(9)</sup>	LRRS	Mirani - Mount Ossa	McGregor Creek No. 2	2,448	253		2,195			Replace bridge/s and approaches
	120/855/304	LRRS	Yakapari - Seaforth	7.00 - 11.00km and 22.00 - 23.00km	2,500	56		2,444			Widen pavement
	120/857/2 <sup>(12)</sup>	SR	Mackay - Slade Point	Forgar Bridge - Pioneer River	148,000	110,427	37,573				Duplicate bridge/s and approaches
	120/857/4	LRRS	Mackay - Slade Point	Keeleys Road	1,351	101			1,250		Improve intersection
	242/857/801	SR	Mackay - Slade Point	Vines Creek bridge	1,182	82	1,100				Rehabilitate bridge/s and culvert/s
	242/5302/2 <sup>(6)</sup>	LRRS	Maraju - Yakapari	Pleystowe Connection Road	808		208	600			Improve intersection
	242/5302/201 <sup>(6)</sup>	LRRS	Maraju - Yakapari	22.60 - 22.83km	150			150			Undertake miscellaneous works
	242/5332/2 <sup>(6)</sup>	LRRS	North Eton	Sections : 2.06 - 3.57km	460			160	300		Widen and seal
242/8506/201 <sup>(6)</sup>	LRRS	Mackay - Habana	0 - 9.92km	200	125	75				Install roadside and surface delineation	
<b>Subtotal: Mackay</b>							<b>48,949</b>	<b>23,117</b>	<b>1,550</b>		
Whitsunday	269/851/2 <sup>(6)</sup>	SR	Proserpine - Shute Harbour	Sections : 5.48 - 15.48km	1,200		500	700			Improve intersection
	269/851/3 <sup>(6)</sup>	SR	Proserpine - Shute Harbour	16.71 - 26.71km	800	50	750				Install intersection lighting
	100/851/31 <sup>(13)</sup>	SR	Proserpine - Shute Harbour	Tropic Road	4,395	686	3,709				Construct roundabout
<b>Subtotal: Whitsunday</b>							<b>4,959</b>	<b>700</b>			
Region (yet to be allocated to a local government)			Corridor management (environment)				455	474	1,006		
			Corridor management (road safety)				2,859	2,973	6,306		
			Natural Disaster Relief and Recovery Arrangements				1,052				
			Programmed maintenance				8,350	8,684	18,425		
			Resource Development Program						14,000		
			Rehabilitation				1,196	2,696	7,891		
			Routine maintenance				8,004	8,325	17,662		
			Strategic transport planning				1,376	1,376	2,752		
		Traffic operations				631	635	1,280			
<b>Subtotal: works and planning</b>							<b>89,670</b>	<b>57,056</b>	<b>76,430</b>		

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11	2011-12	2012-13 to 2013-14	Beyond	
							\$'000	\$'000	\$'000	\$'000	
<b>Subtotal: region works allocation</b>							<b>89,670</b>	<b>57,056</b>	<b>76,430</b>		
			Corridor land management			38	38	76			
			Network operations			1,159	1,159	2,318			
			Program development and management			225	225	450			
			Road system planning			1,327	1,327	2,654			
<b>Subtotal: region works and stewardship</b>							<b>92,419</b>	<b>59,805</b>	<b>81,928</b>		
			Asset acquisitions			201	201	402			
<b>Gross region allocation</b>							<b>92,620</b>	<b>60,006</b>	<b>82,330</b>		
			Contributions from others for roadworks			(6,800)	(40)				
			Operational revenue			(19)	(19)	(38)			
<b>Net region allocation</b>							<b>85,801</b>	<b>59,947</b>	<b>82,292</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Sustainable Resources Communities Initiative.
- (6) Funded by the Queensland Government's Safer Roads Sooner program.
- (7) This project is part of the Australian Government's Strategic Regional Program and includes a contribution from Isaac Regional Council.
- (8) Funded by the Queensland Government's Bowen Basin Safety Initiative.
- (9) Funded by the Queensland Government's Regional Bridge Renewal Program.
- (10) Funded by the Queensland Government's Bowen Basin Safety Initiative, and includes external funding of \$1.5 million.
- (11) This project is jointly funded by the Australian Government and Queensland Government.
- (12) Includes agreed developer contributions of \$400,000.
- (13) Includes agreed developer contributions of \$50,000.



# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Isaac	236/LGSI/001	Moranbah State School	Provide passenger set-down facilities	300	150	150		75		75	75			I
	236/LGSR/001	Capella Road (0 - 6.00km)	Reshape and seal	700	350	350						270	80	R
	236/LGSA/002	Red Hill Road (21.50 - 24.00km)	Pave and seal	439	220	220			220	220				R
	236/LGSR/002	Daunia Road (0 - 4.00km)	Undertake miscellaneous works	40	20	20					20			R
	236/LGSA/003	Grasstree Road (5.00 - 10.50km)	Pave and seal	770	550	220			220	220				R
	236/LGSR/003	Dysart - Clermont Road	Pave and seal	1,317	1,117	200			200	200				R
	236/LGSA/004	Lizzie Creek Road (3.56 - 3.57km)	Improve drainage	200	106	94			94	94				R
	236/LGSR/004	Dysart - Clermont Road	Pave and seal	500	250	250					170		80	R
	236/LGSR/005	Huntley Road (14.00 - 24.00km)	Pave and seal	887	846	41					41			R
	236/LGSR/006	Issac River Road	Upgrade floodway/s	200	100	100					100			R
	236/LGSR/007	Lizzie Creek Road (0 - 6.94km)	Undertake miscellaneous works	80	40	40					40			R
	236/LGSR/008	Lotus Creek Road	Construct approaches	180	90	90			90	90				R
	236/LGSR/009	Russell Park Road (18.60 - 21.60km)	Pave and seal	439	220	219					219			R
	236/LGSR/013	Kenlogan Road (44.60km)	Pave and seal	300	150	150			75	75	75			R
	90/LGSA/015	Turrawulla Road (end of bitumen west of Coopers Creek - floodway at 29.60km)	Pave and seal	400	200	200		75	125	125				R
<b>Subtotal: Isaac</b>										<b>1,098</b>		<b>935</b>		
Mackay	242/LGSH/001	Elizabeth Street	Construct footpath/s	60	30	30				30	30			H
	242/LGSH/002	Pacific Avenue	Construct footpath/s	30	15	15				15	15			H
	120/LGSH/013	Pioneer Street school zone	Undertake safety improvements	100	50	50				50	50			H
	242/LGSI/001	Katey Crescent (school access and bus stops)	Construct footpath/s	140	70	70				70	70			I
	242/LGSI/002	Hampden State School	Provide passenger set-down facilities	91	46	46						46		I
	242/LGSI/003	Bucasia State Primary School (Kemp Street)	Upgrade passenger set-down facilities and bus shelter	115	58	58						58		I
	242/LGSI/005 <sup>(a)</sup>	Gordon Street / Tennyson Street	Construct roundabout	300			300		300	300				J
	242/LGSA/010	Pioneer Street (Phillip Street - Schapers Road)	Construct footpath/s	135	68	68				68	68			O
	242/LGSA/011	Jenvey Court	Construct footpath/s	80	40	40				40	40			O
	242/LGSA/012	Eimeo School (James Cook Drive)	Construct footpath/s	159	80	80				58	58	22		O

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Mackay (continued)	242/LGSC/001	Cape Hillsborough Road (Ball Bay Road - Kippen Drive)	Rehabilitate pavement	1,015	775	240				228	228	12		R
	242/LGSR/001	Gorge Road (1.95 - 2.56km)	Widen and overlay	220	110	110						110		R
	242/LGSC/002	Crediton Loop Road (1.29 - 1.92km)	Pave and seal	400	300	100			100	100				R
	242/LGSR/002	Grasstree Beach (1.10 - 1.60km)	Widen and overlay	200	100	100						100		R
	242/LGSC/003	Crediton Loop Road (3.60 - 5.10km)	Construct to sealed standard	220	160	60			60	60				R
	242/LGSR/003	Armstrong Beach (5.60 - 6.20km)	Widen and overlay	170	85	85						85		R
	242/LGSA/004	West Plane Creek Road (2.33 - 2.90km)	Widen and overlay	230	115	115		38	77	77				R
	242/LGSR/004	Eversleigh Road (5.30 - 5.80km)	Widen and overlay	220	110	110						110		R
	242/LGSR/005	Glenpark Road (Evans Avenue / Short Street intersection)	Rehabilitate pavement	1,090	900	190						190		R
	242/LGSA/006	Armstrong Beach Road (5.10 - 5.60km)	Widen and overlay	210	105	105			105	105				R
	242/LGSR/006	Holts Road / Pioneer Street	Improve intersection	1,000	750	250						200	50	R
	242/LGSA/007	Eversleigh Road (4.80 - 5.30km)	Widen and overlay	310	155	155			101	101		54		R
	242/LGSA/008	Grasstree Beach Road (3.95 - 4.20km)	Widen pavement	310	158	152			152	152				R
	242/LGSR/008	Archibald Street / Paradise Street	Improve intersection	3,351	2,500	851						161	690	R
	242/LGSA/009	West Plane Creek Road / Middle Creek Road	Improve intersection	256	128	128			128	128				R
	120/LGSA/010	Paradise Street (Henman Street - George Street)	Rehabilitate pavement	2,300	1,950	350			200	200		100	50	R
<b>Subtotal: Mackay</b>										<b>1,781</b>	<b>1,247</b>			
Whitsunday	269/LGSH/001	Bowen State School (Poole Street)	Construct footpath/s	15	8	8						8		H
	269/LGSH/002	Whitsunday Christian College (Shute Harbour Road / Abell Road)	Construct footpath/s	50	25	25						25		H
	269/LGSI/001	Queens Beach State School	Construct footpath/s	100	50	50			50	50				I
	269/LGSI/003	Bowen High School (stage 2)	Construct footpath/s	46	23	23			23	23				I
	269/LGSI/004	Proserpine State High School and Primary School	Upgrade passenger set-down facilities and bus shelter	200	100	100						100		I
	269/LGSO/001	Whitsunday Christian College	Construct footpath/s	36	18	18						18		O
	269/LGSO/002	Queens Beach State School	Construct footpath/s	40	20	20						20		O
	269/LGSA/006	Main Street	Improve drainage	120	60	60			60	60				O
269/LGSA/007	Gregory Street (Powell Street - Dalrymple Street) (stage 1)	Rehabilitate pavement	100	50	50			50	50				O	
269/LGSA/008	Gregory Street (Powell Street - Dalrymple Street) (stage 2)	Rehabilitate pavement	100	50	50			50	50				O	

Local government	Project number <sup>(4)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(5)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(6)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Whitsunday (continued)	269/LGSA/011	Dingo Beach Road - Gammut Creek	Improve drainage	100	50	50			50	50			0	
	269/LGSA/001	Bowen Loop Road (Don Street - Livingstone Street) (1.50 - 2.00km)	Rehabilitate and widen	1,204	602	602			77	77	313	212	R	
	269/LGSR/001	Brandy Creek Road (1.30 - 1.50km)	Widen and overlay	140	70	70					70		R	
	269/LGSA/002	Conway Road (18.28 - 19.42km)	Widen and overlay	500	250	250			100	100	100	50	R	
	269/LGSR/002	Richmond Road (Argyle Park Road - West Street) (stage 2)	Rehabilitate pavement	500	250	250					198	52	R	
	100/LGSB/006	Hinschen Street / Faust Street intersection	Rehabilitate pavement	450	225	225	125					100	R	
	269/LGSA/010	Richmond Road (Argyle Park Road - West Street)	Rehabilitate pavement	500	340	160			160	160			R	
<b>Subtotal: Whitsunday</b>									<b>620</b>	<b>852</b>				
		Balance of funding commitment for Isaac Regional Council	Priorities yet to be determined							72				
<b>Gross region allocation</b>									<b>3,571</b>	<b>3,033</b>				
Revenue										0	0			
<b>Net region allocation</b>									<b>3,571</b>	<b>3,033</b>				

## Endnotes

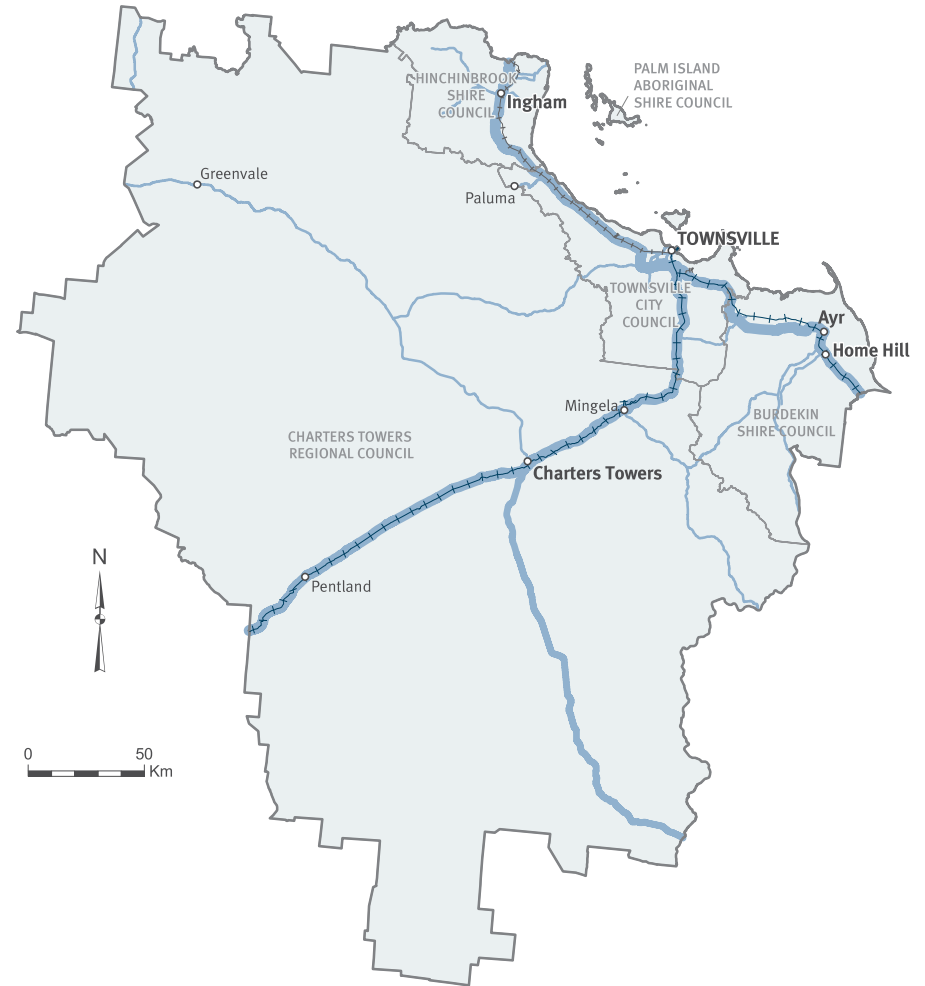
- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.
- (4) Funded by the Australian Government’s Black Spot Program.









## Northern Region

The ferry waiting shed  
Palm Island, June 2009

# Northern



## Legend

-  National road network
-  State strategic road network
-  State regional and other district road
-  National rail network
-  Other railway
-  Local government boundary

# Regional profile

## Overview

Northern Region covers an area of approximately 80,042km<sup>2</sup>, or around 4.6% of Queensland. It extends from the Cardwell Range in the north to Lake Buchanan in the south, and from Townsville in the east to west of Charters Towers.

Northern Region has a resident population of approximately 227,340 people and is home to approximately 5.1% of Queensland's total population.

The state-controlled road network in the region is 1,648km in length, and includes 519km of the National Network.

The transport and road network supports a diverse array of industries including retail, tourism, sport, education, manufacturing, freight and construction; agriculture including sugar cane, beef cattle, fruit, dairy cattle, viticulture and fisheries; and mining including zinc and copper.

Northern Region has one office located in Townsville. The region includes the local governments of Burdekin Shire Council, Charters Towers Regional Council, Hinchinbrook Shire Council, Palm Island Aboriginal Shire Council and Townsville City Council.

## Major challenges

- Continue to plan for the future and to play a key role in stimulating the economy through transport and road infrastructure enhancement and preservation projects.
- Support regional development, industry competitiveness and growth by upgrading key freight and passenger routes.
- Achieve affordable and short-term improvements in safety by carefully targeting investment in widening the single-lane sealed network, and in other priority projects.
- Protect environmental biodiversity and sensitivity with sustainable planning and construction practices.

- Continue to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Target the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Completed planning and design for the Sandy Corner to Collinsons Lagoon flood immunity project, as part of the Nation Building Program, funded by the Australian Government.

Commenced planning to widen to a two-lane seal a 14km section of Gregory Developmental Road (Charters Towers to The Lynd) between Christmas Creek and Charcoal Creek.

Continued planning and consultation to determine the best alignment to reduce the duration of flooding closures on the Bruce Highway, from the south of Ingham to the Cardwell Range. This is part of the Accelerated Bruce Highway Upgrade Package (Townsville to Cairns), as part of the AusLink Program, funded by the Australian Government.

Continued to replace processors on the North Coast Line, between Farleigh and Purno.

Completed widening of 23.5km of Gregory Development Road (Belyando Crossing to Charters Towers), between Cape River and Victoria Creek.

Completed widening from two to four lanes on North Ward Road from William Street to Ingham Road and Gregory Street to Heatleys Parade, and continued widening works from Walker Street to Gregory Street.

Completed stages 2 and 3 of the Townsville Ring Road, including construction of a new bypass road, jointly funded by the Queensland Government and Australian Government, as part of the Nation Building Program.

Completed pavement widening on a 15.3km section of the Gregory Developmental Road, between Charters Towers and The Lynd.

Completed and opened stage one (Stuart Bypass), and commenced work on stage two (Eastern Access Corridor) of the Townsville Port Access Road, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. The Townsville Port Access Road will provide a direct route into the port for heavy vehicles from the south, north and west, as well as provide improved access for the Townsville State Development area.

Commenced duplication to four lanes on the Douglas Arterial section of the Townsville Ring Road, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This project will maintain traffic safety and transport efficiency on this section of the Townsville Ring Road, which will form part of the National Network. It will reduce traffic volumes through the residential and commercial areas of Townsville.

Commenced the two-lane sealed construction of the 4km Abbott Street deviation, between Ooonoona Road and River Boulevard, in Townsville.

Continued the Accelerated Bruce Highway Upgrade Package (Townsville to Cairns), as part of the AusLink Program, funded by the Australian Government. Construction has been completed or is underway on works including major flood immunity works, smaller flood immunity projects, and safety works.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Completed level crossing upgrades at seven sites as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- commenced several heavy vehicle stopping places on the Gregory Developmental Road, north and south of Charters Towers
- completed upgrade of the intersection of Garbutt-Upper Ross Road, Dalrymple Road and O'Keefe Court
- completed installation of a pedestrian refuge at the intersection of Ridley Road and Carthew Street, in Townsville
- completed asphalt resurfacing at the intersection of Bundock Street and Old Common Road, in Townsville.

Completed installation of traffic signals at the intersection of Abbott Street and the Bruce Highway, at Cluden.

Completed upgrade of the Bruce Highway at the intersection of Forestry Road and Toolakea Beach Road, north of Townsville, as part of the Black Spot Program, funded by the Australian Government.

### Objective 3: An accessible transport system linking people to employment, education and services

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed pavement reconstruction of a section of Upper Houghton Road, north of Ayr
- completed drainage improvements on the Blue Range Road to Mount Fox Road, 150km north of Charters Towers.

Completed restoration works on sections of the road network that sustained damage following Cyclone Charlotte and Cyclone Ellie in early 2009, as part of the Natural Disaster Recovery and Relief Arrangements, jointly funded by the Queensland Government and Australian Government.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Completed construction of fish passage structures and fauna underpass culverts, and commenced a five-year rehabilitation program for a 530ha environmental reserve, managed by Department of Environment and Resource Management, for future transfer to a protected area tenure, as part of the Townsville Port Access Road project.

### Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries

Provided projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including commencing work on the bridge over Gentle Annie Creek, at Halifax.

Continued rehabilitation of the Burdekin River Bridge, as part of the Nation Building Program, funded by the Australian Government.

Completed rehabilitation of the Herbert River Bridge, 1km west of Halifax.

### Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland

Continued the installation of an Intelligent Transport System (ITS) on the Bruce Highway where it crosses the Cardwell Range, between Ingham and Cardwell. The ITS comprises a full remote closure system consisting of traffic signals, boom gates, variable message signs, variable speed limit signs and other fixed signs.

Provided significant employment and education opportunities through the delivery of major projects, including:

- Townsville Port Access Road (stages 1 and 2)
- North Ward Road (package C)
- Townsville Ring Road (stages 2 and 3).

Delivered improved road infrastructure through open tender and alliance contracts. In 2009, Northern Region received awards for several projects.

The Tully Alliance received the following awards:

- Alliancing Association of Australasia – winner, alliance team of excellence for an alliance team that has demonstrated an outstanding level of collective engagement and achieved excellent outcomes facing difficult or highly complex situations on a project alliance
- Engineers Australia Engineering Excellence Awards – engineering excellence award, project management category
- Association of Consulting Engineers Australia Awards for Excellence – silver award of highly commended, water category
- Civil Contractors Federation Earth Awards – first place, category 5 (projects worth more than \$75 million).

The Townsville Ring Road project, a joint venture of TMR and Thiess, received the Engineers Australia Community Engagement Award for community engagement, and was also a finalist in the project management category. The project team also received a highly commended in the community relations category of the Public Relations Institute of Australia Golden Target Awards.



### **Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Completed construction of a Vessel Traffic Service building at the Townsville marine operations base to accommodate the transfer of the Great Barrier Reef Vessel Traffic Service from Hay Point, and to introduce a separate Vessel Traffic Service for the Port of Townsville.

Continued works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.

### **Key deliverables 2010-11 to 2011-12**

#### **Objective 1: A sustainable transport system which promotes economic growth and enhances liveability**

Commence feasibility analysis for a purpose built vessel for marine operations activities at the Port of Townsville. This will provide operational staff with a reliable and modern work vessel for a broad range of maritime safety activities in the port.

Continue to replace processors on the North Coast Line, between Farleigh and Purono.

Commence and complete construction of a two-lane boat ramp at Railway Estate, in Townsville.

Commence and complete construction of a pontoon on Magnetic Island, at the existing Nelly Bay Boat Harbour boat ramp, to improve safety for users and increase capacity.

Complete widening from two to four lanes on North Ward Road, from Walker Street to Gregory Street.

Continue work on stage two (Eastern Access Corridor) of the Townsville Port Access Road, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This project will provide a direct route into the port for heavy vehicles from the south, north and west, as well as provide improved access for the Townsville State Development area.

Continue duplication to four lanes on the Douglas Arterial section of the Townsville Ring Road, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This project will maintain traffic safety and transport efficiency on this section of the Townsville Ring Road, which will form part of the National Network. It will reduce traffic volumes through the residential and commercial areas of Townsville.

Continue rehabilitation of the Burdekin River Bridge, as part of the Nation Building Program, funded by the Australian Government.

Complete the two-lane sealed construction of the 4km Abbott Street deviation between Oonoonba Road and River Boulevard, in Townsville.

Continue widening to a two-lane seal of a 14km section of Gregory Developmental Road (Charters Towers to The Lynd), between Christmas Creek and Charcoal Creek.

Commence planning and consultation for the realignment of the Burdekin Highway to refine the existing alignment that has been in place since the late 1990s.

Commence installation of additional turning lanes at the intersection of Nathan Street and Dalrymple Road, in Townsville, as part of the Nation Building Program, funded by the Australian Government.

Commence planning for culvert widening to provide a dedicated right-turn lane at the Ayr Sewerage Plant Access, as part of the Nation Building Program, funded by the Australian Government.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Provide projects through Safer Roads Sooner:

- complete several heavy vehicle stopping places on Gregory Developmental Road, north of Charters Towers
- commence installation of safety signage at various locations on the Townsville Port Access Road
- commence installation of pedestrian refuges at two sites on Boundary Road, in Townsville City.

Commence installation of road condition information signs north and south of Townsville to warn motorists of upcoming road conditions, as part of the Nation Building Program, funded by the Australian Government.

Commence improvements at the intersection of Palmetum Access Road and University Road, adjacent to the Good Shepherd Home, as part of the Black Spot Program, funded by the Australian Government.

**Objective 3: An accessible transport system linking people to employment, education and services**

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- commence construction of footpaths on Chippendale Street, in Ayr
- commence resealing of Millchester Road between Enterprise Road and Gladstone Creek, in Charters Towers.

**Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including continuing work on the bridge over Gentle Annie Creek at Halifax.

**Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Commence operation of a Vessel Traffic Service at the Townsville Marine Operations base to accommodate the transfer of the Great Barrier Reef Vessel Traffic Service from Hay Point and to introduce a separate Vessel Traffic Service for the Port of Townsville.

Continue works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.

# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(1)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(2)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Burdekin	QTPPE4200	Groper Creek	Jetty	316	56	260				Upgrade jetty
<b>Subtotal: Burdekin</b>				<b>316</b>	<b>56</b>	<b>260</b>				
Townsville	QTPPE4200	Townsville	Boat ramp	450	125	325				Upgrade boat ramp at Railway Estate
	QTPPE4200	Nelly Bay Harbour	Pontoon	500	2	40	458			Construct pontoon or floating walkway
	QTPPE2800	Townsville	Maritime Safety Queensland operational vessel		250	250				Construct vessel for marine operations activities
	QTPPE2800	Townsville	Vessel traffic service	2,112	412	1,700				Establish service to monitor shipping for regional ports
	A01793	Townsville	Universal Train Controller Disaster Recovery	1,731	1,305	226	183	17		Implement measures to manage rail control centres disrupted due to a disaster
	QTPPE9901	Townsville	Townsville port projects	5,600			5,600			Purchase land for future boat ramps
<b>Subtotal: Townsville</b>				<b>10,393</b>	<b>2,094</b>	<b>2,541</b>	<b>6,241</b>	<b>17</b>		
Various local governments	A02080	Northern region	Processor Replacement Strategy	5,657	1,912	1,534	1,495	716		Upgrade safety systems on the North Coast Line
	A02080	Northern region	North Queensland priority level crossing upgrades	2,437	1,737	700				Upgrade level crossings to improve safety
<b>Subtotal: Various local governments</b>				<b>8,094</b>	<b>3,649</b>	<b>2,234</b>	<b>1,495</b>	<b>716</b>		
<b>Total: Northern Region<sup>(3)</sup></b>				<b>18,803</b>	<b>5,799</b>	<b>5,035</b>	<b>7,736</b>	<b>733</b>		

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.

# National Network

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Burdekin	212/10K/202		Bruce Highway (Bowen - Ayr)	Seventh Street	906	906		806	100				Install pedestrian crossing/s
	5/10K/812	030156-08QLD-NP	Bruce Highway (Bowen - Ayr)	Burdekin River Bridge	43,750	25,000	18,750	6,773	8,291	7,840	20,846		Undertake structural rehabilitation
	212/10L/2	034351-09QLD-NP	Bruce Highway (Ayr - Townsville)	Sandy Corner - Collinsons Lagoon	40,000	40,000			5,000	25,000	10,000		Construct deviation - sealed standard
<b>Subtotal: Burdekin</b>									<b>13,391</b>	<b>32,840</b>	<b>30,846</b>		
Charters Towers	217/14A/801		Flinders Highway (Townsville - Charters Towers)	Little Saltwater Creek - Seven Mile Creek	1,536		1,536		70	1,466			Rehabilitate pavement
	42/14A/807		Flinders Highway (Townsville - Charters Towers)	Macrossan Bridge (Burdekin River)	2,531		2,531	1,126	1,405				Rehabilitate bridge/s and culvert/s
	42/14B/820		Flinders Highway (Charters Towers - Hughenden)	Sausage Creek - Powlathanga Creek	1,602		1,602	992	610				Rehabilitate pavement
<b>Subtotal: Charters Towers</b>									<b>2,085</b>	<b>1,466</b>			
Hinchinbrook	233/10N/1	034334-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Ingham	500	500		100	400				Install pedestrian crossing/s
	61/10N/901	QINNPO001	Bruce Highway (Ingham - Innisfail)	Rutledge Street - Cardwell Range	6,600	6,600		4,650	1,950				Undertake concept planning
<b>Subtotal: Hinchinbrook</b>									<b>2,350</b>				
Townsville	150/10L/904	TBA	Bruce Highway (Ayr - Townsville)	Vantassel Street - Flinders Highway	4,800		4,800	780	4,020				Undertake concept planning
	268/10M/2	033998-08QLD-NP	Bruce Highway (Townsville Ring Road)	Douglas Arterial	110,000	55,000	55,000	8,450	48,550	45,000	8,000		Widen to four lanes
	268/10M/3 <sup>(i)</sup>	034334-09QLD-NP	Bruce Highway (Townsville - Ingham)	Nathan Street / Dalrymple Road	1,575	800	775	310	1,165	100			Construct additional lane/s
	268/10M/901		Bruce Highway (Townsville - Ingham)	Shaw Road (Dalrymple Road - Bruce Highway)	1,100		1,100	100	1,000				Undertake concept planning
	150/14A/10	031021-08QLD-NP	Flinders Highway (Townsville - Charters Towers)	Townsville Port Access Road (stage 1), Stuart Bypass	88,000	44,000	44,000	84,270	3,730				Construct bypass - sealed standard
	150/14A/13	031021-08QLD-NP	Flinders Highway (Townsville - Charters Towers)	Townsville Port Access Road (stage 2), Eastern Access Corridor	102,000	51,000	51,000	70,204	5,000	21,796	5,000		Construct two lane bypass
<b>Subtotal: Townsville</b>									<b>63,465</b>	<b>66,896</b>	<b>13,000</b>		

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved		Indicative		Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Australian Government			Burdekin Road Safety Audit						1,000				
			Corridor management (road safety)						1,492	1,557	3,114		
			Enhanced capacity						884				
			Programmed maintenance						3,745	3,745	7,490		
			Rehabilitation						2,080	2,080	4,137		
			Routine maintenance						2,908	3,273	5,386		
			Traffic operations						685	651	1,376		
<b>Subtotal: Australian Government</b>									<b>72,385</b>	<b>40,903</b>	<b>43,532</b>		
Queensland Government			Corridor management (road safety)						335	<b>348</b>	<b>739</b>		
			Enhanced capacity						701				
			Natural Disaster Relief and Recovery Arrangements						8,830				
			Programmed maintenance						1,090	1,372	2,911		
			Rehabilitation						253	242	513		
			Routine maintenance						1,285	1,337	2,836		
			Traffic operations						53	55	118		
<b>Subtotal: Queensland Government</b>									<b>34,301</b>	<b>74,959</b>	<b>28,934</b>		
<b>Gross region allocation</b>									<b>106,686</b>	<b>115,862</b>	<b>72,466</b>		
Revenue									(3,865)	(3,343)	(8,817)		
<b>Net region allocation</b>									<b>102,821</b>	<b>112,519</b>	<b>63,649</b>		

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Includes agreed developer contribution of \$775,000.





# Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Burdekin	212/5405/802	LRRS	Home Hill - Kirkie	Barry Road - Old Fort Road	629		629				Rehabilitate pavement
<b>Subtotal: Burdekin</b>								<b>629</b>			
Charters Towers	217/83A/801	SR	Hervey's Range Developmental (Townsville - Battery)	Star River Bridge	1,790	139	1,651				Rehabilitate bridge/s and culvert/s
	42/98B/57	SS	Gregory Developmental (Belyando Crossing - Charters Towers)	Highway Reward mine site	42,000	1,300	250		40,450		Undertake minor realignment of traffic lane/s
	42/98B/58	SS	Gregory Developmental (Belyando Crossing - Charters Towers)	Sections : 0 - 193.23km	1,736	4		865	867		Install/replace guardrail/s
	217/98B/802	SS	Gregory Developmental (Belyando Crossing - Charters Towers)	Little Policeman Creek - Policeman Creek	825		825				Rehabilitate pavement
	217/98C/2	SR	Gregory Developmental (Charters Towers - The Lynd)	2.5km south of Christmas Creek Road, 4km south of Charcoal Creek (160.90 - 175.40km)	16,000	500	4,500	11,000			Widen and seal shoulder/s
	217/98C/3 <sup>(6)</sup>	SR	Gregory Developmental (Charters Towers - The Lynd)	Charters Towers - Herveys Range Road	700	50	650				Provide heavy vehicle parking
	42/98C/312	SR	Gregory Developmental (Charters Towers - The Lynd)	Fletcher Creek - 2.00km south of Bluff Downs Road	4,850	3,165	1,685				Widen pavement
	42/98C/313	SR	Gregory Developmental (Charters Towers - The Lynd)	2.70km north of One Mile Gin Creek - 0.30km south of Ryans Creek	9,703	2,626	7,077				Widen pavement
	217/98C/801	SR	Gregory Developmental (Charters Towers - The Lynd)	Hollingsworth Road	862		862				Rehabilitate pavement
<b>Subtotal: Charters Towers</b>								<b>17,500</b>	<b>11,865</b>	<b>867</b>	
Hinchinbrook	61/8241/6 <sup>(6)</sup>	LRRS	Halifax - Lucinda Point	Gentle Annie Creek	5,905	1,671	4,234				Construct bridge/s and approaches
<b>Subtotal: Hinchinbrook</b>								<b>4,234</b>			
Townsville	150/612/33	SR	Ross River	Charters Towers Road - Thuringowa Drive	1,238	144	250	250	594		Improve traffic signals
	150/830/901	LRRS	Townsville Connection	Bruce Highway - Tyack Street	1,400	1,081	319				Undertake concept planning
	150/831/20	SR	South Townsville	Oonoomba Road - River Boulevard	11,641	9,504	2,137				Construct to new sealed two lane standard
	150/831/901	SR	South Townsville	Bruce Highway - Brooks Street	1,500	450	350	350	350		Undertake concept planning
	268/832/1 <sup>(6)</sup>	SR	Townsville Port	Woolcock Street / Duckworth Street intersection	40			40			Install signs
	268/832/2 <sup>(6)</sup>	SR	Townsville Port	Boundary Street / Saunders Street intersection	30			30			Install roadside and surface delineation
	268/832/3 <sup>(6)</sup>	SR	Townsville Port	Boundary Street (12.60 - 13.40km)	120			120			Install pedestrian refuge
	150/833/13 <sup>(7)</sup>	LRRS	North Ward	Walker Street - Gregory Street	22,900	22,700	200				Duplicate two to four lanes
	150/835/11 <sup>(6)</sup>	SR	Garbutt - Upper Ross	Dalrymple Road / O'Keefe Court	812	408	404				Improve intersection
	268/840/1 <sup>(8)</sup>	SR	Douglas - Garbutt	Good Shepherd Home / Palmetum Access Road	150		150				Improve intersection
<b>Subtotal: Townsville</b>								<b>3,810</b>	<b>790</b>	<b>944</b>	

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Region (yet to be allocated to a local government)			Corridor management (environment)				567	590	1,252		
			Corridor management (road safety)				2,829	2,940	6,301		
			Enhanced capacity				350	100	200		
			Natural Disaster Relief and Recovery Arrangements				15,392				
			Programmed maintenance				5,507	5,868	13,093		
			Rehabilitation				767	264	927		
			Resource Development Program						1,580		
			Routine maintenance				4,562	4,747	10,069		
			Strategic transport planning				2,711	2,711	5,422		
			Traffic operations				1,175	1,501	2,049		
<b>Subtotal: works and planning</b>							<b>60,033</b>	<b>31,376</b>	<b>42,704</b>		
<b>Subtotal: region works allocation</b>							<b>60,033</b>	<b>31,376</b>	<b>42,704</b>		
			Corridor land management				851	851	1,702		
			Network operations				2,170	2,170	4,340		
			Program development and management				99	99	198		
			Road system planning				2,103	2,103	4,206		
<b>Subtotal: region works and stewardship</b>							<b>65,256</b>	<b>36,599</b>	<b>53,150</b>		
			Asset acquisitions				541	541	1,082		
<b>Gross region allocation</b>							<b>65,797</b>	<b>37,140</b>	<b>54,232</b>		
			Operational revenue				(132)	(132)	(264)		
<b>Net region allocation</b>							<b>65,665</b>	<b>37,008</b>	<b>53,968</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Safer Roads Sooner program.
- (6) Funded by the Queensland Government's Regional Bridge Renewal Program.
- (7) Includes Townsville City Council contribution of \$1.2 million.
- (8) Funded by the Australian Government's Black Spot Program.



# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(d)</sup>	
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000			
									Carry-over \$'000	New funds \$'000	Total \$'000				
Burdekin	212/LGSH/001	Chippendale Street	Construct footpath/s	70	35	35				20	20	15		H	
	212/LGSH/002	Burdekin Road	Construct footpath/s	70	35	35						35		H	
	212/LGSH/005	Fourteenth Avenue	Construct footpath/s	30	15	15						15		H	
	212/LGSI/001	Melbourne Street	Provide passenger set-down facilities	100	50	50				50	50			I	
	212/LGSI/002	Larkin Street	Install/upgrade bus shelter/s	25	12	12						12		I	
	212/LGSB/001	Rita Island Road	Rehabilitate pavement	200	100	100				50	50	50		O	
	212/LGSD/001	Gibson Street / Cox Street	Construct roundabout	140	70	70				35	35	35		O	
	212/LGSO/001	Rita Island Road	Widen and seal	200	100	100						46	54	O	
	212/LGSD/002	MacMillan Street / Little Drysdale Street	Construct roundabout	150	75	75				37	37	38		O	
	212/LGSO/002	Chippendale Street	Construct cycleway/s	33	16	16						16		O	
	212/LGSD/003	Drysdale Street	Construct footpath/s	170	85	85				85	85			O	
	212/LGSO/003	Ross Street / Chippendale Street	Improve intersection	90	45	45						27	18	O	
	5/LGSB/015	Jerona Road (stage 2)	Install floodway/s	209	105	105		50		55	55			O	
	212/LGSA/001	Giru - Clare Road (2.15 - 12.28km)	Rehabilitate and widen	2,330	1,165	1,165				309	309		856	R	
	212/LGSR/001	Alva Beach Road (2.80 - 3.00km)	Apply asphalt resurfacing (<75mm)	70	35	35							35		R
	212/LGSR/002	Alva Beach Road (3.00 - 4.10km)	Rehabilitate and widen	336	168	168							168		R
	212/LGSR/003	Shirbourne Road (2.25 - 4.40km)	Rehabilitate and widen	600	300	300							106	194	R
<b>Subtotal: Burdekin</b>										<b>641</b>	<b>598</b>				
Charters Towers	142/LGSD/001	Various locations	Improve intersection	400	200	200		95		10	10	20	75	O	
	142/LGSD/002	Various locations	Improve traffic signals	270	135	135		50		10	10	20	55	O	
	142/LGSA/005	Local road network	Undertake bridge repairs	500	250	250		200		10	10	10	30	O	
	42/LGSA/015	Powlathanga - Red Falls Road	Install floodway/s	192	96	96		42		54	54			O	
	217/LGSA/001	Gill Street (Mossman Street - Enterprise Road)	Reseal - bitumen chip	450	225	225				35	35		190	R	
	217/LGSR/001	Mingela - Dotswood Road (44.57 - 44.67km)	Install culvert/s	50	25	25						25		R	
	217/LGSA/002	Millchester Road (Enterprise Road - Gladstone Creek)	Reseal - bitumen chip	100	50	50				24	24	26		R	
	217/LGSR/002	Mingela - Dotswood Road (46.77 - 46.87km)	Install culvert/s	50	25	25						25		R	

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Charters Towers (continued)	217/LGSA/003	Mossman Street (Bridge Street - Gill Street)	Reseal - bitumen chip	180	90	90			32	32		58	R	
	217/LGSR/003	Hidden Valley - Paluma Road (0 - 4.78km)	Widen and seal	680	340	340					340		R	
	217/LGSA/004	Hidden Valley - Paluma Road (4.78 - 8.88km)	Widen and seal	840	420	420	378		42	42			R	
	217/LGSR/004	Weir Road (Macpherson Road - 3.37km)	Undertake miscellaneous works	290	145	145					89	56	R	
	217/LGSA/005	Hidden Valley - Mt Fox Road	Improve drainage	100	50	50			50	50			R	
	217/LGSA/006	Bridge Street (Hackett Terrace - Mossman Street)	Reseal - bitumen chip	120	60	60			28	28	32		R	
	42/LGSA/018	Hidden Valley - Mt Fox Road (0.76 - 27.72km)	Improve drainage	320	160	160			90	90	70		R	
	42/LGSA/019	Laroonna - Hidden Valley Road (Ewan - Hidden Valley)	Improve drainage	400	200	200	12		188	188			R	
<b>Subtotal: Charters Towers</b>										<b>573</b>	<b>658</b>			
Hinchinbrook	233/LGSI/001	Forrest Beach State School	Install/upgrade bus shelter/s	80	40	40			40	40			I	
	233/LGSI/002	Victoria Plantation State School	Provide passenger set-down facilities	160	80	80			80	80			I	
	233/LGSI/003	Victoria Plantation State School	Provide passenger set-down facilities	224	112	112					112		I	
	233/LGSI/004	Halifax State School (Jessup Street)	Provide passenger set-down facilities	220	110	110					110		I	
	233/LGSI/005	Halifax State School (Victoria Terrace)	Provide passenger set-down facilities	44	22	22					22		I	
	233/LGSI/006	Lower Herbert Community Kindergarten	Provide passenger set-down facilities	70	35	35					35		I	
	233/LGSI/007	St Peters School	Provide passenger set-down facilities	70	35	35					35		I	
	233/LGSD/001	Log Creek	Construct pedestrian bridge/s	120	60	60			60	60			O	
	233/LGSO/001	Palm Creek	Construct cycleway/s	120	60	60					30	30	O	
	233/LGSD/002	Palm Creek Bike Safety Facility	Improve cycle facilities	40	20	20			20	20			O	
	233/LGSR/001	Hawkins Creek Road (21.25 - 22.20km)	Rehabilitate pavement	140	70	70					30	40	R	
	61/LGSC/001	Wallaman Falls Road (stage 1)	Widen and overlay	4,700	2,350	2,350	1,697		150	150	150	353	R	
	61/LGSA/026	Mt Fox Road (stage 2)	Reseal - bitumen chip	2,530	1,265	1,265	735		280	280	250		R	
<b>Subtotal: Hinchinbrook</b>										<b>630</b>	<b>774</b>			
Palm Island	187/LGSF/009	Various roads	Undertake maintenance works	125		125		100			25		F	
	187/LGSF/010	Butler Bay Road	Undertake routine maintenance	250		250		150			100		F	
	187/LGSF/012	Various roads	Reseal - bitumen chip	429		429		220	209	209			F	
	187/LGSF/014	Various roads	Form and improve drainage	140		140		100			40		F	
	187/LGSF/016	Regina Bay	Construct footpath/s	175		175		125			50		F	

Local government	Project number <sup>(4)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(5)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(6)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Palm Island (continued)	187/LGSF/017	Various roads	Training and skills development in remote communities	300		300		150				100	50	F
	187/LGSF/018	Various roads	Signage and delineation	40		40		30				10		F
<b>Subtotal: Palm Island</b>											<b>209</b>	<b>325</b>		
Townsville	268/LGSH/001	Mundingburra State School	Improve traffic signals	20	10	10				10	10			H
	268/LGSH/005	Mundingburra State School (Gulliver Street)	Install/retrofit pedestrian crossing/s and facilities	60	30	30						20	10	H
	268/LGSH/006	Weir State School	Construct footpath/s	50	25	25						25		H
	150/LGSH/032	Various locations (Annandale area)	Construct cycleway / footpath/s	1,800	900	900		200		100	100	50	550	H
	268/LGSI/001	Hermit Park State School	Provide passenger set-down facilities	300	150	150				150	150			I
	268/LGSI/002	Various rural locations	Provide passenger set-down facilities	137	69	69				69	69			I
	268/LGSO/001	Abbott Street	Construct cycleway/s	400	200	200						100	100	O
	268/LGSO/002	Kalynda Chase	Construct cycleway underpass	180	90	90						45	45	O
	268/LGSD/003	Annandale Drive / Macarthur Drive	Construct roundabout	200	100	100				100	100			O
	150/LGSD/029	Hooper Street (Bishop Street - Primrose Court)	Install traffic management devices	60	30	30		15		15	15			O
	150/LGSD/030	Yarrowonga Drive / Stanley Street intersection	Install traffic management devices	60	30	30		15		15	15			O
	268/LGSD/001	Fulham Road / Park Street	Construct roundabout	200	100	100				100	100			R
	268/LGSR/001	Ingham Road / Church Street intersection	Install traffic signals	500	250	250						250		R
	268/LGSD/002	Magnetic Island Road (0 - 10.21km)	Install/replace guardrail/s	150	75	75				75	75			R
	268/LGSL/002	TMR / local government alliance - North Queensland Regional Road Group	Develop technical capability	267		267		52		43	43	43	129	R
268/LGSR/002	Ingham Road / Langton Street / Crowder Street intersection	Install traffic signals	600	300	300						300		R	
117/LGSA/007	Kern Brothers Drive (stage 2)	Construct additional lane/s	6,037	3,019	3,019		1,906		340	340	340	433	R	
150/LGSD/028	Charles Street (Fulham Road - Anne Street)	Rehabilitate pavement	2,363	1,182	1,182		790		391	391			R	
<b>Subtotal: Townsville</b>											<b>1,408</b>	<b>1,173</b>		
<b>Gross region allocation</b>											<b>3,461</b>	<b>3,528</b>		
Revenue											0	0		
<b>Net region allocation</b>											<b>3,461</b>	<b>3,528</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 1010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.

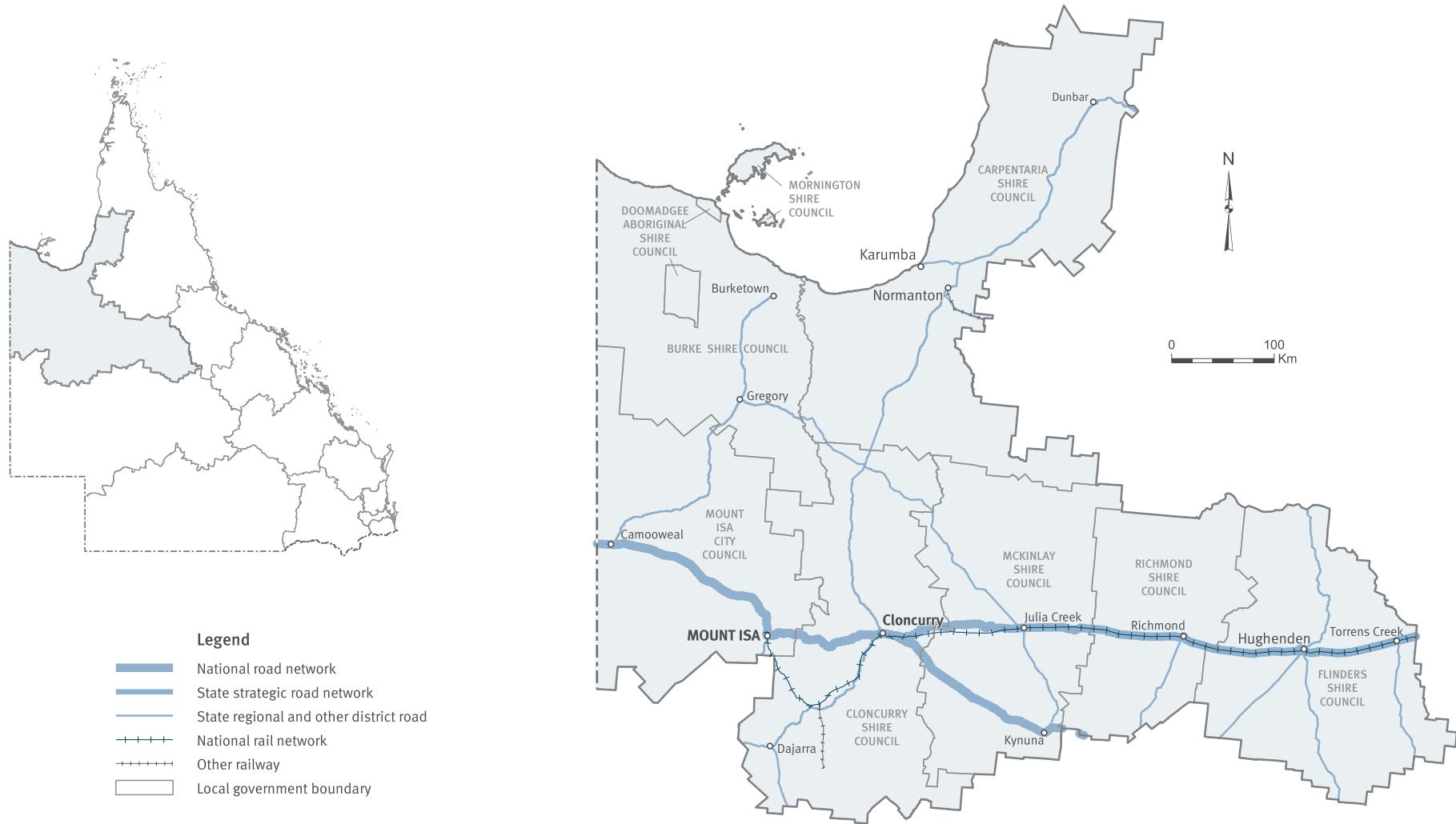




## North West Region

New concrete sleepers on the Mount Isa rail line  
22km south of Mount Isa, June 2009

# North West



# Regional profile

## Overview

North West Region covers an area of approximately 308,044km<sup>2</sup>, or around 17.8% of Queensland. It extends 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.

North West Region has a resident population of approximately 35,135 people and is home to approximately 0.8% of Queensland's total population.

The state-controlled road network in the region is 3,574km in length, and includes 1,024km of the National Network. Other transport infrastructure in the region includes one airstrip, and one port.

The transport and road network supports a diverse array of industries including tourism, manufacturing, freight and construction; agriculture including beef cattle and fisheries; and mining including copper and gold.

North West Region has one office located in Cloncurry. The region includes the local governments of Burke Shire Council, Carpentaria Shire Council, Cloncurry Shire Council, Doomadgee Aboriginal Shire Council, Flinders Shire Council, McKinlay Shire Council, Mornington Shire Council, Mount Isa City Council and Richmond Shire Council.

## Major challenges

- Developing a long-term transport and road network which supports the *North West Regional Plan*.
- Supporting regional development by upgrading key freight and passenger routes to meet the transport needs of the mining companies.
- Optimising capacity and safety on transport and roads.

- Improving quality of life for remote and rural communities through projects that improve travelling conditions, access and Indigenous training, employment and development.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Commenced concept planning to improve access at a floodway and rehabilitate the pavement on the Burke Developmental Road between Normanton and Dimbulah at Corduroy Creek, north of Normanton.

Completed flood damage and restoration works on two sections of the Barkly Highway between Cloncurry and Mount Isa. Works involved stabilising, constructing subsoil drains and asphalt profiling, which will create a stronger, smoother and more resilient road surface.

Continued the Mount Isa Priority Works rail project, which will provide infrastructure upgrades of the Mount Isa rail line between Mount Isa and Hughenden.

Completed the sealing of the Karumba Airport airstrip and lighting upgrades at Karumba Airport and Normanton Airport.

Commenced upgrade works on a key section of the Kennedy Developmental Road between Hughenden and Winton to reconstruct the existing road to a two-lane standard. This project was fast-tracked from a 10-year project to a five-year project to achieve a more efficient and cost effective delivery. It involves reconstructing a 40km section of road between Hughenden and Winton, 20km either side of Stamford. The Kennedy Developmental Road is a major regional link used by freight and mining industries to access the Flinders, Herbert and Burdekin districts. This project is being delivered through an alliance between TMR and RoadTek with involvement from Flinders Shire Council and Winton Shire Council.

Commenced widening and pavement rehabilitation on a 5.15km section of the Burke Developmental Road between Cloncurry and Normanton, about 40km south of Normanton.

Continued widening and sealing on a 7.5km section of the Wills Developmental Road between Julia Creek and Burketown, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Completed level crossing upgrade at two sites, as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- commenced safety improvements along a 90km section of Cloncurry-Dajarra Road
- commenced installation of route lighting on Mount Isa-Duchess Road, 4.7km west of Mount Isa
- commenced and completed widening and sealing on Wills Developmental Road, between Julia Creek and Burketown

- completed planning of a heavy vehicle turning facility at Critter's Camp on Gulf Developmental Road, 3.6km east of the Norman River Bridge. The facility will provide road train operators with a sealed area to safely manoeuvre their vehicles when the bridge is closed.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed sealing on a section of Doomadgee East Road, between Burketown and Doomadgee
- continued sealing and widening on Richmond-Croydon Road, north of Richmond.

Commenced upgrade of various sections of the Gregory Downs-Camooweal Road to a new unsealed standard, as part of the Sustainable Resource Communities Initiative. This project is being delivered through an alliance between TMR, RoadTek and Myuma, an Indigenous training organisation based in Camooweal.

Commenced flood immunity improvements on the Flinders Highway between Julia Creek and Cloncurry, as part of the Sustainable Resource Communities Initiative. Works involved widening the highway and upgrading culverts at Holy Joe Creek and Box Creek to improve drainage. Upgrading the floodways will reduce flooding during wet weather events and allow the water to recede more quickly.

Commenced paving and sealing on a 12km section of Cloncurry-Dajarra Road, as part of the Sustainable Resource Communities Initiative.

Continued skills development initiatives to support Indigenous training and employment on road projects.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continued to maintain North West Region's commitment to managing its transport and road network in a manner that optimises environmental outcomes for natural, human and built environments. Continue to ensure that all road projects involve working with other appropriate departments and traditional landowners to ensure all necessary environmental approvals are in place.

Collected data as part of the Regional Weed Spraying Program to focus on community-based pest management initiatives, state-declared weeds, and weeds of national significance, through collaborative weed spraying projects to maximise the attack on weeds and minimise the cost to the department.

Continued to complete reviews of environmental factors for all projects and help contractors to prepare site-specific environmental management plans.

Continued to provide advice and training to contractors and local governments, through the environmental unit, on site environmental management practices, legislative requirements, and licenses and permits.

Completed planting 200 *Acacia ramiflora* saplings as part of a site revegetation project at the Burra Range Rest Area, 135km west of Charters Towers on the Flinders Highway. The project was a joint effort between TMR, James Cook University in Townsville and Flinders Shire Council.

Five road corridor cultural heritage agreements were signed, and a further two are in the process of being finalised with local traditional owner groups.

Continued implementation of the region's fire management strategy to identify high risk areas while considering burn regimes against fire-sensitive ecological communities.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Completed rehabilitation and widening on a 12km section of the Flinders Highway at Jardine Valley. The Flinders Highway is a major traffic route in North Queensland carrying significant volumes of heavy transport and passenger vehicles between Townsville and Cloncurry. It is also the major freight route connecting the sea ports of Darwin and Townsville.

Completed the construction of two heavy vehicle rest areas on the Flinders Highway at Hughenden and the Landsborough Highway, at Fullarton River, to reduce fatigue-related road crashes, as part of the Heavy Vehicle Safety and Productivity Program, funded by the Australian Government.

Commenced the construction of a heavy vehicle rest area on the Landsborough Highway in the township of McKinlay to reduce fatigue-related road crashes, as part of the Heavy Vehicle Safety and Productivity Program, funded by the Australian Government.

Commenced three projects to upgrade the Flinders Highway to better facilitate access to the road network for excess mass and dimension vehicles, pilot and escort vehicles, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continued to use creative, innovative and collaborative mechanisms to deliver successful infrastructure projects.

Continued strong relationships with maintenance contractors (RoadTek and local government).

Continued to deliver improved road infrastructure through open tender and alliance contracts.

The Burke Alliance Project team took top honours at the Australian Institute of Project Management Awards in September 2009, for the Burke Developmental Road project between Cloncurry and Burke and Wills Junction. The awards recognised both the complexity of the Burke Developmental Road upgrade and the positive outcomes for the community. The project involved widening 130km of narrow single-lane road and was completed 12 months ahead of schedule.

Continued to involve local government, industry, community organisations and the public in defining transport issues and potential solutions.

### **Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Continued to improve project delivery performance through the application of project management philosophy and improved processes, and by raising the skills of staff through training.

Continued innovative practices to maximise value for money in project delivery.

## **Key deliverables 2010-11 to 2011-12**

### **Objective 1: A sustainable transport system which promotes economic growth and enhances liveability**

Complete concept planning to improve access at a floodway and rehabilitate the pavement on the Burke Developmental Road between Normanton and Dimbulah at Corduroy Creek, north of Normanton.

Continue the Mount Isa Priority Works rail project, which will provide infrastructure upgrades of Mount Isa rail line, between Mount Isa and Hughenden.

Complete upgrade works on a key section of Kennedy Developmental Road between Hughenden and Winton to reconstruct the existing road to a two-lane standard. This project was fast-tracked from a 10-year project to a five-year project to achieve a more efficient and cost effective delivery. It involves reconstructing a 40km section of road between Hughenden and Winton, 20km either side of Stamford. The Kennedy Developmental Road is a major regional link used by freight and mining industries to access the Flinders, Herbert and Burdekin districts. This project is being delivered through an alliance between TMR and RoadTek with involvement from Flinders Shire Council and Winton Shire Council.

Complete widening and pavement rehabilitation on a 5.15km section of Burke Developmental Road between Cloncurry and Normanton, about 40km south of Normanton.

Commence widening and sealing on a 10km section of the Flinders Highway between Julia Creek and Cloncurry, about 40km west of Julia Creek, to improve effective and efficient transport on the major arterial link.

Complete widening and sealing on a 7.5km section of Wills Developmental Road between Julia Creek and Burketown, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

### **Objective 2: A transport system leading to improved health and wellbeing for Queenslanders**

Provide project through Safer Roads Sooner:

- complete safety improvements along a 90km section of Cloncurry-Dajarra Road
- complete installation of route lighting on Mount Isa-Duchess Road, 4.7km west of Mount Isa.

Commence installation of roadside and surface delineation on the Barkly Highway at Cloncurry, as part of the Black Spot Program, funded by the Australian Government.

### **Objective 3: An accessible transport system linking people to employment, education and services**

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme including sealing and widening on Richmond-Croydon Road, north of Richmond.

Continue to upgrade various sections of Gregory Downs-Camooweal Road to a new unsealed standard, as part of the Sustainable Resource Communities Initiative. This project is being delivered through an alliance between TMR, RoadTek and Myuma, a Indigenous training organisation based in Camooweal.

Continue skills development initiatives to support Indigenous training and employment on road projects.

Continue flood immunity improvements on the Flinders Highway between Julia Creek and Cloncurry, as part of the Sustainable Resource Communities Initiative. Works involve widening the highway and upgrading culverts at Holy Joe Creek and Box Creek to improve drainage. Upgrading the floodways will reduce flooding during wet weather events and allow the water to recede more quickly.

### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Continue to maintain North West Region's commitment to managing its transport and road network in a manner that optimises environmental outcomes for natural, human and built environments. Continue to ensure that all road projects involve working with other appropriate departments and traditional landowners to ensure all necessary environmental approvals are in place.

Continue to focus on community-based pest management initiatives, state-declared weeds, and weeds of national significance, through collaborative weed spraying projects to maximise the attack on weeds and minimise the cost to the department.

Continue to complete reviews of environmental factors for all projects and help contractors to prepare site specific environmental management plans.

Continue to provide advice and training to contractors and local governments, through the environmental unit, on site environmental management practices, legislative requirements, and licenses and permits.

Continue implementation of the region's fire management strategy to identify high risk areas while considering burn regimes against fire-sensitive ecological communities.

#### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Complete the construction of a heavy vehicle rest area on the Landsborough Highway in the township of McKinlay to reduce fatigue-related road crashes, as part of the Heavy Vehicle Safety and Productivity Program, funded by the Australian Government.

#### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continue to use creative, innovative and collaborative mechanisms to deliver successful infrastructure projects.

Continue strong relationships with maintenance contractors (RoadTek and local government).

Continue to deliver improved road infrastructure through open tender and alliance contracts.

Continue to involve local government, industry, community organisations and the public in defining transport issues and potential solutions.

#### **Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Continue to improve project delivery performance through the application of project management philosophy and improved processes, and by raising the skills of staff through training.

Continue to look at ways to deliver necessary road infrastructure through designing and construction of roads at a lower cost per kilometre.

Continue innovative practices to maximise value for money in project delivery.

# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(i)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(ii)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Various local governments	A03322	Mount Isa to Hughenden	Mount Isa Line priority works	101,747	21,007	66,740	14,000			Upgrade infrastructure on the Mount Isa rail lines
<b>Subtotal: Various local governments</b>				<b>101,747</b>	<b>21,007</b>	<b>66,740</b>	<b>14,000</b>			
<b>Total: North West Region<sup>(iii)</sup></b>				<b>101,747</b>	<b>21,007</b>	<b>66,740</b>	<b>14,000</b>			

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.



# National Network

Local government	Project number <sup>(a)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details	
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000		
Cloncurry	219/15A/2 <sup>(c)</sup>	209-00015	Barkly Highway (Cloncurry - Mt Isa)	Various locations	211	211			211				Install roadside and surface delineation	
<b>Subtotal: Cloncurry</b>									<b>211</b>					
Flinders	55/14B/304		Flinders Highway (Charters Towers - Hughenden)	Muttaborra Road - Hughenden (245.00 - 247.00km)	3,073		3,073	275			2,798		Rehabilitate and widen	
<b>Subtotal: Flinders</b>											<b>2,798</b>			
McKinlay	79/14E/304	031077-08QLD-NP	Flinders Highway (Julia Creek - Cloncurry)	35.00 - 45.20km	3,540		3,540	312	1,833	1,395			Rehabilitate and overlay (>75mm)	
	79/14E/306		Flinders Highway (Julia Creek - Cloncurry)	45.20 - 49.50km	1,725		1,725				1,725			Rehabilitate and widen
	244/14E/802		Flinders Highway (Julia Creek - Cloncurry)	79.60 - 84.60km	2,700	2,700		1,937	763					Rehabilitate and widen
<b>Subtotal: McKinlay</b>									<b>2,596</b>	<b>3,120</b>				
Richmond	134/14D/307	031077-08QLD-NP	Flinders Highway (Richmond - Julia Creek)	0 - 30.00km	2,000		2,000	1,908	92				Seal shoulder/s	
	257/14D/803		Flinders Highway (Richmond - Julia Creek)	16.40 - 26.40km	5,400	5,400		4,238	1,162				Rehabilitate and widen	
	257/14D/804		Flinders Highway (Richmond - Julia Creek)	26.40 - 31.00km	1,450		1,450		1,450				Overlay pavement (>75mm)	
<b>Subtotal: Richmond</b>									<b>2,704</b>					
Australian Government			Corridor management (environment)						5					
			Corridor management (road safety)						190					
			Routine maintenance						1,528					
			Traffic operations						19					
<b>Subtotal: Australian Government</b>									<b>3,878</b>					

Local government	Project number <sup>(i)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved		Indicative		Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Queensland Government				Corridor management (environment)					77	81			
				Corridor management (road safety)					286	284			
				Natural Disaster Relief and Recovery Arrangements					9,166	1,450			
				Program maintenance					2,209	2,298			
				Rehabilitation					1,169	1,216			
				Routine maintenance					12,925	3,050			
				Traffic operations					124	128			
<b>Subtotal: Queensland Government</b>									<b>20,165</b>	<b>10,177</b>	<b>14,757</b>		
<b>Gross region allocation</b>									<b>24,043</b>	<b>10,177</b>	<b>14,757</b>		
<b>Net region allocation</b>									<b>24,043</b>	<b>10,177</b>	<b>14,757</b>		

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Funded by the Australian Government's Black Spot Program.



## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(3)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Burke	213/78A/1 <sup>(5)</sup>	SR	Wills Developmental (Julia Creek - Burketown)	380.52 - 395.24km	4,500	3,646	854				Pave and seal
	213/78A/2 <sup>(6)</sup>	SR	Wills Developmental (Julia Creek - Burketown)	Doomadgee turnout - Burketown	2,000			300	1,700		Pave and seal
	23/78A/37	SR	Wills Developmental (Julia Creek - Burketown)	380.52 - 395.24km	1,050	970	80				Pave and seal
<b>Subtotal: Burke</b>							<b>934</b>	<b>300</b>	<b>1,700</b>		
Carpentaria	31/89A/305	SR	Burke Developmental (Cloncurry - Normanton)	263.00 - 269.58km	2,592	2,493	99				Rehabilitate and widen
	31/89A/308	SR	Burke Developmental (Cloncurry - Normanton)	318.33 - 324.00km	1,101	144	957				Widen pavement
	31/89A/310	SR	Burke Developmental (Cloncurry - Normanton)	363.20 - 368.35km	4,100	1,778	2,322				Widen pavement
	215/89B/1 <sup>(6)</sup>	LRRS	Burke Developmental (Normanton - Dimbulah)	Various locations	417		150	267			Install roadside and surface delineation
	31/89B/29	LRRS	Burke Developmental (Normanton - Dimbulah)	275.00 - 278.00km	1,420	595	275	275	275		Form and improve drainage
	31/89B/304	SR	Burke Developmental (Normanton - Dimbulah)	Corduoy Creek	5,098	522	2,584	1,992			Upgrade floodway/s
31/92A/301	SR	Gulf Developmental (Normanton - Croydon)	11.92 - 32.82km	3,000			1,000	2,000		Widen and seal	
<b>Subtotal: Carpentaria</b>							<b>6,387</b>	<b>3,534</b>	<b>2,275</b>		
Cloncurry	36/93E/1	SR	Diamantina Developmental (Boulia - Dajarra)	106.00 - 108.00km and 132.00 - 134.00km	530	497	33				Widen pavement
	219/7708/2 <sup>(6)</sup>	LRRS	Cloncurry - Dajarra	Sections : 6.50 - 96.25km	2,000	1,500	500				Regrade and eliminate floodway/s
	219/7708/3 <sup>(6)</sup>	LRRS	Cloncurry - Dajarra	Various locations	1,000			250	750		Widen and seal
	36/7708/46	LRRS	Cloncurry - Dajarra	64.25 - 68.00km	975	375	200	200	200		Reshape and seal
219/7708/701	LRRS	Cloncurry - Dajarra	Various locations	8,297	8,036	261				Reseal - bitumen chip	
<b>Subtotal: Cloncurry</b>							<b>994</b>	<b>450</b>	<b>950</b>		
Flinders	227/99C/1 <sup>(7)</sup>	SR	Kennedy Developmental (Hughenden - Winton)	49.50 - 89.20km	23,000	3,000	5,000	5,000	10,000		Construct to new sealed two lane standard
	227/99C/2 <sup>(6)</sup>	SR	Kennedy Developmental (Hughenden - Winton)	Various locations	174			174			Install roadside and surface delineation
	55/5701/14	LRRS	Hughenden - Muttaborra	0 - 158.70km	1,020	517	170	170	163		Form
	55/5703/15	LRRS	Aramac - Torrens Creek	125.08 - 246.98km	900	850	50				Form
<b>Subtotal: Flinders</b>							<b>5,220</b>	<b>5,344</b>	<b>10,163</b>		
McKinlay	79/78A/308	LRRS	Wills Developmental (Julia Creek - Burketown)	145.00 - 160.00km	1,200	600	200	200	200		Widen pavement
	79/5807/22	LRRS	Julia Creek - Kynuna	107.00 - 112.49km	500	300	100	100			Form
<b>Subtotal: McKinlay</b>							<b>300</b>	<b>300</b>	<b>200</b>		

Local government	Project number <sup>(1)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Mount Isa	246/6801/1 <sup>(8)</sup>	LRRS	Gregory Downs - Camooweal	0 - 219.15km	5,000	2,000	3,000				Construct to new unsealed lane standard
	246/6801/2 <sup>(6)</sup>	LRRS	Gregory Downs - Camooweal	Various locations	295			295			Install roadside and surface delineation
	10/6801/16	LRRS	Gregory Downs - Camooweal	Sections : 41.35 - 219.15km	1,500	1,420	80				Form
	246/7709/301 <sup>(6)</sup>	LRRS	Mount Isa - Duchess	0.47 - 2.58km	1,000	400	600				Install route lighting
<b>Subtotal: Mount Isa</b>							<b>3,680</b>	<b>295</b>			
Richmond	134/5803/27	LRRS	Richmond - Winton	65.00 - 70.00km	500	400	100				Form
<b>Subtotal: Richmond</b>							<b>100</b>				
Region (yet to be allocated to a local government)			Corridor management (environment)				127	140	302		
			Corridor management (road safety)				660	662	1,552		
			Enhanced capacity				116				
			Natural Disaster Relief and Recovery Arrangements				18,227				
			Programmed maintenance				4,290	4,461	9,462		
			Rehabilitation				923	567	1,134		
			Resource Development Program						24,250		
			Routine maintenance				8,692	8,000	16,973		
			Strategic transport planning				325	325	650		
			Traffic operations				120	125	264		
			Winton - Hughenden Special Maintenance Project					1,000	2,000		
<b>Subtotal: works and planning</b>							<b>51,095</b>	<b>25,503</b>	<b>71,875</b>		
<b>Subtotal: region works allocation</b>							<b>51,095</b>	<b>25,503</b>	<b>71,875</b>		
			Corridor land management				326	326	652		
			Network operation				1,069	1,069	2,138		
			Program development and management				1,133	1,133	2,266		
			Road system planning				1,094	1,094	2,188		
<b>Subtotal: region works and stewardship</b>							<b>54,747</b>	<b>29,125</b>	<b>79,119</b>		
			Asset acquisitions				147	147	294		
<b>Gross region allocation</b>							<b>54,864</b>	<b>29,272</b>	<b>79,413</b>		
			Contributions from others for roadworks				(5,000)	(5,000)	(10,000)		
			Operational revenue				(362)	(362)	(724)		
<b>Net region allocation</b>							<b>49,502</b>	<b>23,910</b>	<b>68,689</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) This project is jointly funded by the Australian Government and Queensland Government.
- (6) Funded by the Queensland Government's Safer Roads Sooner program.
- (7) This project is fully funded by Queensland Rail to compensate for the closure of the railway line from Hughenden to Winton.
- (8) Funded by the Queensland Government's Sustainable Resources Communities Initiative.





# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Burke	23/LGSF/013	Doomadgee Road east	Pave and seal	1,400		1,400		600		400	400		400	F
	213/LGSR/001	Gregory - Lawn Hill Road (55.00 - 56.00km from Wills Developmental Road)	Construct to sealed standard	200	100	100				100	100			R
	23/LGSC/001	Gregory - Lawn Hill Road	Form and improve drainage	3,393	1,697	1,697		975		237	237	242	242	R
<b>Subtotal: Burke</b>											<b>737</b>	<b>242</b>		
Carpentaria	31/LGSF/004	Kowanyama access road (Plain Creek)	Upgrade floodway/s	1,900		1,900		1,500		200	200	200		F
	215/LGSA/001	Burketown Road (128.50 - 148.50km)	Construct to sealed standard	2,500	1,250	1,250		275		350	350	250	375	R
	31/LGSA/009	Burketown Road	Construct to new sealed two lane standard	4,020	2,010	2,010		1,369		210	210	216	216	R
<b>Subtotal: Carpentaria</b>											<b>760</b>	<b>666</b>		
Cloncurry	36/LGSA/013	Duchess - Mount Isa Road	Widen and overlay	862	431	431		311		120	120			R
	36/LGSA/018	Duchess Road	Widen and overlay	2,000	1,000	1,000				207	207	293	500	R
	36/LGSA/019	Kajabbi - Mt Isa Road	Undertake safety improvements	982	491	491		60					431	R
	36/LGSA/020	Sedan Dip Road	Pave and seal	731	366	366		60		90	90	216		R
<b>Subtotal: Cloncurry</b>											<b>417</b>	<b>509</b>		
Doomadgee	177/LGSF/001	Wollogorang Road	Form	2,330		2,330		1,880		200	200	250		F
	224/LGSF/001	Doomadgee (town streets)	Rehabilitate pavement	400		400				400	400			F
	177/LGSF/002	Old Doomadgee Road	Form	1,913		1,913		1,663		150	150	100		F
<b>Subtotal: Doomadgee</b>											<b>750</b>	<b>350</b>		
Flinders	55/LGSB/002	Basalt Byway	Form, improve drainage and running surface	1,830	915	915		555		90	90	270		R
	55/LGSB/003	Various locations	Install floodway/s	656	328	328		206		122	122			R
	55/LGSA/004	Prairie - Muttaborra Road	Construct to sealed standard	1,909	955	955		580		90	90	95	190	R
<b>Subtotal: Flinders</b>											<b>302</b>	<b>365</b>		
McKinlay	244/LGSR/002	Punchbowl Road	Construct to sealed standard	1,282	641	641				210	210	216	216	R
<b>Subtotal: McKinlay</b>											<b>210</b>	<b>216</b>		
Mornington	93/LGSF/004	Balaleah Road	Form and pave	1,651	61	1,590		690		250	250	250	400	F
<b>Subtotal: Mornington</b>											<b>250</b>	<b>250</b>		

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government	Queensland Government	Australian Government		2010-11			2011-12 \$'000		
					\$'000	\$'000	\$'000		Carry-over \$'000	New funds \$'000	Total \$'000			
Mount Isa	246/LGSA/002	Gunpowder Road floodway	Undertake safety improvements	300	150	150				150	150			R
	246/LGSA/003	Mount Isa (town streets)	Undertake safety improvements	800	400	400				100	100	100	200	R
	10/LGSA/011	Moondarra Drive	Reshape and seal	683	342	342		116		110	110		116	R
	10/LGSA/012	Yelvertoft Road	Reshape and seal	1,032	516	516		285				116	116	R
<b>Subtotal: Mount Isa</b>										<b>360</b>	<b>216</b>			
Richmond	257/LGSA/001	Richmond - Croydon Road (134.00 - 144.00km)	Construct to new sealed two lane standard	1,000	500	500		250				250		R
	257/LGSD/001	Croydon Road	Seal to provide overtaking opportunity	700	350	350				350	350			R
	134/LGSA/013	Richmond - Croydon Road	Construct to new sealed two lane standard	4,368	2,184	2,184		1,112		210	210	216	647	R
<b>Subtotal: Richmond</b>										<b>560</b>	<b>466</b>			
		Balance of funding commitment for North West Regional Road Group	Priorities yet to be determined								5	1,062		
<b>Gross region allocation</b>										<b>4,352</b>	<b>4,341</b>			
Revenue											0	0		
<b>Net region allocation</b>										<b>4,352</b>	<b>4,341</b>			

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.

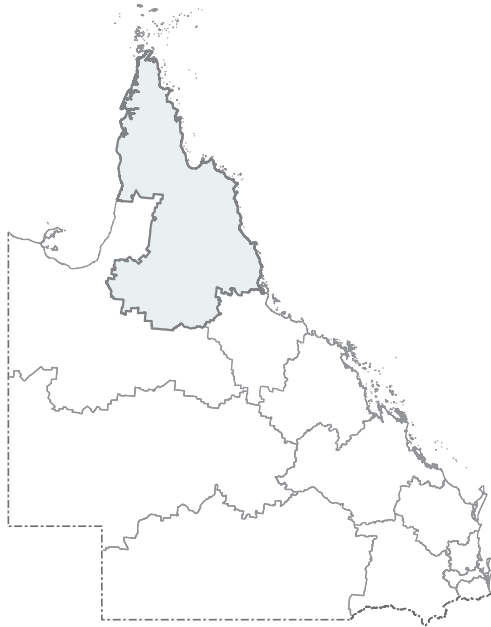










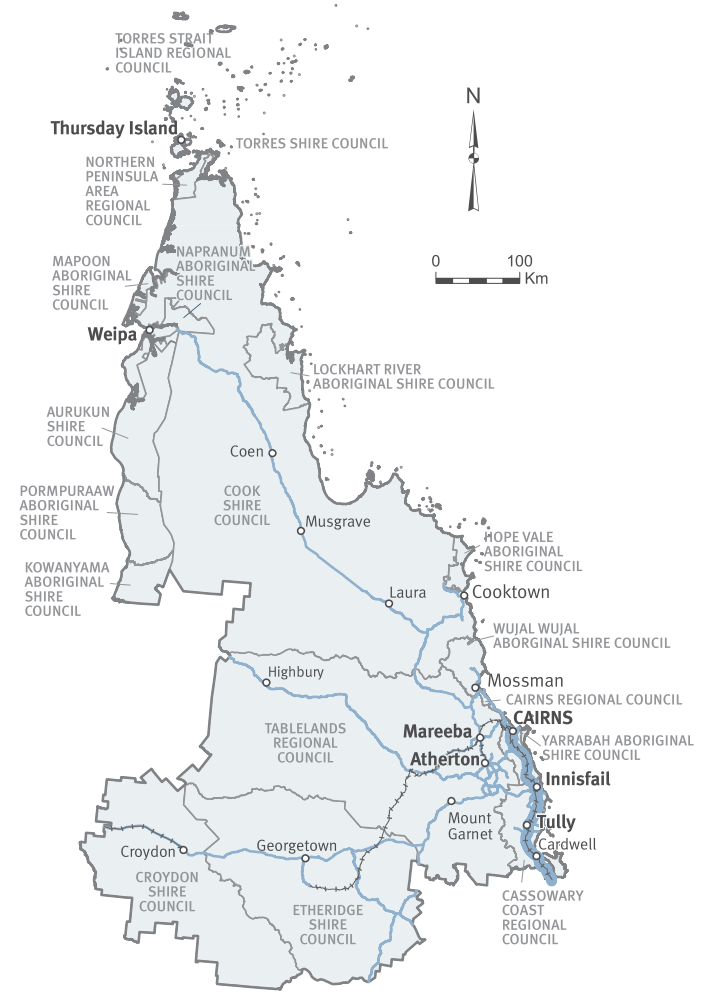
## Far North Region

A shot rod firing machine on the Kennedy Highway  
20km north of Cairns, December 2009

# Far North



- Legend**
-  National road network
  -  State strategic road network
  -  State regional and other district road
  -  National rail network
  -  Other railway
  -  Local government boundary



# Regional profile

## Overview

Far North Region covers an area of approximately 273,147km<sup>2</sup>, or around 15.8% of Queensland. It extends 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.

Far North Region has a resident population of approximately 268,494 people and is home to approximately 6.1% of Queensland's total population.

The state-controlled road network in the region is 3,160km in length, and includes 217km of the National Network.

The transport and road network supports a diverse array of industries including retail, tourism, sport, education, manufacturing, freight and construction; agriculture including sugar cane, beef cattle, fruit, dairy cattle, fisheries and horticulture; and mining including bauxite, gold, tin, silica, wolfram, zinc and copper.

Far North Region has one office located in Cairns. The region includes the local governments of Aurukun Shire Council, Cairns Regional Council, Cassowary Coast Regional Council, Cook Shire Council, Croydon Shire Council, Etheridge Shire Council, Hope Vale Aboriginal Shire, Kowanyama Aboriginal Shire Council, Lockhart River Aboriginal Shire Council, Mapoon Aboriginal Shire Council, Napranum Aboriginal Shire Council, Northern Peninsula Area Regional Council, Pormpuraaw Aboriginal Shire Council, Tablelands Regional Council, and Torres Shire Council, Torres Strait Island Regional Council, Wujal Wujal Aboriginal Shire Council, Yarrabah Aboriginal Shire Council.

## Major challenges

- Supporting regional development, industry competitiveness and growth by upgrading key freight and passenger routes.
- Achieving affordable and short-term improvements in safety by carefully targeting investment in widening the single-lane sealed network, and in other priority projects.

- Contributing to an improved quality of life for remote and rural communities through projects that improve travelling conditions, access and Indigenous training, employment and development.
- Protecting environmental biodiversity and sensitivity with sustainable planning and construction practices.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

## Significant achievements 2009-10

### Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Continued the delivery of the regional cycle network, including providing a grant for the construction of a cycleway between Aeroglen and the Cairns central business district.

Completed a planning study to investigate the long-term requirements for the southern approaches to Cairns, as part of the Urban Congestion Program, jointly funded by the Queensland Government and Australian Government. The study includes a 14km section of the Bruce Highway from Wrights Creek, south of Edmonton to Draper Street, near Cairns city centre. An extensive community engagement campaign has been undertaken to help select the best alignment for the Cairns Bruce Highway Master Plan.

Continued to determine the scope of works for stage one (Sheehy Road to Ray Jones Drive) of the Cairns Bruce Highway Master Plan, as part of the Nation Building Program, funded by the Australian Government.

Commenced construction of a three lane boat ramp, floating walkway and breakwater, at Mourilyan Harbour.

Commenced construction of a pontoon adjacent to the commercial jetty on Thursday Island. This project provides disability access and will improve safety for users and increase capacity.

Completed construction of a one lane boat ramp on Mapoon Road, at Cullen Point.

Completed widening of two lane boat ramp on the Daintree River to three lanes. Works included installation of adjacent floating walkway to improve safety for users and increase capacity.

Completed upgrade of Tinaburra boat ramp, at Tinaroo Dam. Works included widening from one to two lanes to increase capacity.

Completed upgrade of Maria Creek boat ramp, at Kurrimine Beach.

Continued design for the 4.2km realignment of the Bruce Highway at Cardwell Range, approximately 15km north of Ingham, as part of the Nation Building Program, funded by the Australian Government. This project will reduce the severity of existing steep grades, provide climbing lanes on both sides of the range for heavy vehicles, and provide an overpass of the Rungoo railway crossing.

Commenced widening to two lanes sections of Kennedy Developmental Road between Three Ways and The Lynd, south of Mount Garnet. This work will improve safety and efficiency on the inland road network.

Continued the Accelerated Bruce Highway Upgrade Package (Townsville to Cairns), as part of the AusLink Program, funded by the Australian Government. This package involved major and minor flood improvement works, intersection upgrades and construction of overtaking lanes to improve road safety, efficiency and flood immunity, including:

- completed installation of traffic signals and an intersection upgrade at Yarrabah Road (Warner Road), north of Gordonvale
- completed construction of overtaking lanes at Giddens Creek, south of Babinda, and commenced construction of overtaking lanes at Bells Creek, north of El Arish
- completed construction of dedicated turning lanes into Blundell Road, and road surface improvements at Johnstone River bridge and Victory Creek, north of Innisfail.

Commenced widening and sealing sections of the Gulf Developmental Road, east of Mount Surprise, to improve safety and travelling conditions between Cairns and communities in the Gulf of Carpentaria.

Continued sealing on a 13km section of Kennedy Developmental Road, south of The Lynd Junction, known locally as the Hann Highway.

Continued extending the bitumen seal and upgrade of floodways on the Peninsula Developmental Road, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This will complete sealing of the road to Laura.

Completed the final stage of Mulgrave Road upgrade, in Cairns city. This five-stage project included upgrading intersections, widening sections to six lanes, upgrading route lighting and providing pedestrian and cyclist facilities to improve road safety, traffic flow and intersection capacity.

Completed widening and sealing on the Kennedy Highway, between Ravenshoe and Mount Garnet. This included widening a 3.3km section of road to an 8.5 metre sealed standard between Big Dinner Creek and Mount Garnet, improving safety and travelling conditions on the inland road network.

Completed restoration works on sections of the road network that sustained damage following Cyclone Charlotte and Cyclone Ellie in early 2009, as part of the Natural Disaster Recovery and Relief Arrangements, jointly funded by the Queensland Government and Australian Government.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Completed level crossing upgrades at 18 sites as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- continued curve widening works at priority locations on Kuranda Range Road (Kennedy Highway) to improve safety for all road users, particularly heavy vehicles
- completed upgrade of McLeod Street and Anderson Street intersection in Cairns City, which included installation of traffic signals, pedestrian crossings and bicycle facilities to improve safety for all road users.

Completed work to upgrade all nine roundabouts on the Captain Cook Highway between Machans Beach and Kewarra Beach, 7km north of Cairns, to improve safety for all road users, particularly cyclists. Works included shoulder widening and kerb separation to provide a 1.5 metre-wide bicycle lane at the roundabouts and approaches.

Completed roundabout upgrade at Trinity Beach, as part of the Black Spot Program, funded by the Australian Government.

Completed installation of bicycle facilities on Mulgrave Road. This project included the first one-way Copenhagen lane (a lane located between the footpath and parking bays from Lyons Street to Brown Street) to provide a safe connection for cyclists in Cairns.

Completed upgrade of pedestrian facilities at Barr Street and Balaclava Road intersections on Mulgrave Road near Stocklands Shopping Centre, to improve safety for pedestrians.

### Objective 3: An accessible transport system linking people to employment, education and services

Commenced upgrade of the Horn Island airport to facilitate the introduction of larger, more efficient Q400 aircraft.

Completed runway reseal works at Badu, Boigu, Saibai and Mabuiag Islands in the Torres Strait to ensure their continued safe operation.

Completed lighting upgrade and runway reseal, at Georgetown Airport.

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- continued skills development initiatives to support Indigenous training and employment on road projects
- completed sealing, drainage and pavement upgrades, on the Lockhart River access road, between Tozers Gap and the Iron Range rainforest.

Continued to help local governments upgrade and maintain remote access roads in the Cape York area, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Completed sealing on a 27km section of Peninsula Developmental Road east of Lily Creek, as part of the Strategic Regional Program, jointly funded by the Queensland Government and Australian Government.

Commenced a new causeway on Burke Developmental Road, at Chillagoe. This will improve wet season access for residents, emergency services and schools and mining operations on the western side of the township.



#### **Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community**

Completed drainage improvements and the construction of animal-proof fencing at Lockhart River Airport.

Commenced work with local government, Queensland Government, Australian Government, and community, environmental and conservation groups to develop a trial road treatment to reduce the number of road deaths of the endangered cassowary. This treatment was installed on the Tully-Mission Beach Road, Mission Beach and will form part of a long-term Cassowary Conservation Strategy.

Commenced work with Queensland Parks and Wildlife Service (QPWS) and the Wet Tropics Management Authority to manage vegetation offsets associated with the Kuranda Range Road safety works. Funding has been provided to QPWS to collect and propagate *Cycas media* seeds to be used for offset planting on Kuranda Range when required. *C. media* is a listed Category A species under the *Nature Conservation Act 1992*.

Completed work with Mulgrave Landcare and Catchment Group to manage vegetation offsets associated with the Desmond Trannore Bridge over the Mulgrave River, south of Gordonvale. Works included planting, establishing, replacing and maintaining vegetation adjacent to the project site to enhance habitat connectivity along the Mulgrave River valley.

#### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including completing work on the higher-level concrete bridge over the Endeavour River on the Endeavour Valley Road, west of Cooktown.

Completed a number of pavement rehabilitation projects on the B-double route across the Atherton Tableland, resulting in a more efficient transport network for industry.

Completed ten major culverts and five bridges, including those at Hann River and North Johnstone River.

#### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Continued consulting with the Cairns community on three draft transport options to help develop a 30-year master plan for the future upgrade of the Bruce Highway, between Wrights Creek and Draper Street.

Continued work with local disaster management groups, including participating in regional scenario exercises, to improve the coordination and response of disaster management in far north Queensland.

Continued to increase public awareness of traffic management centres and the 13 19 40 telephone number and website, leading to improved quality and accuracy of wet season road reporting provided to industry and the travelling public.

Commenced work on a low-cost network monitoring solution to streamline intelligent transport system operations in the region.

#### **Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Convened the inaugural Indigenous Roads Forum, which provided Aboriginal and Torres Strait Islander local governments throughout Queensland with an avenue to decide their future priorities for access roads, local streets, kerbing and channelling, and street lighting, within available funding. This was the first phase of a unique initiative created to help develop community capability in road construction, maintenance and management activities. The initiative received a 2009 Main Roads Excellence Merit Award in the Cultural Awareness category.

Convened a Road Safety Summit in November 2009, in conjunction with Queensland Police Service and RACQ, to discuss with the community ways to increase road safety and reduce the road toll in far north Queensland. Data gathered from the summit was used to develop Cairns-specific road safety initiatives which focussed on driver education and community consultation.

### **Key deliverables 2010-11 to 2011-12**

#### **Objective 1: A sustainable transport system which promotes economic growth and enhances liveability**

Complete the design and commence construction of stage one (Sheehy Road to Ray Jones Drive) of the Cairns Bruce Highway Master Plan, as part of the Nation Building Program, funded by the Australian Government.

Commence and complete construction of a three lane boat ramp, floating walkway and breakwater, at Mourilyan Harbour.

Complete construction of a pontoon adjacent to the commercial jetty, on Thursday Island. Project provides disability access and will improve safety for users and increase capacity.

Commence replacement of pontoon on Ashford Street, at Port Douglas.

Complete construction of floating walkway at the existing Barron River boat ramp to improve safety for users and increase capacity.

Commence realignment of the Bruce Highway at Cardwell Range North approximately 15km north of Ingham, as part of the Nation Building Program, funded by the Australian Government. This project will reduce the severity of existing steep grades, provide climbing lanes on both sides of the range for heavy vehicles, and provide an overpass of the Rungoo railway crossing.

Complete widening to two lanes sections of Kennedy Developmental Road between Three Ways and The Lynd, south of Mount Garnet. This work will improve safety and efficiency on the inland road network.

Complete widening and sealing sections of Gulf Developmental Road, east of Mount Surprise, to improve safety and travelling conditions between Cairns and communities in the Gulf of Carpentaria.

Complete sealing on 20km of priority sections on Kennedy Developmental Road, south of The Lynd Junction, known locally as the Hann Highway.

Continue extending the bitumen seal and upgrade of floodways on the Peninsula Developmental Road, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government. This will complete sealing of the road to Laura.

### Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Provided projects through Safer Roads Sooner:

- complete curve widening works at priority locations on Kuranda Range Road (Kennedy Highway) to improve safety for all road users, particularly heavy vehicles
- continue to install additional roadside hazard protection, line marking and curve widening at priority locations, on Kuranda Range Road (Kennedy Highway)
- commence installation of bicycle facilities at various intersections on the Captain Cook Highway, in Cairns
- commence installation of roadside and surface delineation at various locations, on the Gillies Range Road.

Commence improvements at the intersection of Millaa Millaa-Malanda Road and East Evelyn Road, as part of the Black Spot Program, funded by the Australian Government.

### Objective 3: An accessible transport system linking people to employment, education and services

Complete upgrade of the Horn Island airport to facilitate the introduction of larger, more efficient Q400 aircraft.

Continue to help local governments upgrade and maintain remote access roads in the Cape York area, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- continue skills development initiatives to support Indigenous training and employment on road projects
- commence construction of a new unsealed section of the Northern Peninsula Road, between Captain Billys turn-off and Sailors Hill
- commence road and drainage improvements on Lockhart River access road, between Pascoe River and Browns Creek
- continue road and drainage improvements on sections of Pompuraaw access road
- commence construction of a new bridge and approaches at the Bloomfield River crossing, at Wujal Wujal.

Complete a new causeway on Burke Developmental Road, at Chillagoe. This will improve wet season access for residents, emergency services and schools and mining operations on the western side of the township.

### Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Continue to work with local government, Queensland Government, Australian Government, and community, environmental and conservation groups to reduce the number of road deaths of the endangered cassowary in the Mission Beach area, as part of a long-term Cassowary Conservation Strategy.

Continue work with Queensland Parks and Wildlife Service (QPWS) and the Wet Tropics Management Authority to manage vegetation offsets associated with the Kuranda Range Road safety works. Funding has been provided to QPWS to collect and propagate *Cycas media* seeds to be used for offset planting on Kuranda Range when required. *C. media* is a listed Category A species under the *Nature Conservation Act 1992*.

Commence initiatives to protect the *Macropteranthes montana* species of shrub along Herberton-Petford Road, on the Atherton Tablelands. This species is listed as vulnerable under the *Environment Protection and Biodiversity Conservation Act 1999* and the *Nature Conservation Act 1992*. *M. montana* is found in several small areas just south of Cape York Peninsula.

Complete installation of cassowary underpasses, mahogany glider rope crossings, and a 180 metre viaduct to enhance the ability of fauna, including threatened species, to cross the Bruce Highway in the Girringun National Park and the Wet Tropics World Heritage Area surrounding the Cardwell Range North project, as part of the Nation Building Program, funded by the Australian Government.

### **Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries**

Commence construction of heavy vehicle rest areas at locations identified in consultation with the transport industry, to support safe transport operations on the road network.

Continue pavement rehabilitation projects on the B-double route across the Atherton Tableland, to provide a more efficient transport network for industry.

Commence installation of road condition information signs on the Bruce Highway between Cairns and Cardwell, as part of the Nation Building Program, funded by the Australian Government.

### **Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland**

Convene a second Indigenous Roads Forum, following the success of the inaugural forum in 2009, to provide Aboriginal and Torres Strait Islander local governments throughout Queensland with an avenue to decide their future priorities for access roads, local streets, kerbing and channelling, and street lighting, within available funding. The forum will also include transport issues including boat ramps and airports.

Continue strong relationships with contractors including RoadTek and local government agencies to streamline project delivery.

Continue to involve local governments, industry, community organisations and the public in defining transport issues and potential solutions.

Continue to support local government with traffic signal operation in Cairns city through the traffic management centre.

### **Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives**

Continue to develop internal processes to streamline project management services to enhance program delivery.

Continue working with RoadTek to collaborate on development and delivery of their agreed program of works through better scheduling, use of resources, reducing duplication of administrative and management systems.



# Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost <sup>(1)</sup> \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 <sup>(2)</sup> \$'000	2012-13 \$'000	2013-14 \$'000	
Cook	QTPPE4200	Marina Plains	Boat ramp	286	173	113				Construct single lane boat ramp
	QTPPE4200	Starcke River	Boat ramp	286	177	109				Construct single lane boat ramp
<b>Subtotal: Cook</b>				<b>572</b>	<b>350</b>	<b>222</b>				
Cairns	QTPPE4200	Port Douglas	Pontoon	456	17	225	214			Replace pontoon at Ashford Street
	QTPPE4200	Cairns	Floating walkway	405	25	380				Construct floating walkway at Barron River
<b>Subtotal: Cairns</b>				<b>861</b>	<b>42</b>	<b>605</b>	<b>214</b>			
Cassowary Coast	QTPPE4200	Mourilyan Boat Harbour	Boat ramp	3,346	1,409	1,937				Upgrade boat ramp
<b>Subtotal: Cassowary Coast</b>				<b>3,346</b>	<b>1,409</b>	<b>1,937</b>				
Torres	QTC301	Horn Island	Regional Airport Development Scheme	2,000	1,000	1,000				Upgrade airstrip
<b>Subtotal: Torres</b>				<b>2,000</b>	<b>1,000</b>	<b>1,000</b>				
Torres Strait Island	QTPPE4200	Torres Island	Pontoon	1,365	845	520				Construct ferry and dinghy pontoon at Engineer Jetty
	QTC301	Torres Strait Island	Regional Airport Development Scheme	1,000		1,000				Upgrade and reseal airstrip
<b>Subtotal: Torres Strait Island</b>				<b>2,365</b>	<b>845</b>	<b>1,520</b>				
Various local governments	Ao2727	Far North Region	North Queensland priority level crossing upgrades	4,952	4,877	75				Upgrade level crossings to improve safety
<b>Subtotal: Various local governments</b>				<b>4,952</b>	<b>4,877</b>	<b>75</b>				
<b>Total: Far North Region <sup>(3)</sup></b>				<b>14,096</b>	<b>8,523</b>	<b>5,359</b>	<b>214</b>			

## Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.

# National Network

Local government	Project number <sup>(a)</sup>	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Cairns	214/10P/1	034254-09QLD-NP	Bruce Highway (Innisfail - Cairns)	Sheehy Road - Ray Jones Drive	150,000	150,000		4,000	20,000	76,000	50,000		Grade separation - road works
	214/10P/3	034334-09QLD-NP	Bruce Highway (Innisfail - Cairns)	Aumuller Street	450	450		350	100				Install median barrier/s
	158/10P/15		Bruce Highway (Innisfail - Cairns)	Kate Street service road	1,114		1,114	1			150	963	Construct to sealed standard
	214/10P/203	034334-09QLD-NP	Bruce Highway (Innisfail - Cairns)	South of Cairns	160	160		60	100				Install signs
	214/10P/204	034334-09QLD-NP	Bruce Highway (Innisfail - Cairns)	Ash Street	650	650		450	200				Improve intersection
<b>Subtotal: Cairns</b>									<b>20,400</b>	<b>76,000</b>	<b>50,150</b>		
Cassowary Coast	30/10N/73	031187-08QLD-NP	Bruce Highway (Ingham - Innisfail)	Cardwell Range north	115,000	90,000	25,000	14,500	20,000	55,500	25,000		Construct deviation - sealed standard
	66/10P/18	QINN0001	Bruce Highway (Innisfail - Cairns)	North of Blundell Road	1,618	1,618		1,498	120				Improve drainage
<b>Subtotal: Cassowary Coast</b>									<b>20,120</b>	<b>55,500</b>	<b>25,000</b>		
Australian Government			Corridor management (road safety)						1,402	1,402	2,804		
			Enhanced capacity						200				
			Programmed maintenance						3,012	2,245	4,086		
			Rehabilitation						2,001	2,001	3,919		
			Routine maintenance						877	2,496	4,992		
			Traffic operations						700	700	1,400		
<b>Subtotal: Australian Government</b>									<b>48,712</b>	<b>140,344</b>	<b>67,201</b>		
Queensland Government			Enhanced capacity						264	300	1,088		
			Natural Disaster Relief and Recovery Arrangements						20,139				
<b>Subtotal: Queensland Government</b>									<b>20,403</b>	<b>300</b>	<b>26,238</b>		
<b>Gross region allocation</b>									<b>69,115</b>	<b>140,644</b>	<b>93,439</b>		
<b>Net region allocation</b>									<b>69,115</b>	<b>140,644</b>	<b>93,439</b>		

## Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.



## Other State-Controlled Roads (OSCR)

Local government	Project number <sup>(3)</sup>	Road category <sup>(2)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(3)</sup>		Indicative <sup>(4)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Cairns	214/20A/3 <sup>(5)</sup>	SR	Captain Cook Highway (Cairns - Mossman)	Palm Cove - Craiglie	2,500		500	2,000			Install roadside and surface delineation
	45/20A/41	SR	Captain Cook Highway (Cairns - Mossman)	Buchan Point - Yule Point (section 3)	1,673	215				1,458	Seal shoulder/s
	45/20A/43	SR	Captain Cook Highway (Cairns - Mossman)	Buchan Point - Yule Point (section 4)	1,540	82				1,458	Widen and seal shoulder/s
	214/20A/207	SR	Captain Cook Highway (Cairns - Mossman)	0 - 74.93km	1,849	397	438	482	532		Install roadside and surface delineation
	214/20A/214 <sup>(5)</sup>	SR	Captain Cook Highway (Cairns - Mossman)	28.90 - 30.00km (north of Ellis Beach)	150			150			Install signs
	214/20A/215 <sup>(5)</sup>	SR	Captain Cook Highway (Cairns - Mossman)	30.00 - 31.70km (north of Ellis Beach)	350		50	300			Install signs
	214/20A/216 <sup>(5)</sup>	SR	Captain Cook Highway (Cairns - Mossman)	Airport Avenue - James Street	240			240			Provide cycle facilities
	214/20A/217 <sup>(5)</sup>	SR	Captain Cook Highway (Cairns - Mossman)	Cairns Western Arterial Road intersection (north)	380		100	280			Provide cycle facilities
	45/20A/807	SR	Captain Cook Highway (Cairns - Mossman)	Pebble Beach culvert	368	33	335				Rehabilitate bridge/s and culvert/s
	214/32A/1 <sup>(5)</sup>	SR	Kennedy Highway (Cairns - Mareeba)	Smithfield - Kuranda	2,000		500	1,500			Install roadside and surface delineation
	158/32A/7	SR	Kennedy Highway (Cairns - Mareeba)	0 - 14.11km (Kuranda Range)	9,544	8,604	940				Planning to widen to four lanes
	214/642/2 <sup>(5)</sup>	SR	Gordonvale - Atherton (Gillies)	Various locations	2,400		500	1,900			Install roadside and surface delineation
	214/642/202 <sup>(5)</sup>	SR	Gordonvale - Atherton (Gillies)	Various locations	30			30			Install roadside and surface delineation
	158/642/306	SR	Gordonvale - Atherton (Gillies)	Hemming Creek	2,500	1,000			1,500		Replace floodway/s
	214/647/202 <sup>(5)</sup>	SR	Cairns Western Arterial	1.21 - 1.46km (Raintrees Shopping Centre)	120			120			Install pedestrian crossing/s
	214/647/203 <sup>(5)</sup>	SR	Cairns Western Arterial	Moody Street	620		290	330			Provide cycle facilities
	158/649/204	SR	Anderson Street	English Street intersection	440	71	369				Install/retrofit pedestrian crossing/s and facilities
	214/655/201 <sup>(5)</sup>	LRRS	Mossman - Daintree	Various locations	650		250	400			Install roadside and surface delineation
45/655/803	SR	Mossman - Daintree	Bailey Creek Road	532	113	419				Rehabilitate bridge/s and culvert/s	
<b>Subtotal: Cairns</b>							<b>4,691</b>	<b>7,732</b>	<b>2,032</b>		
Cassowary Coast	216/626/201 <sup>(5)</sup>	SR	Silkwood - Japoon	Various locations	485		185	300			Install roadside and surface delineation
	66/628/302	SR	Currajah - Pin Gin Hill	Kalbo Road - Palmerston Highway	4,262	372			1,882	2,008	Widen and seal
	66/628/303	SR	Currajah - Pin Gin Hill	East of Friel Road	2,590	66			500	2,024	Widen and seal
	66/6272/801	SR	Boogan Road	0 - 3.01km	967	167	800				Recycle pavement
	216/6274/802	SR	South Johnstone	Boogan Road - South Johnston River	988	75	913				Rehabilitate pavement
	30/8202/301	SR	Tully - Mission Beach	10.00 - 14.10km	3,774	304				3,470	Widen pavement
30/8202/306	SR	Tully - Mission Beach	6.60 - 10.00km	3,750	397				3,353	Widen pavement	
<b>Subtotal: Cassowary Coast</b>							<b>1,898</b>	<b>300</b>	<b>2,382</b>		

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Cook	37/90B/45 <sup>(6)</sup>	SR	Peninsula Developmental (Mt Molloy - Laura)	Lily Creek - Carols Crossing	13,741	13,220	521				Construct to sealed standard
	37/90B/47 <sup>(7)</sup>	SR	Peninsula Developmental (Mt Molloy - Laura)	Carols Crossing	9,856	4,917	4,939				Construct bridge/s and approaches
	37/90B/48 <sup>(7)</sup>	SR	Peninsula Developmental (Mt Molloy - Laura)	Ruth Creek	6,695	3,137	3,558				Construct bridge/s and approaches
	37/90B/50 <sup>(7)</sup>	SR	Peninsula Developmental (Mt Molloy - Laura)	Dump turn-off - Lily Creek	2,548	346	2,202				Construct to sealed standard
	37/90B/51 <sup>(6)</sup>	SR	Peninsula Developmental (Mt Molloy - Laura)	North of Carols Crossing	9,005	8,699	306				Construct to sealed standard
	37/90B/52 <sup>(7)</sup>	SR	Peninsula Developmental (Mt Molloy - Laura)	Laura River	8,690	843	2,000	5,847			Install floodway/s
	37/90B/53 <sup>(7)</sup>	SR	Peninsula Developmental (Mt Molloy - Laura)	Crocodile Gap - Hells Gate Creek	2,505	85	2,420				Pave and seal
	220/90C/1 <sup>(7)</sup>	SR	Peninsula Developmental (Laura - Coen)	0 - 90.00km	1,300			1,300			Improve drainage
	37/90C/56	SR	Peninsula Developmental (Laura - Coen)	18 Mile Ridge Creek - Lily Creek	5,055	105				4,950	Pave and seal
	37/90C/57	SR	Peninsula Developmental (Laura - Coen)	80.00 - 90.00km	10,140	190				9,950	Pave and seal
	37/90C/901	SR	Peninsula Developmental (Laura - Coen)	Various locations	500	302	198				Undertake concept planning
	37/90D/901	SR	Peninsula Developmental (Coen - Weipa)	Various locations	500	309	191				Undertake concept planning
	<b>Subtotal: Cook</b>							<b>16,335</b>	<b>7,147</b>		
Etheridge	53/92B/31	SR	Gulf Developmental (Croydon - Georgetown)	133.90 - 147.47km (west of Georgetown) (section 1)	3,186	61			125	3,000	Widen and seal
	53/92B/34	SR	Gulf Developmental (Croydon - Georgetown)	130.00 - 147.47km (east of Gilbert River) (section 2)	1,611	61			50	1,500	Widen and seal
	226/92B/203 <sup>(5)</sup>	SR	Gulf Developmental (Croydon - Georgetown)	144.60 - 146.93km	60			60			Install signs
	53/92C/31	SR	Gulf Developmental (Georgetown - Mt Garnet)	12.70 - 13.70km (east of Georgetown) (section 2)	4,550				50	4,500	Widen and seal
	226/92C/203 <sup>(5)</sup>	SR	Gulf Developmental (Georgetown - Mt Garnet)	10.90 - 15.14km (west of Newcastle Range)	80			80			Install signs
	53/92C/302 <sup>(8)</sup>	SR	Gulf Developmental (Georgetown - Mt Garnet)	Round Mountain - Whitewater Creek area	2,774	2,074	700				Widen pavement
	53/92C/303 <sup>(8)</sup>	SR	Gulf Developmental (Georgetown - Mt Garnet)	120.10 - 124.00km (west from Undarra access)	2,640	1,940	700				Widen pavement
	53/99A/8	SR	Kennedy Developmental (Mt Garnet - The Lynd)	3 Ways - The Lynd	30,339	5,117	500	8,522		16,200	Widen pavement
	53/99A/9 <sup>(8)</sup>	SR	Kennedy Developmental (Mt Garnet - The Lynd)	Oasis - The Lynd	3,290	2,000	1,290				Widen and seal
<b>Subtotal: Etheridge</b>							<b>3,190</b>	<b>8,662</b>	<b>225</b>		
Tablelands	264/32A/201 <sup>(5)</sup>	SR	Kennedy Highway (Cairns - Mareeba)	Various locations	850		350	500			Install roadside and surface delineation
	59/32D/310	SR	Kennedy Highway (Mt Garnet - The Lynd)	Grid - Racecourse	6,359	5,713	646				Widen and seal
	264/34A/201 <sup>(5)</sup>	SR	Mulligan Highway (Mareeba - Mount Molloy)	Various locations	475		175	300			Install roadside and surface delineation
	133/89B/60	SR	Burke Developmental (Normanton - Dimbulah)	Almaden - Chillagoe (stage 2)	6,575	1,425	1,000		150	4,000	Construct to sealed standard
	59/99A/301	SR	Kennedy Developmental (Mt Garnet - The Lynd)	South of Three Ways (section 1)	2,500	300	2,200				Widen and seal
	264/641/1 <sup>(9)</sup>	SR	Millaa Millaa - Malanda	East Evelyn Road	1,960		1,960				Improve intersection
	264/642/204 <sup>(5)</sup>	SR	Gordonvale - Atherton (Gillies)	Various locations	350		100	250			Install roadside and surface delineation
	119/642/302	SR	Gordonvale - Atherton (Gillies)	Barron River - Marks Lane	3,633	243			390	3,000	Rehabilitate and widen
	48/642/302	SR	Gordonvale - Atherton (Gillies)	Malanda-Lake Barrine Road - Yungaburra	3,347	433		1,414	1,500		Rehabilitate and widen

Local government	Project number <sup>(a)</sup>	Road category <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved <sup>(a)</sup>		Indicative <sup>(a)</sup>		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Tablelands (continued)	119/642/304	SR	Gordonvale - Atherton (Gillies)	52.09 - 53.60km (Van Park - Atherton)	2,884	1,884	1,000				Widen and seal
	264/642/801	SR	Gordonvale - Atherton (Gillies)	Marks Lane	685	50	635				Rehabilitate pavement
	264/664/201 <sup>(b)</sup>	SR	Mareeba - Dimbulah	Byrnes Street	280		90	190			Provide cycle facilities
	48/6404/5	SR	East Evelyn	9.90 - 10.60km (bottom of range - Millaa Millaa - Malanda Road)	1,197	1,097	100				Construct roundabout
<b>Subtotal: Tablelands</b>							<b>8,256</b>	<b>2,654</b>	<b>2,040</b>		
Region (yet to be allocated to a local government)			Corridor management (environment)				921	958	2,032		
			Corridor management (road safety)				3,933	4,682	9,933		
			Enhanced capacity				684	1,029	890		
			Mass Action Program - Heavy vehicle rest areas				100	1,300			
			Natural Disaster Relief and Recovery Arrangements				37807				
			Programmed maintenance				6,796	7,883	16,726		
			Resource Development Program						20,700		
			Rehabilitation				3,754	4,271	9,275		
			Routine maintenance				12,551	13,053	27,693		
			Strategic transport planning				3,130	3,130	6,260		
		Traffic operations				1,791	1,863	3,952			
<b>Subtotal: works and planning</b>							<b>105,837</b>	<b>64,664</b>	<b>104,140</b>		
<b>Subtotal: region works allocation</b>							<b>105,837</b>	<b>64,664</b>	<b>104,140</b>		
			Corridor land management				1,005	1,005	2,010		
			Network operations				1,143	1,143	2,286		
			Program development and management				681	681	1,362		
			Road system planning				2,573	2,218	4,436		
<b>Subtotal: region works and stewardship</b>							<b>111,239</b>	<b>69,711</b>	<b>114,234</b>		
			Asset acquisitions				455	455	910		
<b>Gross region allocation</b>							<b>111,694</b>	<b>70,166</b>	<b>115,144</b>		
			Contributions from others for roadworks				(6,554)				
			Operational revenue				(136)	(136)	(272)		
<b>Net region allocation</b>							<b>105,004</b>	<b>70,030</b>	<b>114,872</b>		

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) Funded by the Queensland Government's Safer Roads Sooner program.
- (6) This project is part of the Australian Government's Strategic Regional Program and includes a contribution from Cook Shire Council.
- (7) This project is jointly funded by the Australian Government and Queensland Government.
- (8) This project is part of the Australian Government's Strategic Regional Program and includes a contribution from Etheridge Shire Council.
- (9) Funded by the Australian Government's Black Spot Program.

# Transport Infrastructure Development Scheme (TIDS)

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Aurukun	6/LGSF/006 <sup>(a)</sup>	Aurukun access road (2.50 - 11.00km)	Form and improve drainage	1,750		950	800	1,550		200	200			F
<b>Subtotal: Aurukun</b>											<b>200</b>			
Cairns	158/LGSI/025	Various locations	Provide passenger set-down facilities	150	75	75		60		15	15			I
	214/LGSO/001	Clifton Road	Construct to sealed standard	522	261	261						261		O
	214/LGSO/002	Reef Street	Rehabilitate pavement	139	70	70						70		O
	214/LGSO/003	Dinner Creek Road causeway	Replace culvert/s	167	84	84						84		O
	158/LGSG/009	Various locations (network cycle strategy)	Construct cycleway/s	175	88	88		70		18	18			O
	214/LGSA/001	Redlynch Intake Road (9.00 - 9.05km)	Replace bridge/s	800	400	400		150		250	250			R
	214/LGSR/001	Aumuller Street (0 - 0.24km)	Rehabilitate and overlay (>75mm)	200	100	100						100		R
	214/LGSR/002	Lake Morris Road (2.50 - 10.00km)	Install/replace guardrail/s	120	60	60						60		R
	214/LGSB/003	Lake Morris Road (4.90 - 5.10km)	Stabilise batters	80	40	40				40	40			R
	214/LGSR/003	Lake Morris Road (3.50 - 7.00km)	Form, improve drainage and running surface	50	25	25						25		R
	214/LGSB/004	Barron Gorge Road (3.30 - 3.47km)	Develop technical capability	1,550	650	900		250		250	250	400		R
	214/LGSR/004	Lake Morris Road (5.20 - 5.26km)	Stabilise batters	100	50	50				50	50			R
<b>Subtotal: Cairns</b>											<b>622</b>	<b>999</b>		
Cassowary Coast	66/LGSI/006	River Avenue	Construct footpath/s	513	256	256		199		58	58			I
	30/LGSI/007	Various rural locations	Provide passenger set-down facilities	260	130	130		80		50	50			I
	66/LGSI/014	Mundoo Road	Construct footpath/s	180	90	90		1		89	89			I
	30/LGSC/009	Bluff Road	Rehabilitate pavement	750	375	375		100		275	275			O
	216/LGSR/001	Bingil Bay Road (4.83 - 6.71km)	Reseal - bitumen chip	78	39	39						39		R
	216/LGSB/002	Fitzgerald Esplanade (0.13 - 0.32km)	Correct profile and asphalt concrete resurfacing (<75mm)	144	72	72				72	72			R
	216/LGSR/002	Bingil Bay Road (2.85 - 4.83km)	Reseal - bitumen chip	94	47	47						47		R
	216/LGSR/003	Kirrama Range Road (0 - 1.00km)	Re-sheet unsealed road	42	21	21						21		R
	216/LGSB/004	Fitzgerald Esplanade (0.32 - 0.37km)	Improve intersection	150	75	75				75	75			R
	216/LGSR/004	Kirrama Range Road (15.05 - 15.06km)	Undertake bridge repairs	72	36	36						36		R
	216/LGSB/005	Tully Gorge Road (3.63 - 3.67km)	Replace culvert/s	160	80	80				80	80			R
	216/LGSR/005	Kirrama Range Road (16.60 - 16.70km)	Undertake bridge repairs	72	36	36						36		R

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Cassowary Coast (continued)	216/LGSB/006	Kirrama Range Road (0 - 18.80km)	Form, improve drainage and running surface	420	210	210			210	210			R	
	216/LGSR/006	Kirrama Range Road (3.00 - 8.00km)	Re-sheet unsealed road	235	118	118					118		R	
	216/LGSB/007	Tully Gorge Road (12.20 - 12.50km)	In-situ cement stabilisation and bitumen surfacing	85	42	42			42	42			R	
	216/LGSR/007	Kirrama Range Road (13.00 - 18.80km)	Re-sheet unsealed road	244	122	122					122		R	
	216/LGSB/008	Flying Fish Point Road (0.59 - 0.98km)	Rehabilitate and overlay (75mm)	130	65	65			65	65			R	
	216/LGSR/008	Mourilyan Road (0.13 - 0.23km)	Construct roundabout	412	206	206					206		R	
	216/LGSB/009	Flying Fish Point Road (0 - 0.15km)	Undertake miscellaneous works	175	88	88			88	88			R	
	216/LGSR/009	Tully Gorge Road (49.48 - 49.52km)	Replace culvert/s	101	50	50					50		R	
	216/LGSB/010	Aerodrome Road (0 - 1.30km)	Rehabilitate and widen	315	158	158			158	158			R	
	216/LGSR/010	Tully Gorge Road (48.87 - 48.91km)	Replace culvert/s	101	50	50					50		R	
	30/LGSA/010	East Feluga Road	Rehabilitate pavement	800	400	400	42		358	358			R	
	216/LGSR/011	Tully Gorge Road (0.03 - 0.65km)	Rehabilitate and widen	220	110	110					110		R	
	30/LGSC/011	Tully Gorge Road (Bolinda section)	Rehabilitate pavement	125	62	62	48		15	15			R	
	216/LGSR/012	Upper Murray Road (0.06 - 0.86km)	In-situ cement stabilisation and bitumen surfacing	168	84	84					84		R	
	30/LGSC/012	Tully Gorge Road (11.90 - 13.40km)	Rehabilitate pavement	350	175	175	62		112	112			R	
	216/LGSR/013	Walter Lever Estate Road (0 - 0.75km)	Rehabilitate and widen	222	111	111					111		R	
	216/LGSR/014	Alexander Drive (0.10 - 0.15km)	Improve intersection	186	93	93			93	93			R	
216/LGSR/015	Fitzgerald Esplanade (0 - 0.07km)	Construct roundabout	278	139	139			139	139			R		
216/LGSA/001	Jubilee Bridge	Construct bridge/s	20,000	6,000	14,000		6,000	8,000	8,000			S		
<b>Subtotal: Cassowary Coast</b>										<b>9,978</b>	<b>1,030</b>			
Cook	220/LGSF/001	Wenlock River crossing	Install floodway/s	460	50	410					10	400	F	
	37/LGSF/008	Lockhart River access road (rainforest - aerodrome)	Undertake routine maintenance	1,210		1,210		860	100	100	100	150	F	
	37/LGSF/009	Pormpuraaw access road (Musgrave - Strathmay)	Undertake maintenance works	2,275		2,275		1,775	150	150	150	200	F	
	37/LGSF/010	Bloomfield Road (Ayton - Shiptons Flat)	Undertake maintenance works	760		760		540	60	60	60	100	F	
	37/LGSF/016	Bloomfield Road (Wujal Wujal - Bloomfield School)	Realign traffic lane/s	1,233		1,233		1,033	50	50	50	100	F	
	37/LGSF/021	Northern Peninsula Road (Moreton - shire boundary)	Form, improve drainage and running surface	3,200	50	3,150		2,450	200	200	200	300	F	
	37/LGSF/023	Various locations (Cape York)	Install alcohol management signage	350		350		150	50	50	100	50	F	

Local government	Project number <sup>(4)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(5)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(6)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Cook (continued)	37/LGSF/025 <sup>(5)</sup>	Northern Peninsula Road - Northern Peninsula Area Workforce (Captain Billys turn-off - Sailors Hill)	Construct to new unsealed standard	4,200		2,850	1,350	1,600		1,200	1,200	700	700	F
	37/LGSF/026	Northern Peninsula Road (Peninsula Developmental Road - Moreton)	Form and improve drainage	1,400		1,400		500		300	300	300	300	F
	220/LGSB/001	Battlecamp Road (13.75 - 17.75km)	Construct to new sealed two lane standard	602	301	301				301	301			R
	220/LGSR/001	Battlecamp Road (17.75 - 21.75km)	Construct to new sealed two lane standard	602	301	301						301		R
	220/LGSB/002	Hope Street - Grassy Hill (0 - 0.88km)	Construct to sealed standard	800	400	400				400	400			R
	220/LGSR/002	Battlecamp Road (21.75 - 25.75km)	Construct to new sealed two lane standard	602	301	301						301		R
	220/LGSB/003	Various roads on the Regional Organisation of Councils Cape York Regional Road Group	Undertake safety improvements	500		500		300		100	100	100		R
<b>Subtotal: Cook</b>											<b>2,911</b>	<b>2,372</b>		
Croydon	41/LGSB/005	Richmond - Croydon Road	Widen and seal	1,300	650	650		250		200	200		200	R
	41/LGSB/006	Richmond - Croydon Road (sections)	Undertake safety improvements	1,753	297	1,456		492		237	237	242	485	R
<b>Subtotal: Croydon</b>											<b>437</b>	<b>242</b>		
Etheridge	226/LGSB/001	Forsayth - Einasleigh Road (58.00 - 78.00km)	Widen and seal	1,000	500	500		125		250	250		125	R
	53/LGSB/004	Forsayth - Einasleigh Road and Undarra Road	Construct to sealed standard	3,033	758	2,275		1,797		242	242	235		R
<b>Subtotal: Etheridge</b>											<b>492</b>	<b>235</b>		
Hope Vale	234/LGSF/001	Hopevale access road (Mclvor Road)	Undertake routine maintenance	240		240						120	120	F
<b>Subtotal: Hope Vale</b>												<b>120</b>		
Kowanyama	181/LGSF/010 <sup>(4)</sup>	Kowanyama access road	Upgrade unsealed road to still an unsealed standard	3,135		2,335	800	1,985		600	600	550		F
<b>Subtotal: Kowanyama</b>											<b>600</b>	<b>550</b>		
Lockhart River	183/LGSF/007	Lockhart River Community township	Training and skills development in remote communities	900	300	600		300		150	150	150		F
	183/LGSF/009 <sup>(6)</sup>	Lockhart River access road (Pascoe River - Browns Creek)	Form and improve drainage	1,900		1,400	500	100		1,350	1,350	450		F
<b>Subtotal: Lockhart River</b>											<b>1,500</b>	<b>600</b>		
Mapoon	200/LGSF/003	Mapoon access road (various sections)	Form and improve drainage	1,230		1,230		330		300	300	300	300	F
<b>Subtotal: Mapoon</b>											<b>300</b>	<b>300</b>		

Local government	Project number <sup>(4)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(2)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(3)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Northern Peninsula Area	174/LGSF/001	Access road within Deed of Grant in Trust area (south of Jardine Crossing - Bamaga)	Undertake maintenance works	1,226		1,226		676		100	100	200	250	F
	251/LGSF/001 <sup>(7)</sup>	Jardine River bridge crossing	Undertake concept planning	4,400		4,200	200	400					4,000	F
	251/LGSF/003	Seisia wharf	Undertake maintenance works	300		300						300		F
	166/LGSF/009	Northern Peninsula Area (access roads to each community and aerodrome)	Reseal - bitumen chip	2,350		2,350		1,000		700	700	650		F
<b>Subtotal: Northern Peninsula Area</b>										<b>800</b>	<b>1,150</b>			
Pormpuraaw	254/LGSF/001	Pormpuraaw barge ramp	Install/replace/upgrade boat / barge mooring facilities	600		600		400		200	200			F
	178/LGSF/005	Pormpuraaw access road (sections : 110.00 - 205.00km)	Undertake maintenance works	2,480		2,480		2,330		150	150			F
	178/LGSF/009 <sup>(8)</sup>	Pormpuraaw access road (sections : 110.00 - 205.00km)	Improve drainage	4,715		2,815	1,900	3,215		1,500	1,500			F
<b>Subtotal: Pormpuraaw</b>										<b>1,850</b>				
Tablelands	119/LGSH/005	Atherton cycle network to schools	Construct cycleway / footpath/s	240	120	120		90		30	30			H
	264/LGSJ/001 <sup>(9)</sup>	Wooroora Road	Seal to provide overtaking opportunity	70			70		70	70				J
	264/LGSL/001	TMR / local government alliance - Far North Queensland Regional Road Group	Develop technical capability	260	130	130		70		60	60			L
	264/LGSB/001	Chewko Road (10.70 - 11.70km)	Widen and seal	130	65	65			65	65				R
	264/LGSR/001	Danbulla Forest Drive (5.40 - 7.20km)	Construct to new sealed two lane standard	280	140	140						140		R
	264/LGSB/002	Springmount Road (7.10 - 7.33km)	Replace bridge/s and approaches	400	200	200			200	200				R
	264/LGSR/002	Danbulla Forest Drive (11.35 - 13.20km)	Construct to new sealed two lane standard	300	150	150						150		R
	264/LGSB/003	Danbulla Forest Drive (3.60 - 5.40km)	Construct to new sealed two lane standard	280	140	140			140	140				R
	264/LGSR/003	Danbulla Forest Drive (9.50 - 11.35km)	Construct to new sealed two lane standard	305	152	152						152		R
	264/LGSB/004	Pickford Road (2.06 - 2.09km)	Upgrade floodway/s	80	40	40			40	40				R
	264/LGSR/004	Springmount Road (10.43 - 10.50km)	Replace bridge/s and approaches	150	75	75						75		R
	264/LGSB/005	Euluma Creek Road (8.00 - 8.01km)	Upgrade floodway/s	50	25	25			25	25				R
	264/LGSR/005	North Walsh Road (0.59 - 0.71km)	Replace bridge/s	100	50	50			20	20		30		R
	264/LGSB/006	Danbulla Forest Drive (7.20 - 9.50km)	Construct to new sealed two lane standard	365	182	182			182	182				R
	264/LGSB/007	Euluma Creek Road (7.15 - 7.50km)	Rehabilitate and widen	100	50	50			50	50				R
	264/LGSB/008	Glendinning Road (0.30 - 2.00km)	Widen and seal	180	90	90			90	90				R
	48/LGSB/010	Theresa Creek Road (9.67 - 9.71km)	Replace bridge/s	400	200	200		100		100	100			R
	119/LGSA/003	Ariga Mill - Mourilyan Mill	Contribution to Queensland Rail for rail maintenance	3,427		3,427		2,827		300	300	300		S
<b>Subtotal: Tablelands</b>										<b>1,373</b>	<b>847</b>			



Local government	Project number <sup>(4)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(5)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(6)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Torres	266/LGSF/001	Prince of Wales marine infrastructure	Install/replace/upgrade boat / barge mooring facilities	650	200	450		100		350	350			F
	170/LGSF/003	Remote Communities Unit	Training and skills development in remote communities	17,839		17,839		12,939		1,300	1,300	1,600	2,000	F
	170/LGSF/006	Various locations	Inspections, planning and program administration	2,775	515	2,260		1,010		250	250	500	500	F
	170/LGSF/013	Torres Strait communities, contribution to heavy equipment management and training program	Training and skills development in remote communities	4,793		4,793		3,243		750	750	800		F
	170/LGSF/017	Horn Island airport access road (airport - village)	Undertake routine maintenance	45		45		30		15	15			F
	266/LGSH/001	Thursday Island High School	Construct cycleway / footpath/s	160	80	80		40		40	40			H
	266/LGSO/001	Horn Island (town streets)	Construct to sealed standard	1,064	532	532				232	232	300		O
<b>Subtotal: Torres</b>										<b>2,937</b>	<b>3,200</b>			
Torres Strait Island	184/LGSF/002 <sup>(10)</sup>	Mabuiag Island (access and village roads)	Construct to sealed standard	2,050		1,050	1,000	1,900		150	150			F
	188/LGSF/002	Saibai Island (dolphin replacements)	Undertake miscellaneous works	1,000	400	600				600	600			F
	267/LGSF/002	Badu Island aerodrome	Reseal - bitumen chip	400	200	200				200	200			F
	191/LGSF/003	Stephen Island	Replace pontoon	1,750	400	1,350		750		600	600			F
	267/LGSF/003	Coconut Island (Poruma) (dolphin replacements)	Undertake miscellaneous works	1,100	500	600						600		F
	199/LGSF/005	Yorke Island (dolphin replacements)	Undertake miscellaneous works	1,100	500	600						600		F
	175/LGSF/007	Darnley Island access road (aerodrome - village)	Rehabilitate pavement	1,213		1,213		813		400	400			F
	190/LGSF/007	Kubin - St Pauls access road (sections 0 - 13.60km)	Reshape and seal	2,850		2,850		1,600				50	1,200	F
<b>Subtotal: Torres Strait Island</b>										<b>1,950</b>	<b>1,250</b>			
Wujal Wujal	272/LGSF/001 <sup>(11)</sup>	Bloomfield River crossing	Construct bridge/s and approaches	5,500		2,750	2,750	100		2,000	2,000	3,400		F
	196/LGSF/003	Wujal Wujal (south of causeway)	Construct to sealed standard	1,896		1,896		1,196				350	350	F
<b>Subtotal: Wujal Wujal</b>										<b>2,000</b>	<b>3,750</b>			
Yarrabah	198/LGSF/006	Yarrabah access road	Form	1,703		1,703		1,343		120	120	120	120	F
<b>Subtotal: Yarrabah</b>										<b>120</b>	<b>120</b>			

Local government	Project number <sup>(a)</sup>	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved <sup>(c)</sup>				Indicative 2012-13 to 2013-14 \$'000	Category <sup>(b)</sup>
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
		Funding for access road within Deed of Grant in Trust area	Priorities yet to be determined							50	350			
		Funding for ATSI - Priorities yet to be determined in conjunction with other federal / state agencies	Priorities yet to be determined							5	3,265			
		Balance of funding commitment for Far North Region	Priorities yet to be determined							70				
		Balance of funding commitment for North West Regional Road Group (Etheridge Shire)	Priorities yet to be determined								7			
<b>Gross region allocation</b>										<b>28,196</b>	<b>20,389</b>			
Revenue										(5,346)	(2,000)			
<b>Net region allocation</b>										<b>22,850</b>	<b>18,389</b>			

## Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.
- (4) Includes \$800,000 Australian Government funding as part of the \$10.5 million election commitment to upgrade remote community roads in Cape York.
- (5) Includes \$1.35 million Australian Government funding as part of the \$10.5 million election commitment to upgrade remote community roads in Cape York.
- (6) Includes \$500,000 Australian Government funding as part of the \$10.5 million election commitment to upgrade remote community roads in Cape York.
- (7) Includes \$200,000 Australian Government funding as part of the \$10.5 million election commitment to upgrade remote community roads in Cape York.
- (8) Includes \$1.9 million Australian Government funding as part of the \$10.5 million election commitment to upgrade remote community roads in Cape York.
- (9) Funded by the Australian Government’s Black Spot Program.
- (10) Includes \$1 million joint Australian Government and Queensland Government Major Infrastructure Program funding as part of the bilateral agreement.
- (11) Includes \$2.75 million Australian Government funding as part of the \$10.5 million election commitment to upgrade remote community roads in Cape York.





## Appendices

Boom gates on Farquhars Road  
Qunaba, December 2009



# Appendix 1: Contacts

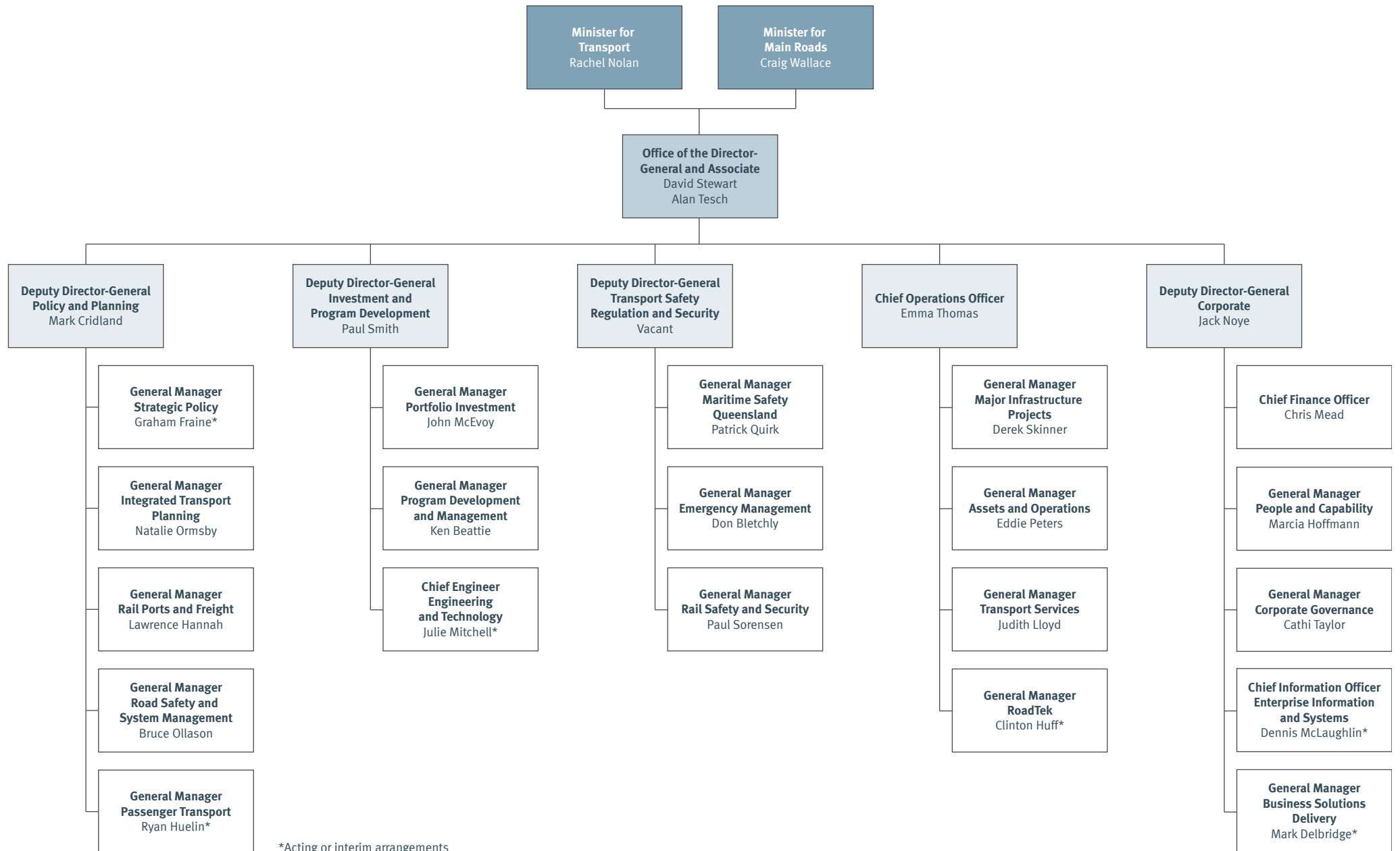
## Roads regional offices

Region	Office	Name	Position	Street address	Postal address	Telephone	Fax
South Coast	Gold Coast	Andrew Cramp	Regional Director	36-38 Cotton Street, Nerang Qld 4211	PO Box 442, Nerang Qld 4211	(07) 5596 9422	(07) 5596 9511
	Logan	Paul Noonan	District Director	3912 Pacific Motorway, Loganholme Qld 4129	PO Box 7262, Loganholme Qld 4129	(07) 3412 0603	(07) 3806 2271
Metropolitan	Brisbane	Miles Vass	Regional Director	183 Wharf Street, Spring Hill Qld 4000	PO Box 70, Spring Hill Qld 4004	(07) 3137 8206	(07) 3137 8203
	Brisbane	Ron Michel	Deputy Regional Director	183 Wharf Street, Spring Hill Qld 4000	PO Box 70, Spring Hill Qld 4004	(07) 3137 8109	(07) 3137 8363
	Ipswich	Alex Pelevin	District Director	Shop R3, 30 Limestone Street, Ipswich Qld 4305	PO Box 78, Ipswich Qld 4305	(07) 3413 3201	(07) 3282 9782
North Coast	Sunshine Coast	Dennis Tennant	Regional Director	21 Carnaby Street, Maroochydore Qld 4558	PO Box 1600, Sunshine Plaza Post Shop, Maroochydore Qld 4558	(07) 5482 0333	(07) 5482 0465
	Moreton	Derek Deane	District Director	5 James Street, Caboolture Qld 4510	PO Box 1018, Caboolture Qld 4510	(07) 5316 0215	(07) 5316 0299
Darling Downs	Warwick	Tony Platz	Regional Director	306 Wood Street, Warwick Qld 4370	Locked Bag 1, Warwick Qld 4370	(07) 4639 0720	(07) 4639 0750
	Toowoomba	Tony Platz	District Director	1-5 Phillip Street, Toowoomba Qld 4350	PO Box 645, Toowoomba Qld 4350	(07) 4639 0777	(07) 4639 0750
South West	Roma	Peter Evans	Regional Director	30 McDowall Street, Roma Qld 4455	PO Box 126, Roma Qld 4455	(07) 4622 9511	(07) 4622 9500
Wide Bay/Burnett	Bundaberg	Doug Wass	Regional Director	23 Quay Street, Bundaberg Qld 4670	Locked Bag 486, Bundaberg DC Qld 4670	(07) 4154 0285	(07) 4152 3878
	Gympie	Lawry O'Brien	District Director	50 River Road, Gympie Qld 4570	PO Box 183, Gympie Qld 4570	(07) 5482 0431	(07) 5482 0465
Fitzroy	Rockhampton	Terry Hill	Regional Director	31 Knight Street, North Rockhampton Qld 4701	PO Box 5096, Central Qld MC Qld 4702	(07) 4931 1504	(07) 4927 5020
	Emerald	Rex Cowan	District Director	83 Esmond Street, Emerald Qld 4720	PO Box 1787, Emerald Qld 4720	(07) 4983 8709	(07) 4983 8722
Central West	Barcaldine	Eric Denham	Regional Director	69 Ash Street, Barcaldine Qld 4725	PO Box 3, Barcaldine Qld 4725	(07) 4651 2755	(07) 4651 2772
Mackay/Whitsunday	Mackay	Ian Husband	Regional Director	46 Gordon Street, Mackay Qld 4740	PO Box 62, Mackay Qld 4740	(07) 4951 8545	(07) 4951 8546
Northern	Townsville	David Atkinson	Regional Director	146 Wills Street, Townsville Qld 4810	PO Box 1089, Townsville Qld 4810	(07) 4720 7239	(07) 4720 7211
North West	Cloncurry	Peter Trim	Regional Director	16-22 Ramsay Street, Cloncurry Qld 4824	PO Box 338, Cloncurry Qld 4824	(07) 4769 3203	(07) 4769 3211
Far North	Cairns	Tony Potter	A/Regional Director	15 Lake Street, Cairns Qld 4870	PO Box 2758, Cairns Qld 4870	(07) 4050 5582	(07) 4050 5526





## Appendix 2: Organisational chart





## Appendix 3: Program descriptions

### Safer Roads Sooner

#### Program overview

**Objective:** To reduce the road toll and the number of people who sustain serious injuries in road crashes on the state-controlled network in Queensland.

**Description:** Safer Roads Sooner (SRS) is a Queensland Government initiative to ensure road safety funding is spent where it will make the greatest difference in addressing fatal and serious injury crashes. SRS provides funding for cost-effective, high-benefit engineering works, and targets known and potential high severity crash sites. SRS is a major component of the Queensland Government's commitment to the *Queensland Road Safety Strategy 2004-2011*.

SRS has a number of mass action programs that are administered on a state-wide basis. These target specific locations and/or treatments, as follows:

- **Audio-Tactile Line Marking** – aims to reduce the incidence of run-off-road crashes related to driver fatigue by installing audio-tactile line markings.
- **Bicycle Safety** – aims to reduce or prevent crashes involving cyclists at known problem locations, by providing cycle lanes, crossing facilities, shared footway and cycle facilities, signage and delineation.
- **Crash Awareness and Targeted Interventions** – aims to reduce the number and severity of crashes by raising driver and rider awareness of the risk of crashes along routes, based on network crash history and network risk assessment.

- **Forgiving Roadsides** – aims to reduce the severity of run-off-road crashes to make roadsides more forgiving, by removing hazards; protecting unprotected culverts; providing guardrails and installing frangible sign supports.
- **Heavy Vehicle Rest Areas** – aims to reduce incidence of accidents involving heavy vehicles occurring as a result of fatigue, by providing a number of new heavy vehicle rest areas for the freight industry.
- **High Friction Surfacing** – aims to reduce the incidence of rear-end shunt and run-off-road crashes by improving road surface friction, particularly in high demand locations such as approaches to traffic signals.
- **Intelligent Transport Systems** – aims to address crash locations by implementing the use of vehicle and road condition actuated signs, which identify and respond to higher speed vehicles at risk. Treatments include curve warning speed signs and variable speed limit signs, activated when road conditions change or when high speed vehicles are identified.
- **Median Barriers** – aims to reduce the incidence of head-on crashes, by installing wire-rope, steel or concrete barriers between opposing traffic lanes or along existing medians.
- **Motorcycle Safety** – aims to provide road treatments that reduce the number of crashes on routes where there has been a high number of motorcycle crashes, by focusing on single vehicle crashes, loss-of-control crashes, and crashes where roadside objects contribute to crash severity.
- **Stopping Places and Rest Areas** – aims to reduce the incidence of crashes occurring as a result of fatigue, by providing appropriate rest areas and facilities for drivers and riders.

**Network:** Details of Safer Roads Sooner projects can be found under each region's tab, in the National Network, Other State-Controlled Roads and Transport and road state-wide commitments sections.

**Funding:** This is an ongoing program. Funding of \$66 million for 2010-11 has been allocated to this program. \$21 million of this funding is sourced from camera detected offence revenue.

**Nomination and approvals:** Regions submit candidate projects annually via the Safer Roads Sooner Nomination Database.

Details of candidate projects and potential mass action programs are then prepared for assessment by the Safer Roads Sooner Technical Committee (SRSTC), made up of senior engineers and safety experts from TMR. The SRSTC assesses projects according to project eligibility guidelines, including benefit-cost ratio and identified crash history. This ensures that projects with the most critical safety considerations are given funding priority.

The SRSTC then prepares a preliminary list of projects for consideration and endorsement at the annual meeting of the Safer Roads Sooner Advisory Committee (SRSAC). The SRSAC provides independent advice on road safety to the Minister for Main Roads, and is not a decision-making body.

The SRSAC is chaired by a member of Queensland Government and includes representatives from both private transport and road industry-related organisations. The committee is made up of senior representatives from TMR, the Department of Community Safety, Local Government Association of Queensland, Queensland Police, RACQ, Queensland University of Technology Centre for Accident Research and Road Safety – Queensland, Queensland Trucking Association and Bicycle Queensland. Following endorsement by the SRSAC, the final list of proposals is forwarded to the Minister for Main Roads for approval.

## Natural Disaster Relief and Recovery Arrangements

### Program overview

**Objective:** To provide financial assistance for restoring assets damaged by natural disaster events.

**Description:** Natural Disaster Relief and Recovery Arrangements (NDRRA) provides funding to regions to help pay for natural disaster relief and recovery costs. Natural disasters covered by NDRRA include cyclones, floods, bushfires and storm surges.

**Network:** Details of NDRRA funding can be found under each region's tab, in the Other State-Controlled Road and Transport Infrastructure Development Scheme sections, if applicable.

**Funding:** There is no fixed annual allocation. Funding is provided on a case-by-case basis, within a defined threshold.

NDRRA is jointly funded by the Australian Government and Queensland Government, with the Australian Government contributing 75% of forecast costs above certain thresholds, and the Queensland Government funding the remaining 25%.

**Nomination and approvals:** Regions nominate projects following a natural disaster.

Nominations are then considered by Emergency Management Queensland (EMQ) against the terms and conditions in the *NDRRA Determination 2007*.

EMQ is responsible for activating and approving NDRRA works. EMQ claims the 75% Australian Government funded component of NDRRA.

## Queensland Road System Performance Plan (QRSP) Maintenance, Preservation and Operations

### Program overview

**Objective:** To maintain roads and ensure they remain in a serviceable condition.

**Description:** Maintenance, Preservation and Operations (MPO) ensures that road assets across Queensland are maintained according to the level of service set out in each *Element Management Plan*, to support communities and achieve government outcomes.

Categories include:

- **corridor management (environment)** – environmental and heritage management to support environmental conservation
- **corridor management (road safety)** – maintaining safe road condition and providing safer roads to support safer communities.
- **programmed maintenance** – maintaining road surfaces by resurfacing
- **rehabilitation** – maintaining pavement and structure service life
- **routine maintenance** – maintaining road infrastructure assets to ensure removal of safety and amenity related defects in a timely manner
- **traffic operations** – managing road use to ensure travel efficiency for freight and passenger vehicle users and maintenance of traffic equipment

**Network:** Details of Queensland Road System Performance Plan (QRSP) Maintenance, Preservation and Operations projects can be found under each region's tab, in the National Network, Other State-Controlled Roads and Transport and road state-wide commitments sections.

**Funding:** This is a five year program commencing in 2009-10 and finishing in 2013-14, as set out in the current *Queensland Road System Performance Plan*. Funding of \$2.4 billion has been allocated to this program.

**Nomination and approvals:** Regions nominate projects annually for each MPO category to address network deficiencies as identified in the requirements of the *Element Management Plan*.

Projects are approved by Regional Directors based on regional priorities and available funding.

## South East Queensland Infrastructure Plan and Program

### Program overview

**Objective:** To support the *South East Queensland Regional Plan* and represent the long term commitment to delivering infrastructure in south east Queensland.

**Description:** The *South East Queensland Infrastructure Plan and Program* (SEQIPP) outlines the Queensland Government's infrastructure priorities for south east Queensland to support the *South East Queensland Regional Plan*. It represents a long-term commitment to infrastructure delivery in south east Queensland.

Infrastructure classes included in SEQIPP are transport, water, energy, health, education and training, community services, rural development, and regional sport and recreation.

SEQIPP was first released in 2005, and is updated annually to reflect and align with the latest planning and budget commitments. It sets timeframes and budgets to ensure infrastructure is delivered to support the region's growth.

**Network:** Details of SEQIPP projects can be found under each region's tab, in the Transport Programs, National Network, Other State-Controlled Roads and Transport and road state-wide commitments section.

**Funding:** SEQIPP is a 20 year rolling program. Funding of \$3.6 billion has been allocated to this program for roads, rail and public transport in 2010-11. This includes funding contributions from federal and local governments.

**Nomination and approvals:** Projects are nominated by Queensland Government departments each year.

Nominations are then considered by the Department of Infrastructure and Planning against the following criteria:

- supports compact growth
- minimises impact on environment
- supports stronger and safer communities
- supports economic development at a regional, sub-regional and/or state level.

The program is then forwarded to the Cabinet Budget Review Committee for approval.

## Regional Bridge Renewal Program

### Program overview

**Objective:** To accelerate the replacement of timber bridges and older concrete and steel structures on the road network to ensure better roads and bridges are delivered sooner and with greater cost benefits.

TMR is responsible for 2,903 bridges, including footbridges. Of these, approximately 350 are older timber bridges. Queensland's older bridge designs are largely obsolete because of substantial changes in road use, load capacity requirements, width, the need for flood immunity and containment barriers.

**Description:** The Regional Bridge Renewal Program (RBRP) is an initiative that aims to accelerate the replacement of timber bridges and older concrete and steel structures which are deteriorating due to age and increased use, and are least able to carry freight efficient trucks. New structures will be designed to current standards with better approaches, alignment and flood immunity.

**Network:** Details of Regional Bridge Renewal Program projects can be found under each region's tab, in the Other State-Controlled Roads section.

**Funding:** This is a five year program commencing in 2006 and finishing in 2011. Funding of \$350 million has been allocated to this program. This includes:

- funding of \$180 million to target high priority bridge replacements, including 36 bridges on the Accelerated Road Rehabilitation Program (ARRP)
- an additional \$170 million to bring forward replacement of the highest risk ranked bridges.

**Nomination and approvals:** The program approval process for RBRP was based on a comprehensive list provided by the Structures/Bridge Asset Management Branch of Engineering and Technology Division . Projects were prioritised using the Bridge Asset Management System to identify high risk structures.

Risk scores are calculated based on the number, type and severity of defects on the structure and the amount of traffic – particularly heavy vehicles – crossing the bridge.

## Special Initiatives

### Program overview

**Objective:** Special Initiatives have various objectives, depending on the individual initiative.

**Network:** Details of Special Initiatives projects can be found under each region's tab, in the National Network, Other State-Controlled Roads, Transport Infrastructure Development Scheme and Transport and road state-wide commitments section.

**Funding:** Funding varies depending on the individual sub-program.

**Nomination and approvals:** Nomination and approvals for special initiatives have been in response to special, identified needs of the road network.

**Description:** Special Initiatives include a variety of different initiatives, as follows:

- **Bowen Basin Safety Package** – aims to improve safety on roads servicing central Queensland and the mining industry. This initiative focuses on safety, taking into consideration changes to work shifts in the area and commuting between mining dormitories and mine sites. The initiative ensures highways can cater for larger vehicles, particularly those involved in the haulage of materials used for the operation and expansion of the mining industry. This program commenced in 2008-09. Funding of \$150 million has been allocated to this program.
- **Camera Detected Offence Program** – The objective of this program is to improve road safety on high-risk stretches of the road network by installing roadside barriers, reducing hazards, shoulder treatment and rehabilitation. This is a three year program commencing in 2010-11 and finishing in 2012-13. Funding of \$30 million has been allocated to this program.

- **Congestion Management Initiative** – aims to improve the efficiency and reliability of the road network for road users in south east Queensland, by giving public transport priority, using innovative real-time modelling and intelligent transport systems. This initiative is centred around three key areas – enhanced network productivity, quick incident clearance, and real-time trip planning information.
- **Jericho to Yaraka Rail Replacement** – aims to provide all-weather road access from Jericho to Yaraka, by paving and sealing various roads, to replace the rail link that was closed in 2005. This 10 year program commenced in 2006-07, and is finishing in 2015-16. Funding of \$51 million has been allocated to this program.
- **Koala Corridor Initiative** – aims to reduce the incidence of koalas killed on state-controlled roads, as part of the Queensland Government's response to the findings of the Koala Taskforce.
- **National Network Routine Maintenance (Queensland Government funded)** – the objective of this program is to provide Queensland Government funding for essential maintenance works to improve safety on the non-Bruce Highway portion of the National Network. Funding of \$50 million has been allocated to this program in 2010-11.
- **Noise Barrier Program** – aims to reduce noise pollution in high-priority locations in south east Queensland. Tby retrofitting road traffic noise barriers. This initiative targets locations that have natural growth in traffic resulting in noise levels in excess of acceptable limits. This program commenced in 2009-10. Funding of \$6 million has been allocated to this program, with \$1 million in 2010-11.
- **Rate 3 Lighting Project** – aims to ensure rate 3 road lighting electrical installations in Queensland comply with safety requirements of the *Electrical Safety Act 2002*, the *Australian/New Zealand Standard for Wiring Rules* and other standards and legislation requirements, by undertaking critical remedial works on rate 3 road lighting.
- **Regional Safety and Development Program** – aims to support the upgrade of the regional road network in western Queensland and other rural and remote areas where considerable economic activity is occurring. The Roads Alliance Regional Safety and Development Program (RSDP) supports resource industries in regional Queensland. The program is being provided to accelerate roadworks programs on Local Roads of Regional Significance and higher order state-controlled roads that:
  - deliver key regional transport infrastructure necessary to support economic growth, especially that arising from minerals/commodities
  - address potential safety hazards on the road network
  - reduce long-term maintenance costs through early rehabilitation and upgrades
  - provide employment opportunities in western Queensland for the private sector, local government, and RoadTek
  - produce economies of scale by bulking-up projects
  - provide opportunities for regions to explore initiatives to develop their capability in the Roads Alliance core principles for long-term, tangible benefits to members of local governments.

This is a four year funding pool commencing in 2010-11. Funding of \$143.4 million has been allocated to this program, with \$30 million in 2010-11.



- **Resource Development Program** – aims to fund rehabilitation works on priority road routes. This program will help provide a significant net reduction in vehicle operating costs, particularly for heavy vehicles; reduce the risk of increased travel time; address unsafe road conditions arising from deteriorating pavements; and reduce the amount of recurrent maintenance. This is a four year program commencing in 2010-11. Funding of \$192.4 million has been allocated to this program.
- **Safer Roadworks Campaign** – aims to increase the safety of construction workers and road users at roadworks across Queensland. This initiative raises the awareness of safety at roadworks sites and improves the safety of workers through various media campaigns.
- **State-Wide Data Collection** – aims to provide TMR with a network inventory and a coordinated state-wide data collection service to support element activities and funding prioritisation. This program is funded under the 2009-10 to 2013-14 QRSPP. Funding of \$24 million has been allocated to this program over this period.
- **Strategic Noise Barrier Program** – aims to reduce noise pollution in high-priority locations in south east Queensland, by retrofitting road traffic noise barriers. This initiative will target high benefit locations that have natural growth in traffic resulting in noise levels in excess of acceptable limits. This program is commencing in 2010-11. Funding of \$20 million has been allocated to this program, with \$3 million in 2010-11.
- **Sustainable Resource Communities Initiative** – aims to provide economic and social infrastructure in key mining areas. This initiative will secure existing jobs and create new jobs for Queensland communities in key mining areas of the Bowen Basin, the Surat Basin, and North-West Minerals Province. This three year program commenced in 2009-10. Funding of \$36.2 million has been allocated to this program.
- **Theebine to Kingaroy Rail** – aims to provide greater benefits to the community and freight industry following the closure of the Theebine to Kingaroy rail line. The rail line closed in 2004, due to a decline in freight volumes and high operating expenses. Maintenance funds will be redirected to road projects that benefit the local community and the freight industry. This five year program commenced in 2009-10. Funding of \$18 million has been allocated to this program.
- **Traffic Management Initiatives Package** – aims to improve the efficiency of the road network for road users in south east Queensland. This initiative is aimed at improving incident response time, coordinating traffic signals, and providing emergency vehicle access and bus priority.

## Transport Infrastructure Development Scheme

### Program overview

**Objective:** To support the local transport infrastructure needs of regional and rural communities throughout Queensland.

**Description:** The Transport Infrastructure Development Scheme (TIDS) provides funding to local governments to develop transport-related infrastructure and achieve high-priority objectives:

- an overall increase in road works effort on the local government road network
- increased road delivery and stewardship capabilities of local government
- increased safety on the local government road network
- promotion of regional development
- achieving best value from all available resources.

TIDS projects are detailed under each region's tab in the QTRIP. Projects on Local Roads of Regional Significance are also published in *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.

**Network:** Details of Transport Infrastructure Development Scheme projects can be found under each region's tab, in the Transport Infrastructure Development Scheme section.

**Funding:** Ongoing funding of \$63 million per annum is allocated to this program, including allocations for subprograms, as shown in this section. Additional funding is also provided on a case-by-case basis to address urgent needs as part of TIDS Special Initiatives.

TMR generally provides 50% of funding for TIDS projects.

**Nomination and approvals:** Nomination and approval processes vary depending on the individual sub-program. The program is then forwarded to the Minister for Main Roads for approval.

### Base TIDS

**Objective:** To provide financial assistance to local governments for the development of local government-controlled road and transport infrastructure.

**Description:** Funding is provided to individual local governments for projects on local government-controlled roads for improvements to support the transport needs of regional and rural communities throughout Queensland.

**Funding:** Base TIDS funding is typically provided on a 50/50 TMR/local government basis. The maximum TMR contribution for individual projects is 50%. Local government contributions may vary.

**Nomination and approvals:** RRGs are responsible for managing and allocating their designated funding to high priority projects on the LRRS network.

Any Base TIDS funding that remains is provided to regions. Local governments can then submit applications for projects to be funded from this remaining allocation. Nominations are considered by regional directors.

### Roads Alliance TIDS

**Objective:** To provide financial assistance to local governments for the development of local government-controlled road and transport infrastructure.

**Description:** Funding is provided to individual local governments for projects on local government-controlled roads for improvements to support the transport needs of regional and rural communities throughout Queensland.

**Funding:** The allocation for Roads Alliance TIDS is \$24 million per annum. This funding is generally approved on a 50/50 TMR/local government basis.

**Nomination and approvals:** RRGs are responsible for managing and allocating their designated funding to high priority projects on the LRRS network.

### State-Wide Capability Development

**Objective:** To help RRGs and local governments enhance their capability as road asset managers.

**Description:** Funding is provided to local governments who are members of RRGs to help them enhance their efficiency and effectiveness in managing Local Roads of Regional Significance.

**Funding:** The allocation for Roads Alliance State-Wide Capability Development is \$1 million per annum from 2007-08 onwards. This funding is approved on a 100% TMR, 50/50 TMR/local government, or non-matching basis.

**Nomination and approvals:** RRGs submit applications to the Roads Alliance Board (RAB), for consideration at RAB meetings. The RAB may subsequently agree to provide funds for the designated activity. This funding can be provided as a state-wide commitment, or to individual local governments or RRGs.

### South East Queensland Cycleways Grants

**Objective:** To provide funding assistance for the development of cycle networks in south east Queensland.

**Description:** Funding is provided for the provision of dedicated cycleways and shared bicycle/pedestrian facilities.

**Funding:** The allocation for South East Queensland Cycleways Grants is \$4 million per annum. This funding is approved on a 50/50 TMR/local government basis.

**Nomination and approvals:** Individual local governments are required to submit applications, including project details, to TMR for consideration. Applications are evaluated on how well objectives for the program are met.

### Aboriginal and Torres Strait Islander (ATSI) Community Assistance

**Objective:** To provide funding assistance for the upgrade to road and other transport related infrastructure to improve access to Aboriginal and Torres Strait Islander communities.

**Description:** Funding is provided for priority road projects on local government controlled roads. Eligible works also include the upgrade of infrastructure other than roads.

**Funding:** The allocation for ATSI Community Assistance is \$13 million state-wide per annum. This funding is approved on a 100% TMR basis, with consideration given to providing funds on a 50/50 basis for sealing town streets.

**Nomination and approvals:** The funding resides in the Far North Queensland TIDS allocation and is administered by the Manager of the Remote Communities Services Unit and is reallocated to projects in other Department of Transport and Main Roads regions as required.

### Safe School Travel (SafeST) Infrastructure

**Objective:** To improve the safety of children travelling to and from school.

**Description:** Funding is provided for constructing or upgrading road and other transport related infrastructure with the aim of providing increased safety for children travelling to and from school.

**Approved funding:** The allocation for SafeST Infrastructure is \$1 million per annum. This funding is approved on a 50/50 TMR/local government basis.

**Nomination and approvals:** Local governments must complete a nomination form that is used to assess and rank candidate projects within the approved regional allocation (SafeST Infrastructure subsidy Schemes Funding Application). Regions or Program Management Branch must liaise with TMR road safety officers to determine the suitability and priority of applications.

### Safe School Travel (SafeST) Passenger Set-Down Areas

**Objective:** To facilitate a retrofit program for passenger set-down areas at existing schools.

**Description:** Funding is provided for bus and car set-down areas, including bus indents, bus parking, and car parking.

**Funding:** The allocation for SafeST Passenger Set-Down Area is \$4 million state-wide per annum. This funding is approved on a 50/50 TMR/local government basis.

**Nomination and approvals:** Local governments must complete a nomination form that is used to assess and rank candidate projects within the approved regional allocation (SafeST Infrastructure subsidy Schemes Funding Application). Regions or PMBs must liaise with TMR road safety officers to determine the suitability and priority of applications.

### TIDS Special Initiatives

**Objective:** To provide financial assistance, generally to local government, for the upgrade of local government controlled road and other transport related infrastructure

**Description:** Funding is provided as a response to an identified urgent need where the customary source of funding is not available.

**Funding:** There is no fixed annual allocation. Funding is provided on a case-by-case basis. Funds are sourced from outside of the TIDS funding allocations.

**Nomination and approvals:** Applications received from local governments for financial assistance are considered and evaluated according to available funding.

## Nation Building Program

### Program overview

**Objective:** To assist national, regional, economic and social development by providing funding to improve the performance of land transport infrastructure.

**Description:** The Nation Building Program sets out the Australian Government's investment priorities for 2008-09 to 2003-14. Many of these priorities reflect Queensland's priorities and interests. It is the joint responsibility of the Australian Government and Queensland Government to ensure the Nation Building Program can provide effective and safe operation of the National Land Transport Network (National Network) through integration of transport and land use planning at the network level.

The Nation Building Program has replaced AusLink, which was the Australian Government's funding commitment for 2004-05 to 2008-09.

For full details of National Building Program projects and funding arrangements, please visit the web site at [www.nationbuildingprogram.gov.au/funding/projects](http://www.nationbuildingprogram.gov.au/funding/projects).

**Network:** Details of Nation Building Program projects can be found under each region's tab, in the National Network, Other State-Controlled Roads and Transport and road state-wide commitments sections.

**Funding:** Funding for the Nation Building Program is allocated yearly, when the Australian Government's budget is brought down in May of each year.

Some projects in the Nation Building Program have been funded from the Australian Government's Building Australia Fund.

**Nomination and approvals:** The Nation Building Program is fully committed. Projects are included in the *National Partnership Agreement on Implementation of the Nation Building Program in Queensland, 2009-2014*.

Approval for projects included in this document is obtained by submitting a Project Proposal Report to the Australian Government.

## Black Spot Program

### Program overview

**Objective:** To reduce the number of crashes on Australian roads.

**Description:** Road crashes are a major cost to Australians every year. Black Spot projects target those road locations where crashes are occurring. By funding measures such as traffic signals and roundabouts at dangerous locations, the program reduces the risk of crashes.

For full details of the Black Spot Program and funding arrangements, please visit the web site at [www.nationbuildingprogram.gov.au/funding/blackspots](http://www.nationbuildingprogram.gov.au/funding/blackspots).

**Network:** Details of Black Spot Program projects can be found under each region's tab, in the National Network, Other State-Controlled Roads, Transport Infrastructure Development Scheme and Transport and road state-wide commitments sections.

**Funding:** This is a five year program commencing in 2009-10 and finishing in 2013-14. Funding of \$297.5 million has been allocated to this program, of which Queensland's share is \$12.078 million per annum.

**Nomination and approvals:** Projects are nominated by key stakeholders, such as Queensland Police, Department of Community Safety, Queensland University of Technology, Centre for Accident Research and Road Safety – Queensland, RACQ, local government, Bicycle Queensland, and peak road and transport bodies, as well as the general public. TMR regions have mechanisms in place to assist key stakeholders to nominate projects, and to have input into proposed treatments for projects in their area.

Nominations are then considered by the Queensland Black Spot Consultative Panel, which is chaired by an Australian Government-elected representative (currently Mr Bernie Ripoll MP, Federal Member for Oxley). Membership includes representatives from TMR, Queensland University of Technology Centre for Accident Research and Road Safety – Queensland, Local Government Association of Queensland, RACQ, Queensland Police, Queensland Trucking Association and Bicycle Queensland. The consultative panel will endorse a program of works, within available funds.

The program is then forwarded to the Australian Government Minister for Infrastructure and Transport for approval.

## Building Australia Fund

### Program overview

**Objective:** To fund critical infrastructure in the transport, communications, water and energy sectors of the economy.

**Description:** The Building Australia Fund (BAF) will develop a strategic blueprint for Australia's future infrastructure needs and – in partnership with the states, territories, local government and the private sector – facilitate the implementation of infrastructure projects to address these needs.

The BAF provides advice to Australian governments about infrastructure gaps and bottlenecks that hinder economic growth and prosperity. It also identifies investment priorities and policy and regulatory reforms that will be necessary to enable timely and coordinated delivery of national infrastructure investment.

**Network:** Details of Building Australia Fund projects can be found under each region's tab, in the National Network section.

**Funding:** This is a six year program commencing in 2008-09 and finishing in 2013-14. Funding of \$7.6 billion has been allocated to this program, of which Queensland's share is \$1,269 million. This includes funding for:

- the Ipswich Motorway – \$884 million
- Gold Coast Rapid Transit Project – \$365 million
- Cross River Rail – \$20 million.

**Nomination and approvals:** Allocations from the BAF are guided by the needs identified in Infrastructure Australia's *National Infrastructure Audit* and *Infrastructure Priority List*.

Projects are nominated by industry and the community.

Nominations are then evaluated according to the *BAF Evaluation Criteria*, or the extent to which:

- projects address national infrastructure priorities
- proposals are well justified with evidence and data
- efficiency and co-investment has been achieved
- efficient planning and implementation has occurred.

The program is then forwarded to the Minister for Infrastructure and Transport for approval.

## Busways and Light Rail Program

### Program overview

**Objective:** To deliver busway and light rail infrastructure that provides high-quality, fast, frequent, reliable and congestion-free connections to key activity centres and transport hubs.

**Description:** The Busways and Light Rail Program is a key strategy for TMR and TransLink Transit Authority to improve public transport in Queensland.

Busways remove buses from roads so they bypass congestion, leading to improved service frequency and reliability, changed travel patterns and increased patronage. New busway stations can provide interchange opportunities with bus and rail, and improve passenger waiting environments.

The busway network forms a series of spines radiating out from Brisbane's CBD. The busway network is the most extensive in Australia and considered to be leading edge internationally.

Light rail provides a fast, frequent and reliable service to move high volumes of people through densely populated areas.

**Network:** Details of Busways and Light Rail Program projects can be found under each region's tab, in the Transport Programs section, if applicable.

**Funding:** Funding for Busways and Light Rail Program is \$577 million for 2010-11. This includes the Northern Busway, Eastern Busway, all other busway infrastructure, and the Gold Coast Rapid Transit Project.

The Busways and Light Rail Program is funded through the *South East Queensland Infrastructure Plan and Program* and the Building Australia Fund.

**Nomination and approvals:** See *South East Queensland Infrastructure Plan and Program*.

### Northern Busway

**Objective:** To meet the transport needs of Brisbane's growing northern suburbs by providing an accessible, attractive and efficient transport system.

**Description:** The Northern Busway is an integral part of the Queensland Government's long term plan for Brisbane's northern suburbs. Ultimately, the Northern Busway will extend to Bracken Ridge, connecting suburbs including Windsor, Lutwyche, Kedron, Chermside and Aspley to the central business district, major shopping centres and workplaces.

The first section of the Northern Busway opened in August 2009, linking the Inner Northern Busway at the Royal Children's Hospital to Windsor via Royal Brisbane and Women's Hospital.

The Windsor to Kedron section is currently under construction with Airport Link, including an interim high occupancy vehicle lane between Federation Street and Truro Street in Windsor. Both are expected to be completed in 2012.

Planning for the final section of the busway between Kedron and Bracken Ridge is underway to identify an alignment and concept design for the busway.

**Funding:** This is a 25 year program commencing in 2006-07 and finishing in 2030-2031. Funding of \$805.4 million has been allocated to this program up to 2013-14, with \$208.1 million in 2010-11.

The Northern Busway is funded through the *South East Queensland Infrastructure Plan and Program*.

**Nomination and approvals:** See *South East Queensland Infrastructure Plan and Program*.

### Eastern Busway

**Objective:** To meet the transport needs of Brisbane's growing eastern suburbs and the Redland Shire by providing faster and more reliable public transport options.

**Description:** The Eastern Busway is an integral part of the Queensland Government's long term plan for Brisbane's eastern suburbs. The Eastern Busway will ultimately connect The University of Queensland to Capalaba via Buranda, Stones Corner, Coorparoo, Camp Hill, Carina, Carindale and Chandler. It will be the eastern link in Brisbane's world-class busway network, reducing bus travel times for thousands of commuters from all over the eastern suburbs.

In August 2009, buses began operating along the first section of the Eastern Busway from The University of Queensland and the Eleanor Schonell Bridge at Dutton Park to the South East Busway, at Buranda.

Section two, from Buranda to Main Avenue in Coorparoo, is under construction and will be completed by early 2012.

**Funding:** This is a 25 year program commencing in 2005-06 and finishing in 2030-31. Funding of \$635.8 million has been allocated to this program from 2010 to 2013-14, with \$150 million in 2010-11.

The Eastern Busway is funded through the *South East Queensland Infrastructure Plan and Program*.

**Nomination and approvals:** See *South East Queensland Infrastructure Plan and Program*.

## Gold Coast Rapid Transit

**Objective:** To address traffic congestion on the Gold Coast.

**Description:** The Gold Coast Rapid Transit Project will form part of a world class public transport system for the Gold Coast that provides a fleet of new, modern light rail vehicles operating in a dedicated corridor.

The project has been split into five sections. The first stage to be delivered will be sections two and three, connecting Griffith University and the new University Hospital to Broadbeach, passing through Southport and Surfers Paradise.

Construction of early and enabling works commenced in 2009, and the major construction work will be undertaken between July 2011 and June 2013. It is anticipated that the light rail system will be operational by early 2014.

**Funding:** This is a 22 year program commencing in 2008-09 and finishing in 2030-31. Funding of \$948.7 million has been allocated to this program, with \$219 million in 2010-11.

The Queensland Government is providing \$463.7 million funding from 2009-10 to 2014-15, through the *South East Queensland Infrastructure Plan and Program*.

The Australian Government is providing \$365 million funding from 2009-10 to 2013-14, through the Building Australia Fund.

The Gold Coast City Council is providing \$120 million funding, from 2009-10 to 2012-13.

**Nomination and approvals:** See *South East Queensland Infrastructure Plan and Program*.



## TransLink Transit Authority

### Program overview

**Objective:** To support the network growth target of 1.167 million daily boardings; and 12% of trips to be taken by public transport by 2018.

**Description:** To deliver infrastructure improvement projects on the *TransLink Network Plan 2004-05 to 2013-14*.

**Network:** Details of TransLink Transit Authority projects can be found under each region's tab, in the Transport Programs section, if applicable.

**Funding:** The allocation for TransLink Transit Authority is \$47.9 million for 2010-11.

**Nomination and approvals:** Nomination and approval processes vary depending on the individual sub-program.

### Stop and Station Infrastructure Improvement Grants

**Objective:** To improve the quality of existing bus stops across the TransLink network by ensuring they meet TransLink's design standards and comply with the *Disability Discrimination Act 1992*.

**Description:** Stop and Station Infrastructure Improvement Grants (SASIIG) takes a partnership approach with local governments in south east Queensland. Funding is provided to local governments to upgrade bus facilities to meet the standards set in TransLink's *Public Transport Infrastructure Manual*.

**Funding:** This is an ongoing program. Funding of \$3 million per annum has been allocated to this program. Funding is approved on a 50/50 TransLink/local government basis.

**Nomination and approvals:** Projects are nominated by local governments. Nominations are then considered by TransLink against strategic need and benefits, scope of infrastructure, service and other dependencies, and are further shortlisted against available funding and milestone completion timeframes. The program is then forwarded to the Chief Executive Officer of TransLink for approval.

### TransLink Station Upgrade Program

**Objective:** To deliver medium term infrastructure improvement priorities identified in the *TransLink Network Plan 2004-05 to 2013-14*.

**Description:** The TransLink Station Upgrade Program (TSUP) will deliver new or upgraded infrastructure at key public transport hubs, such as:

- bus stations and bus-rail interchanges
- park 'n' ride and kiss 'n' ride
- new and upgraded bus stops along premium service corridors
- end of trip facilities at bus and train stations.

**Funding:** This is a 23 year program commencing in 2008-09 and finishing in 2030-31. Funding of \$39.1 million has been allocated to this program in 2010-11.

**Nomination and approvals:** Projects are nominated and prioritised by TransLink on an annual basis, taking into consideration, allocated budget limits, election commitments and government, network and planning priorities. The program is then forwarded to the the Cabinet Budget Review Committee for approval.

## Cycle Network Program

### Program overview

**Objective:** To develop facilities that will encourage increased use of sustainable transport modes, such as cycling, walking and the use of public transport.

**Description:** The Cycle Network Program will accelerate the development of the cycle network in south east Queensland and encourage an increase in the number of trips made by bicycle.

The program funds cycling infrastructure for high priority links on the principal cycle network and state-owned assets, connecting to major attractors such as schools, universities, shopping complexes and workplaces.

This program responds to the needs identified in the *2007 South East Queensland Principal Cycle Network Plan* (PCNP).

**Network:** Details of Cycle Network Program projects can be found under each region's tab, in the Transport Programs section, if applicable.

**Funding:** This is an ongoing program. Funding of \$20.3 million has been allocated to this program for 2010-11.

**Nomination and approvals:** Projects are identified and prioritised annually by representatives from local government, the TMR Cycle Network Program team, TMR regions, and TMR planning officers.

Projects are considered against the following criteria:

- connectivity – cycling connections to trip attractors
- network enhancement – cycle routes as a component of, or link to, the PCNP
- network safety and security – feeling and being safe
- cost effectiveness – value for money facilities
- identified need – meeting peoples' needs
- strategic importance – integrated and coordinated delivery.

The program is then forwarded to the Minister for Transport for approval.

### South East Queensland Cycle Network Program (Capital)

**Objective:** To provide funding for high priority cycle links on the PCNP located on state-owned assets.

**Description:** This program supports the delivery of cycle infrastructure works through a capital works program, delivered as part of state-controlled corridor and transport infrastructure projects. This subprogram complements TMR's *Cycling on State Controlled Roads* policy.

**Funding:** This is an ongoing program. Funding of \$9.4 million has been allocated to this program for 2010-11.

**Nomination and approvals:** Nomination and approvals for this subprogram are detailed in the program overview.

### South East Queensland Cycle Network Program (Grants)

**Objective:** To deliver high priority cycle links on the *2007 South East Queensland Principal Cycle Network Plan* located on local government owned assets.

**Description:** This sub-program provides a significant funding boost to the delivery of cycle infrastructure projects on local government owned assets on a matched funding arrangement with local governments.

**Funding:** This is an ongoing program. Funding of \$10.9 million has been allocated to this program for 2010-11. This funding is approved on a 50/50 TMR/local government basis.

**Nomination and approvals:** Nomination and approvals for this subprogram are detailed in the program overview.

## Other Transport Initiatives

### Program overview

**Objective:** Other Transport Initiatives includes a number of projects and programs that support delivery of transport infrastructure projects and public transport outcomes.

**Description:** Other Transport Initiatives have various program descriptions, depending on the individual initiative.

**Network:** Details of Other Transport Initiatives projects can be found under each region's tab, in the Transport Programs section.

**Funding:** Funding for Other Transport Initiatives is \$96.8 million for 2010-11. This includes all subprograms, as well as planning for Cross River Rail and New Transport Investigations to determine the feasibility of future transport projects.

Other Transport Initiatives is funded through the *South East Queensland Infrastructure Plan and Program* and the Building Australia Fund.

**Nomination and approvals:** Other Transport Initiatives have various program nomination and approvals, depending on the individual initiative.

### South East Queensland High Occupancy Vehicle Program

**Objective:** To provide buses with priority along busy road corridors, ensuring that buses are able to bypass congestion and stay on schedule.

**Description:** The South East Queensland High Occupancy Vehicle Program (SEQ HOV) will deliver a network of priority corridors for buses using bus lanes, transit lanes, traffic signal coordination, bus queue jumps at congested intersections, and driver information systems.

**Funding:** This is an ongoing program. Funding of \$6.5 million has been allocated to this program for planning starting in 2011-12.

The SEQ HOV Program is funded under the *South East Queensland Infrastructure Plan and Program* (SEQIPP).

**Nomination and approvals:** See *South East Queensland Infrastructure Plan and Program*.

### Urban Congestion Initiative

**Objective:** To develop and implement initiatives to address urban congestion in south east Queensland.

**Description:** This initiative funds and coordinates government, industry and the community's approach to urban congestion management. It contributes to four of the five core elements: Land Use and Planning; Travel Demand Management; Travel Options; and Efficiency.

**Funding:** This is a four year program commencing in 2008-09 and finishing in 2011-12. Funding of \$7.7 million has been allocated to this program in 2010-11.

**Nomination and approvals:** Cabinet has approved the list of projects for the Urban Congestion Initiative. Any additional initiatives must be endorsed through the Cabinet Budget Review Committee budget submission process and are required to measure, monitor and report on the expected and revealed congestion benefit. This reporting is delivered through the Urban Congestion Management CEO Strategic Review Forum.

### Transport Corridor Acquisition Fund

**Objective:** To ensure the early acquisition of land needed for future transport and road corridors in Queensland.

**Description:** The Transport Corridor Acquisition Fund (TCAF) prioritises land acquisition based on the public release of investigations and studies. It ensures the best use of TMR's funds by proactively managing land acquisitions and the divestment of surplus assets.

**Funding:** This is an ongoing program. Funding of \$69.2 million has been allocated to this program in 2010-11.

The TCAF is funded through the *South East Queensland Infrastructure Plan and Program* (SEQIPP). Although originally within south east Queensland, the fund has been broadened to address corridor issues state-wide. When funding becomes available, TCAF is reimbursed the full cost of land acquisitions undertaken for that project.

**Nomination and approvals:** Projects are nominated by TMR divisions.

Nominations are then considered by the TCAF Steering Committee. Priorities for TCAF funding are SEQIPP projects, particularly those that are not funded beyond the forward estimates.

The program is then forwarded to the Program Review Team for approval.

## Transport Capital Grants

### Program overview

**Objective:** To remove the barriers to public transport access and mobility, and encourage smarter travel choices, across Queensland.

**Description:** Through Transport Capital Grants, TMR helps to ensure the transport options identified in the *Moving People Connecting Communities: A Passenger Transport Strategy for Queensland 2007-2017* are available. Specifically, TMR provides grants to local governments, service delivery operators and government-owned corporations to ensure critical infrastructure is provided for a sustainable and safe transport system.

This program does not include grants that form part of the South East Queensland Cycle Network Program (Capital) or Boating Infrastructure Minor Works.

**Network:** Details of Transport Capital Grants projects can be found under each region's tab, in the Transport Programs section, if applicable.

**Funding:** Funding for Transport Capital Grants is \$22.55 million for 2010-11.

**Nomination and approvals:** Nomination and approval processes vary depending on the individual sub-program.

### Regional Airport Development Scheme

**Objective:** To meet the basic access and regional development needs of rural and remote communities.

**Description:** Regional Airport Development Scheme (RADS) grants facilitate the provision of sustainable, safe and cost effective air transport infrastructure projects. This includes runway upgrades and extensions, the construction of animal-proof fencing, and the installation of runway lights.

**Funding:** This is an ongoing program. Funding of \$7.6 million has been allocated to this program from 2010-11.

This funding is approved on a 50/50 TMR/local government basis.

**Nomination and approvals:** Projects are nominated by local governments. Nominations are then considered by an intra-departmental panel against strict criteria. The program is then forwarded to the Minister for Transport for approval.

### School Bus Upgrade Scheme

**Objective:** To help accelerate the introduction of rollover-compliant buses into the Queensland school bus fleet.

**Description:** The Queensland Government provides funding to contracted school bus operators to assist with the purchase of new buses or buses that are less than five years old.

**Funding:** This is an ongoing program. Funding of \$11.55 million has been allocated to this program for 2010-11.

**Nomination and approvals:** Projects are nominated by contracted school bus operators. Nominations are checked by TMR regional passenger transport staff, and are then considered by the School Transport Bus Management Unit against the School Bus Upgrade Scheme criteria. The program is then forwarded to the Director (School Transport) for approval.

### Safe School Bus Routes

**Objective:** To improve the safety of children travelling on school buses in Queensland.

**Description:** Funding is provided for widening and improving visibility around curves, constructing pick-up and set-down areas, and installing bus route signage on school bus routes with safety issues.

**Approved funding:** This is an ongoing program. Funding of \$300,000 per annum has been allocated to this program. This funding is approved on a 50/50 TMR/local government basis.

**Nomination and approvals:** Projects are nominated by school bus operators, the school conveyance committee and road authorities, working with regional public transport officers. Nominations are then considered by the review team, which includes TMR engineers and safety officers, school bus operators, and local government and school conveyance committee representatives.

The program is then forwarded to Passenger Transport Division for approval.

### Public Transport Compliance with Disability Standards

**Objective:** To help local governments comply with the *Commonwealth Disability Standards for Accessible Public Transport 2002*.

**Description:** Infrastructure grants to assist with the upgrade of public transport infrastructure to ensure bus stop infrastructure for regional, urban and long distance bus services, and ferry terminals complies with the *Commonwealth Disability Discrimination Act 1992*.

Only stops or structures supporting subsidised services are eligible for support. Compliance levels to be achieved are 55% of stops by December 2012; 90% of stops by December 2017, and 100% of stops by 2022.

TMR's Major Infrastructure Projects office are project managers for subsidised ferry infrastructure such as the Stradbroke Island and Moreton Bay ferries.

**Funding:** This is an ongoing program. Funding of \$1.9 million per annum has been allocated to this program.

This funding is approved on a 50/50 TMR/local government basis.

**Nomination and approvals:** Projects are nominated by local governments. Nominations are then considered by Transport Services Division. The program is then forwarded to Passenger Transport Division for approval.

### Accessible Buses

**Objective:** To help ensure Queensland communities receive accessible public transport services, and to help regional urban bus operators meet their obligations under the *Commonwealth Disability Discrimination Act 1992* and the *Commonwealth Disability Standards for Accessible Public Transport 2002*.

**Description:** Provides financial assistance to regional urban bus operators to bridge the purchase cost gap between ordinary and low-floor wheelchair accessible buses.

**Funding:** This is an ongoing program. Funding of \$1 million per annum has been allocated to this program.

This funding is approved on a 25/75 TMR/operator basis.

**Nomination and approvals:** Projects are nominated by bus operators. Nominations are then considered by Passenger Transport Division's qconnect contract management team against the criteria in the *Accessible Bus Program Guidelines*. The program is then forwarded to the Executive Director (Scheduled Passenger Transport Services) for approval.

### Safe Walking and Pedalling

**Objective:** To help school students who walk or cycle to and from school adopt a safe route, and to increase the number of walking and cycling trips taken by children.

**Description:** The Safe Walking and Pedalling Program (SWAPP) involves reviewing the footpaths, bicycle paths and infrastructure children use within 3.2km of schools. The program has funding for minor works to be carried out with a cap of \$10,000 for each submission.

**Funding:** This is an ongoing program. Funding of \$200,000 per annum has been allocated to this program for 2010-11.

**Nomination and approvals:** Funding is given for behavioural, educational and engineering road safety interventions. Submissions are given priority according to factors such as crash history, level of assessed risk, speed environment and departmental objectives. Applications require the participation of school staff, children and parents/carers and school communities, who work with their local Road Safety Advisors.

## Maritime

### Program overview

**Objective:** To facilitate user access for commercial and recreational vessels, and the safety of vessels and the marine environment through the provision and maintenance of supporting infrastructure.

**Description:** A prioritised infrastructure program is developed and delivered to facilitate the repair and/or replacement of Maritime Safety Queensland marine and boating infrastructure.

**Network:** Details of Maritime projects can be found under each region's tab, in the Transport Programs section, if applicable.

**Funding:** Funding for Maritime is \$11.2 million for 2010-11.

**Nomination and approvals:** Nomination and approval processes vary depending on the individual sub-program.

### Marine Safety Minor Works

**Objective:** To facilitate user access and the management of the safety of vessels and ensure the safety of the marine environment by providing and maintaining supporting infrastructure.

**Description:** The program contributes to Maritime Safety Queensland's key outcome areas of safety of vessel movements and safety of the marine environment. It facilitates the repair and/or replacement of infrastructure, and provides for some new projects.

Maritime Safety Queensland also administers funds from conservancy to help manage commercial trading ships and fund specific and appropriate projects. Examples include building the new Townsville Reef Vessel Traffic Service Centre to manage the movement of commercial vessels throughout the Great Barrier Reef and Torres Strait.

**Funding:** This is an ongoing program. Funding of \$3.6 million has been allocated to this program for 2010-11.

**Nomination and approvals:** Projects are nominated by Maritime Safety Queensland managers, who consider regional requirements. Nominations are then considered by senior managers in Maritime Safety Queensland against program priorities and risk, and are prioritised across the state. The program is then forwarded to the Director (Maritime Services Branch) for approval.

### Boating Infrastructure Minor Works

**Objective:** To provide safer and more efficient facilities for launching and retrieval of recreational vessels.

**Description:** Boating Infrastructure Minor Works provides access to waterways for Queensland's boaties. Works include delivering new and upgraded recreational boating infrastructure, undertaking dredging activities, managing eight of the 11 state boat harbours throughout Queensland, and maintaining existing infrastructure in a safe and usable condition. The program is delivered via a partnership with local managing authorities.

This program includes capital grants and maintenance funding.

**Funding:** This is an ongoing program. Funding of \$7.6 million has been allocated to this program for 2010-11.

**Nomination and approvals:** Projects are nominated by local governments in consultation with TMR regional staff. Nominations are then considered by the Boating Infrastructure and Waterways Management Branch against criteria including life cycle costs, local site conditions, environmental impacts, regional equity and service needs of the community. The program is then forwarded to the Minister for Transport for noting.

## Rail

### Program overview

**Objective:** To provide rail infrastructure that enhances the role of the rail network in implementing the government's objectives and priorities.

**Description:** The rail program encompasses non-commercial freight and passenger network infrastructure and ensures infrastructure meets agreed rail network standards and capacity.

**Network:** Details of Rail projects can be found under each region's tab, in the Transport Programs section.

**Funding:** The allocation for Rail is \$1.7 billion for 2010-11.

**Nomination and approvals:** Nomination and approval processes vary depending on the individual sub-program.

### SEQIPP Rail

**Objective:** To deliver the passenger rail infrastructure identified for south east Queensland in the *Rail Network Strategy* and the *TransLink Network Plan*.

**Description:** SEQIPP Rail includes investment on the rail network to support growth in services in south east Queensland. Initiatives include:

- improving stations, parking facilities and bus/rail interchanges
- increasing the capacity of rail track to meet demand
- investigating and constructing extensions to the rail network
- providing rollingstock and stabling facilities.

**Funding:** This is a 20 year rolling program. Funding of \$446 million has been allocated to this program in 2010-11.

The SEQIPP Rail program is funded through the *South East Queensland Infrastructure Plan and Program*.

**Nomination and approvals:** See *South East Queensland Infrastructure Plan and Program*.

### Other Rail

**Objective:** To ensure the freight and passenger network infrastructure meets agreed rail network standards and capacity.

**Description:** Other Rail encompasses non-SEQIPP rail infrastructure works. Key areas of achievement include:

- the Telecommunications Backbone Network Strategy, which replaces life-expired data network equipment with current market equipment appropriate to the networking task at the time of replacement
- Universal Train Controller Disaster Recovery, which enables TMR to take over any control centre that is unusable following natural disaster, from any other control centre
- the Processor Replacement Strategy, to upgrade safety systems on the north coast line
- the Transport Service Contract (Rail Infrastructure), which aims to achieve safety, reliability and efficiency of the supported rail network through upgrading, rehabilitating and replacing existing below-rail infrastructures. This contract is maintained by the Translink Transit Authority
- strategies to address works located over the entire supported rail network including the Bridge Replacement Strategy, the Regional Rerailing Strategy, the Electrification Capacity Upgrade and Renewal Strategy, the Open Level Crossing Protection Strategy, and the Noise Amelioration Strategy

- the CityTrain Station Upgrade Program, which is overseen by the Translink Transit Authority will undertake various initiatives including:
  - upgrading rail station infrastructure to comply with the *Disability Discrimination Act 1992*
  - providing new and upgraded infrastructure and facilities for safe, efficient and integrated access to all modes of transport at rail stations
  - providing new or upgraded facilities at various CityTrain stations to improve safety, amenity and modernise facilities for customers.

**Funding:** This is an ongoing program. Funding of \$1.3 billion has been allocated to this program for 2010-11.

**Nomination and approvals:** Projects are nominated by Queensland Rail, TransLink and TMR.

The program is then forwarded to the Queensland Rail Board for approval.



## Appendix 4: Funding and allocations

### Funding sources

Funding source	Capital or operating	Funding type	Approved	Firm		Indicative
			2009-10	2010-11	2011-12	2012-13 to 2013-14
Australian Government <sup>(1)</sup>	Capital	National Network construction	1,099,769	1,475,029	986,050	2,373,260
		Black Spot Program	16,931	12,078	12,078	24,156
		Boom Gates for Rail Crossings	25,336			
		Transport acquisitions	39,500	173,000	91,000	61,500
	Operating	National Network maintenance	98,143	104,086	102,117	178,040
		Transport programs	7,267	11,500	1,233	
<b>Subtotal: Australian Government funding</b>			<b>1,286,946</b>	<b>1,775,693</b>	<b>1,192,478</b>	<b>2,636,956</b>
Queensland Government	Capital	Roads capital	1,836,238	1,334,499	1,311,554	1,880,879
		Transport capital	961,797	1,016,096	849,003	1,585,637
	Operating	Road asset maintenance	149,195	320,535	271,384	587,687
		Other roads output funding	42,387	46,730	50,031	101,971
		Transport outputs	70,367	45,387	39,874	78,088
<b>Subtotal: Queensland Government funding</b>			<b>3,059,984</b>	<b>2,763,247</b>	<b>2,521,846</b>	<b>4,234,262</b>
Natural Disaster Relief and Recovery Arrangements		Natural Disaster Relief and Recovery Arrangements	216,424	116,984	48,712	
<b>Subtotal: Natural Disaster Relief and Recovery Arrangements</b>			<b>216,424</b>	<b>116,984</b>	<b>48,712</b>	
Local government and developer contributions		Local government and developer contributions	10,000	46,000	50,000	14,000
<b>Subtotal: Local government and developer contributions</b>			<b>10,000</b>	<b>46,000</b>	<b>50,000</b>	<b>14,000</b>
Other	Loan facilities			45,000		
	Other		99,411	74,145	74,145	148,289
<b>Subtotal: Other</b>			<b>99,411</b>	<b>119,145</b>	<b>74,145</b>	<b>148,289</b>
<b>Total: Transport and Main Roads funding (excluding transport service contracts and other)</b>			<b>4,672,765</b>	<b>4,821,069</b>	<b>3,887,181</b>	<b>7,033,507</b>
Transport service contracts and other <sup>(2)</sup>			216,833	1,190,574	28,626	20,378
<b>Subtotal: Transport Service Contracts and other</b>			<b>216,833</b>	<b>1,190,574</b>	<b>28,626</b>	<b>20,378</b>
<b>Total: Transport and Main Roads funding</b>			<b>4,889,598</b>	<b>6,011,643</b>	<b>3,915,807</b>	<b>7,053,885</b>

(1) Australian Government allocations for 2011-12 and beyond are indicative only.

(2) Funding for Other Rail – Across Queensland Rail (General) Strategy and Queensland Rail Passenger Services (General) is shown in 2010-11 only.

## Allocations

Network	Allocation	Approved	Firm		Indicative
		2009-10	2010-11	2011-12	2012-13 to 2013-14
National Network <sup>(1)</sup>	Construction works	1,452.358	1,593.395	1,842.966	1,140.079
	Maintenance, preservation and operations works	109.158	101.439	42.602	79.535
	Black Spot Program		7.371	12.078	24.156
	Programming adjustment	(105.205)	(44.763)	(647.279)	1,148.350
<b>Subtotal: National Network</b>		<b>1,456.311</b>	<b>1,657.442</b>	<b>1,250.367</b>	<b>2,392.120</b>
Other State-Controlled Roads	Construction works	1,024.541	1,272.958	1,073.011	1,163.111
	Maintenance, preservation and operations works	511.530	523.699	495.267	989.892
	Stewardship and minor assets	102.699	108.088	109.070	218.140
	Black Spot Program		4.661		
	Programming adjustment	(110.959)	(230.135)	(183.038)	402.591
<b>Subtotal: Other State-Controlled Roads</b>		<b>1,527.811</b>	<b>1,679.271</b>	<b>1,494.310</b>	<b>2,773.734</b>
Transport Infrastructure Development Scheme	Queensland Government-funded TIDS subsidies	133.738	81.292	62.682	128.428
	Black Spot Program	51.805	2.044		
	Programming adjustment		(7.521)		
<b>Subtotal: Transport Infrastructure Development Scheme</b>		<b>185.543</b>	<b>75.815</b>	<b>62.682</b>	<b>128.428</b>
	Busways and Light Rail	330.299	577.048	344.481	480.325
	Cycle Network Program	15.616	20.286	41.514	100.521
	Other Transport Initiatives	162.187	96.822	76.589	118.335
	Transport Capital Grants	43.225	22.586	19.964	33.421
	Maritime	6.951	11.140	14.390	17.380
	Rail	744.823	1,706.814	524.798	917.094
	TransLink Transit Authority	28.000	47.861	38.000	92.527
<b>Subtotal: Transport Programs</b>		<b>1,331.101</b>	<b>2,482.557</b>	<b>1,059.736</b>	<b>1,759.603</b>
Other	Other works including Natural Disaster Relief and Recovery Arrangements	388.831	116.559	48.712	
<b>Subtotal: Other</b>		<b>388.831</b>	<b>116.559</b>	<b>48.712</b>	
<b>Total: Transport and Main Roads allocation</b>		<b>4,889.597</b>	<b>6,011.643</b>	<b>3,915.807</b>	<b>7,053.885</b>

(1) Australian Government allocations for 2011-12 and beyond are indicative only.

## Appendix 5: Glossary

**Active transport:** Any form of transport that involves some kind of physical activity, particularly walking and cycling. It also includes public transport, as the walk to and from the bus or train is part of the journey.

**Allocation:** Funds that have been allocated to a program, project or element at a region, state or local government level.

**AusLink:** The Australian Government's funding commitment for roadworks on the National Network for 2004-05 to 2008-09. This program has now been replaced by the Nation Building Program for 2008-09 to 2013-14.

**Austroads:** The association of Australian and New Zealand road transport and traffic authorities. Austroads' purpose is to contribute to the achievement of improved Australian and New Zealand transport related outcomes.

**B-double:** A multi-combination vehicle consisting of a prime mover towing two semi-trailers with B connections.

**Boom Gates for Rail Crossings Program:** An Australian Government funded program that provided funding for the installation of boom gates and other safety measures at over 290 priority rail crossings across Australia, to address safety risks at rail crossings.

**Corridor:** A physical pathway connecting two locations, such as the Bruce Highway from Brisbane to Cairns or the Capricorn Highway from Rockhampton to Barcaldine. Corridors are made up of smaller road sections called links, which have similar operating requirements and physical characteristics for their entire length.

**Corridor management (environment):** Maintenance and preservation of the road corridor, including flora and fauna, such as fire threat management and pest control. The aim is to ensure TMR meets legislative requirements in this area.

**Corridor management (road safety):** Safety-related improvements to the road network that reduce the contribution of road infrastructure to road crashes including improving intersections, barriers, overpasses, grids, steep grades, batter slopes, skid resistance, driver fatigue management, road side hazards and pedestrian and cyclist safety and the renewal of road signs, pavement marking, guide posts and street lighting. This does not include the reactive works as part of initiatives such as Safer Roads Sooner and Black Spot.

**Frangible sign supports:** Signposts designed to break away from the ground when struck, lessening the risk of injury.

**Heavy Vehicle Safety and Productivity Program:** An Australian Government funded program that provided funding. The aim of the program is to reduce the proportion of road accidents involving heavy vehicles by targeting heavy vehicle driver fatigue and speed, and increase productivity by enhancing the capacity of existing roads. This is a four year program commencing in 2008-09 and finishing in 2011-12. Queensland's allocation is \$6.4 million for 2008-09 to 2009-10. The allocation for 2010-11 to 2011-12 is not available at time of printing.

**Indicative funds:** Preliminary advice of estimated funds from the Queensland Government or Australian Government. This is subject to the confirmation and approval of funding availability, consistent with project evaluation processes and competing priorities.

**Intelligent Transport System (ITS):** An innovative communications system used to increase efficiency, reduce pollution, minimise other environmental impacts, and improve road safety.

**Local government-controlled roads:** Roads controlled by local governments. Roads that are not state-controlled, or privately-owned such as tollways, are local government-controlled roads.

**Local Roads of Regional Significance (LRRS):** Lower-order state-controlled roads and higher-order local government-controlled roads performing a similar function.

**National Network:** A single integrated network of land transport linkages of strategic national importance. The National Network is based on national and inter-regional transport corridors, including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity.

**National Network (Queensland):** In Queensland, the National Network comprises the Gympie Arterial and Bruce Highway (Brisbane – Cairns); Warrego, Landsborough, Flinders and Barkly Highways (Brisbane – Darwin); Cunningham and New England Highways (Brisbane – Sydney); Gore, Leichhardt and Cunningham Highways (Brisbane – Melbourne); Gateway Arterial, Redland Sub-Arterial, Griffith Arterial, Cunningham Arterial, Cunningham Highway, and Port of Brisbane Motorway (Brisbane Urban Corridor); Pacific Motorway from New South Wales border to Mount Gravatt-Capalaba Road via the Gateway Arterial (Brisbane-Sydney); Flinders Highway (Mount Isa – Townsville); and the access to the Port of Gladstone, from the Bruce Highway, for which the route is yet to be resolved.

**Network Noise Management Plan:** Prioritises the Queensland Rail network for the implementation of noise amelioration techniques to ensure the progression towards a reasonable amount of rail generated noise being heard by residents who live close to rail corridors.

**Other State-Controlled Roads (OSCR):** Roads controlled by the Queensland Government, other than those on the National Network.

**Programmed maintenance:** Scheduled maintenance projects, deemed capital in accrual accounting terms, such as resealing and resurfacing, which require preparation of approved scheme documentation to undertake works.

**Queensland Road System Performance Plan (QRSPP):** A plan detailing the milestones to guide investment in state-controlled roads for 2009-10 to 2013-14. Provides detailed direction for investment in maintenance, preservation and operations works.

**Regional Road Group (RRG):** The primary decision making bodies of the Roads Alliance. Each RRG is comprised of representatives from TMR and local government. RRGs are based on existing relationships taking into consideration economic, social, environmental and geographic characteristics of a region, which serves to influence the planning and management of the regional road network and the services provided by that network.

**Rehabilitation:** Restoration of a road to its pre-existing condition without altering the geometric standard, and which can normally be predicted and planned.

**Roads Alliance:** A partnership between TMR and local governments, represented by the Local Government Association of Queensland, to address joint road ownership challenges and align the focus of both spheres of government on the Queensland road task.

**RoadTek:** The commercial construction arm of TMR. RoadTek is a government business within the department and is instrumental in the delivery and maintenance of numerous projects on Queensland's roads.

**Routine maintenance:** Maintaining road infrastructure assets to ensure the operational condition of the network.

**State-controlled roads:** Roads declared to be controlled by TMR, including the National Network. Tollways are not state-controlled roads while they are controlled by franchisees such as Queensland Motorways Limited.

**State regional roads:** State-controlled roads that provide major connections within regions.

**State strategic roads:** State-controlled roads that provide for long distance movements, linking major economic regions within and outside of Queensland.

**STREAMS:** The Intelligent Transport System used by TMR to manage traffic on motorways and surface streets. STREAMS integrates motorway management, incident and event management, traffic signal management, real-time passenger information, and parking guidance.

**The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14:** Lists the program of works to be undertaken on Local Roads of Regional Significance over the next four years, providing a plan for each RRG's priorities.

**Toward Q2: Tomorrow's Queensland:** The Queensland Government's goals and long-term targets that address current and future challenges for Queensland: strong, creating a diverse economy powered by bright ideas; green, protecting our lifestyle and environment; smart, delivering world-class education and training; healthy, making Queenslanders Australia's healthiest people; and fair, supporting safe and caring communities.

**Traffic operations:** Day-to-day operations that support the provision of road services to road network users.

**TransLink:** The public transport authority established by the Queensland Government to improve and expand public transport services across south east Queensland. TransLink's purpose is to lead, plan and provide mass transit for people in south east Queensland. This includes integration of public transport services, delivery and maintenance of infrastructure, and introducing new technology such as GoCard and real-time passenger information.

**Transport and road state-wide commitments:** Special initiatives and funding commitments that have been prioritised and will be allocated to regions in the future. It also includes state-wide contracts, which are administered on a state-wide level to improve the cost effectiveness of program delivery.

**Type 2 road train:** A type of road train consisting of a prime mover towing three or more trailers with A connections.

**Variable Message Signs (VMS):** Electronic signs used to deliver road information to road users in real time. These signs can display simple messages, or display information that relates directly to traffic conditions such as travel speeds or road weather alerts.