



Introduction

Earthworks on the Douglas Arterial Duplication

Introduction

Background of the QTRIP

The Department of Transport and Main Roads plans, manages and delivers Queensland's integrated and sustainable transport solutions for road, rail, sea and air.

The *Queensland Transport and Roads Investment Program 2011-12 to 2014-15* (QTRIP) details the transport and road projects the department plans to deliver over the next four years.

Benefits and purpose

The QTRIP enables Transport and Main Roads to:

- ensure smooth project delivery by enabling workforce planning across all industry sectors
- provide transparency about transport and road projects
- ensure integrated strategies and policies across the public sector and with the private sector
- coordinate infrastructure and services across various transport modes
- integrate transport and land use planning so development has appropriate access, and land use supports sustainable transport options
- comply with legislative requirements
- provide stakeholders with information to make more informed business and workforce planning decisions and to influence future transport and road investment decisions
- build on and inform other transport strategies and plans
- demonstrate 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 projects, and for the first year for Australian Government funded projects. It identifies indicative funding for the remaining years of the four-year program.

QTRIP's program of works is developed in line with Australian Government and Queensland Government funding allocations in their annual budgets and with both governments' policy objectives.

Publishing a four-year program of works, 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 2011-12 to 2014-15 identifies firm commitments for works on Local Roads of Regional Significance (LRRS) for the first two years, and indicative funding for the last two years.

The Planning Cycle

The department ensures its strategic policy directions contribute to *Toward Q2: Tomorrow's Queensland* which provides an overarching plan for achievement of the Queensland Government's five ambitions for the state: strong, green, smart, healthy and fair. The department uses the transport system management cycle as a broad framework for clear decision making for policy, planning and investment. This cycle is consistent with the Australian Transport Council's *National Guidelines for Transport System Management in Australia*.

The Transport Coordination Plan also provides a framework for strategic planning and management of transport resources in Queensland, and sets the long term objectives for the Queensland transport system, ensuring its consistencies with the Queensland Government's ambitions.

The department implements these strategic objectives through a range of transport modal strategies, integrated regional transport plans, infrastructure delivery plans (such as the *Queensland Transport and Roads Investment Program 2011-12 to 2014-15*), corridor route and link plans. From these strategies, plans and programs, the department makes strategic investment choices and operational budget allocations to best meet the strategic objectives of the department and the Queensland Government. Progress against these strategic objectives is reported through the department's Annual Report and the Transport and Main Roads Service Delivery Statement.

The Transport and Main Roads Corporate Plan 2010-2014 provides the direction and priorities for the department over the next four years and also provides direction for the development of divisional business plans. This document is updated annually to ensure it is always current.

Legislative requirements

QTRIP is required to be produced annually and made available to the public under Queensland's infrastructure legislation. It is also produced in accordance with financial and transport planning and coordination requirements and in association with other plans, programs and modal strategies including integrated land use and infrastructure planning.

Stakeholder engagement

Queensland's transport system connects people, business and industry markets, employment and social networks. Connecting with stakeholders is an essential part of Transport and Main Roads' business to achieve the best transport and road outcomes for Queensland.

Key stakeholders

Transport and Main Roads' stakeholder engagement includes one-on-one engagement, community engagement, industry briefings, and alliances and partnerships with external organisations. Key stakeholders include Queensland Police; other state government departments; local government; the Local Government Association of Queensland (LGAQ); the Australian Government; RACQ; Queensland Trucking Association; Bicycle Queensland and AgForce Queensland.

Other partners and suppliers include private sector industry, contracting and engineering peak bodies, universities, Indigenous groups and environmental groups and agencies.

These vital stakeholders provide a critical analysis, input and advice that help the department refine its policies, programs, investment decisions and services. The department asks key stakeholders to rate its performance against the elements of trust, commitment, recognition and inclusiveness. The department uses this information to continue to improve stakeholder interactions.

Working with communities

Transport and Main Roads' decentralised operations have provided a strong local presence in Queensland communities for many years built on engagement with the community on infrastructure projects. An overarching engagement policy, accompanied by standards and guidelines and staff training and support has been in place since 1996.

Working with local government

Transport and Main Roads, the Local Government Association of Queensland and individual 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. In the near future, the Roads Alliance framework will be expanded to include broader transport elements.

The four-year program of works detailed in *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2011-12 to 2014-15* reflects this funding, available to Regional Road Groups (RRGs) across the state.

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

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

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. 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 an emphasis on road safety.

The Transport Infrastructure Development Scheme (TIDS) provides funding to local governments to develop transport related infrastructure and achieve high-priority objectives. TIDS projects are detailed under each region's tab, in the local network section.

Working with national stakeholders

Transport and Main Roads represents Queensland's interests nationally on 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. The department is recognised nationally and internationally for its contribution to the roads agenda and for its willingness to learn from others.

Opportunities and challenges

Managing growth

Public and private studies predict the state's present population of 4.3 million 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 opportunities and mitigate the risks which come with it. Such increases present significant challenges for Transport and Main Roads 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.

Safety

Queensland and Australian Government's strategies aim to significantly reduce the number of road fatalities. In line with national strategies, Transport and Main Roads is committed to improving safety on the state-controlled road network, as outlined in the *Queensland Road Safety Strategy 2004-2011* which aims to prevent crashes from occurring, to minimise crash severity and reduce the long-term consequences of injuries, through various initiatives.

Business support systems have been rolled out across Queensland to help the department 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.

The Queensland Government's targeted road safety program, Safer Roads Sooner, aims to address known and potential crash sites on state-controlled roads by providing cost effective, high-benefit treatments such as installing barriers, improving line marking, providing better signage and removing roadside hazards. \$66 million in 2011–12 is provided for priority projects under Safer Roads Sooner across the state, with \$215 million committed over the next four years from 2011–12 to 2014–15.

A number of other programs are in place to improve transport and road safety. These include the Safe School Travel (SafeST) initiatives, the School Bus Upgrade Scheme, Maritime Safety Minor Works and the Australian Government's Black Spot Program.

Safety at road works sites for motorists and construction workers is also a high priority.

Freight needs

Transportation of goods and services is vital to economic development and growth. Queensland's freight task is expected to continue to grow, driven by 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's wide variety of industries presents 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.

Environment and climate change

Queensland's environment is under increasing pressure because of the state's growing population and associated industrial and residential development. Transport and Main Roads is working to reduce greenhouse gas emissions by ensuring its policies and practices contribute to the targets in *Toward Q2: Tomorrow's Queensland*. The department 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 to progress these initiatives.

The department is committed to the Queensland Government's environmental offsets policy, and environmental sustainability is being addressed by several different programs. The department is improving the condition of the road reserve by investing in nature conservation, fire risk management, road landscaping, road traffic noise barriers and heritage management. The department is also investing to reduce the number of contaminated areas, degraded areas, and declared pests and weeds.

Employment and economic development

To support economic growth, Transport and Main Roads 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
- partnering 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 primarily from the Queensland and Australian Governments.

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 and Australian Governments through Natural Disaster Relief and Recovery Arrangements (NDRRA).

Funding and greater collaboration with the Australian Government presents major opportunities in delivering Queensland's infrastructure into the future.

Rural, remote and Indigenous communities

The Queensland Government is exploring funding options for transport infrastructure improvements within rural, remote and Indigenous 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.