

Local Government	Project number ^(a)	Category ^(a)	Project name/Location	Location description	Indicative total cost	expenditure June 2011	2011-12	2012-13	2013-14	Beyond	Work description
Subtotal					\$'000	\$'000					

State overview

State-controlled transport and road infrastructure

Rail

Transport and Main Roads manages rail corridor land in Queensland. It also purchases services from and oversees the operations of Queensland Rail Limited (Qld Rail), a government-owned corporation. Through its key businesses, Qld Rail manages over 7,000km of rail network in Queensland, which supports the movement of approximately 15 billion gross tonne km of freight per annum and more than 55 million passenger trips annually. Qld Rail is also a rail operator and provides both the urban (Citytrain Network) and Regional (Traveltrain) passenger services.

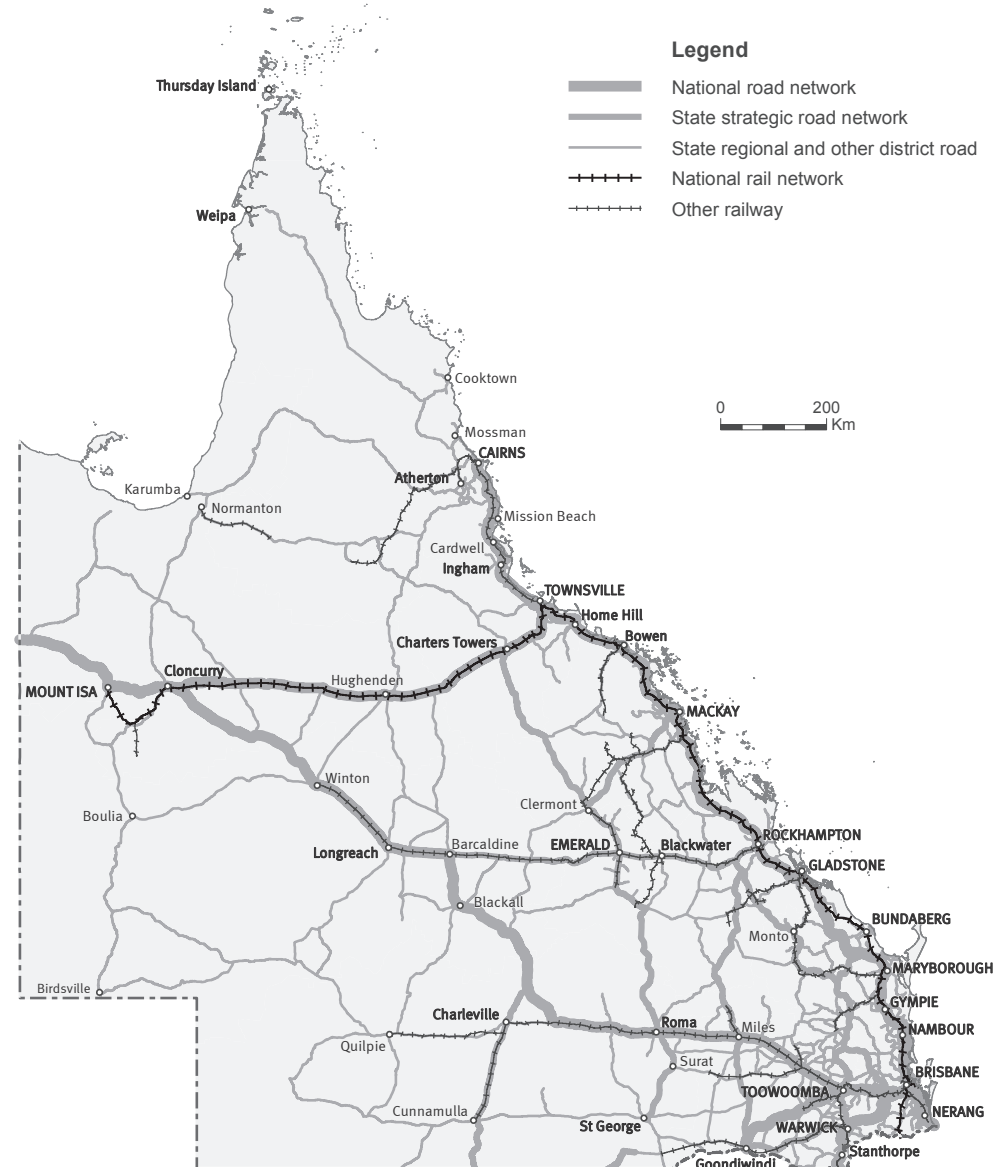
Privately-owned QR National operates and manages approximately 2,300km of heavy haul rail infrastructure in Queensland. Queensland's rail network and is shown in Figure 1.

The department promotes efficient and effective passenger and freight services by investing in the acquisition and maintenance of rail infrastructure. This includes assets, such as tracks, bridges, signalling equipment, stations and rollingstock. Details of rail projects can be found under each region's tab where applicable.

Maritime

Transport and Main Roads owns, manages and operates maritime infrastructure across Queensland, including boat ramps, pontoons, jetties, floating walkways, barge/boat ramps and navigation aids. The department 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 where applicable.

Figure 1: Queensland's transport and road system map



Cycleways

Cycleways provide a safe and efficient form of travel, linking people to work, recreation and services. Transport and Main Roads plans, constructs, operates and also provides grants to local governments for cycleways across Queensland.

Responsibility for ongoing asset management lies with either the department or local governments, depending on the asset owner. Details of cycling infrastructure projects can be found under each region's tab where applicable.

Busways

Transport and Main Roads plans, delivers and owns busways in south east Queensland, which currently extend to 28.65km 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 where applicable.

Light rail

Transport and Main Roads is constructing the first light rail system on the Gold Coast extending for 13km initially. It will provide fast, frequent and reliable services to move high volumes of people through the Gold Coast. Details of light rail can be found under the South Coast Region's tab.

State-controlled roads

Transport and Main Roads owns, manages and operates Queensland's state-controlled roads. Queensland has the longest state-controlled network of any Australian state or territory, with 33,328km 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 1 on page 5.

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 \$55.45 billion as at 30 June 2012 making it the Queensland Government's largest publicly-owned physical infrastructure asset.

National Network roads

Transport and Main Roads owns, manages and operates the National Network in Queensland, including 5,015km of roads. The National Network is a single integrated network of land transport linkages of strategic national importance. The State 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 road projects on the National Network can be found under the Statewide section and under each region's tab, in the National Network section.

Local government-controlled roads

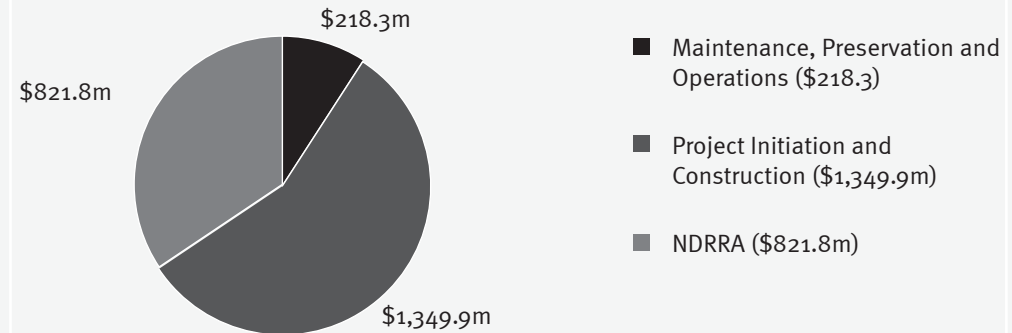
Local government-controlled roads are owned, managed and operated by various local governments across Queensland. Details of projects on local government-controlled roads can be found under each region's tab.

Program allocation

National Network

Figure 2 depicts the 2012-13 program allocation to the National Network, including road construction, road maintenance, preservation and operations and an estimate of road recovery and restoration works as part of the Natural Disaster Relief and Recovery Arrangements.

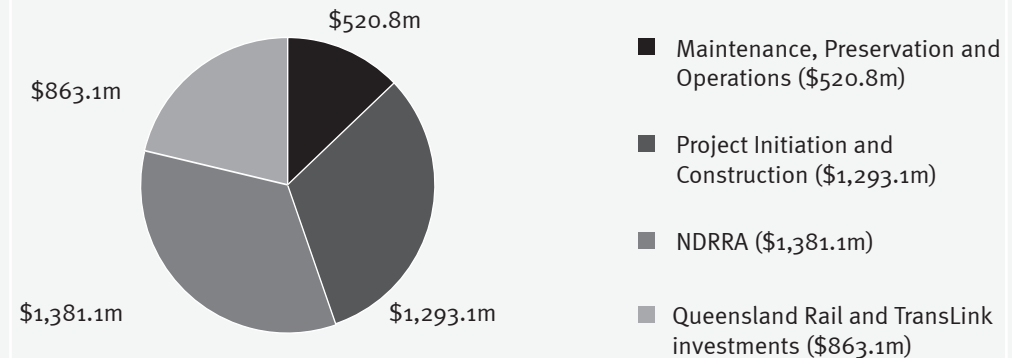
Figure 2: 2012-13 Program Allocation - National Network (\$m)



State Network

Figure 3 depicts the 2012-13 program allocation to the State Network, including road, rail, Translink Transit Authority infrastructure, principle cycle network and marine. It also includes an estimate of road recovery and restoration works as part of the Natural Disaster Relief and Recovery Arrangements.

Figure 3: 2012-13 Program Allocation - State Network (\$m)



Local Network

Figure 4 depicts the 2012-13 program allocation to the Local Network, comprising of grants to local governments in accordance with the Black Spot Program, Transport Infrastructure Development Scheme (TIDS) and other transport grants programs and the TransLink - Bus Stop Upgrade Program (BSUP).

Figure 4: 2012-13 Program Allocation - Local Network (\$m)

