



Queensland Transport and Roads Investment Program

2017-18 to 2020-21



Copyright

© The State of Queensland (Department of Transport and Main Roads) [2017]

Licence

The Queensland Transport and Roads Investment Program (QTRIP) 2017-18 to 2020-21 is licensed by the State of Queensland (Department of Transport and Main Roads) [2017] under a Creative Commons Attribution (CC BY-ND) 4.0 Australia Licence.

CC by licence summary statement

In essence, you are free to copy, communicate and redistribute this QTRIP unchanged and in whole, as long as you attribute the work to the State of Queensland (Department of Transport and Main Roads) and indicate if changes were made.

To view a copy of this licence, visit:

creativecommons.org/licenses/by/4.0/

Attribution

Content from the QTRIP 2017-18 to 2020-21 should be attributed to: The State of Queensland (Department of Transport and Main Roads) QTRIP 2017-18 to 2020-21.

Cover image: Clockwise from top left: Indigenous painted truck at Musgrave in the Far North District (©2017 State of Queensland [Department of Transport and Main Roads]) | Burke Developmental Road, travelling north to Normanton from Cloncurry in the North West District (©2017 State of Queensland [Department of Transport and Main Roads]) | 'Learning to ride' cycle network planning Toowoomba Regional Council area in the Darling Downs District (image provided courtesy of Salt Studios) | Murrumba Downs Station on the Redcliffe Peninsula railway line in the North Coast District (image provided courtesy of TransLink Division, State of Queensland [Department of Transport and Main Roads]) | Pacific Motorway and South East Busway (Brisbane) in the Metropolitan District (image by Ashley Roach - Fullframe Photo; image provided courtesy of TransLink Division, State of Queensland [Department of Transport and Main Roads]) | Centre Image: Completed Rocky Point Boat Ramp on the Cape York Peninsula in the Far North District (©2017 State of Queensland [Department of Transport and Main Roads]).

Ministerial Foreword: Delivering for Queensland

The Palaszczuk Government knows that delivering great roads and public transport is integral to keeping Queensland moving. That's why we are focussed on investing in both our infrastructure and our services to ensure that our transport and road network can keep up with our growing state.

We have been delivering key projects for Queenslanders, through the *Queensland Transport and Roads Investment Program* (QTRIP), so that we can reduce congestion, get people home faster and connect our communities. QTRIP 2017-18 to 2020-21 outlines a close to \$21 billion investment in transport infrastructure over the next four years, which will not only deliver on our commitment to transport but will also support almost 16,950 direct jobs.

This year, a core focus of QTRIP is rebuilding our network following the destruction caused by Severe Tropical Cyclone Debbie. We want to ensure our roads are as resilient as our people and this work is critical to ensuring that communities have their access restored as quickly as possible. In recognition of the urgency of this task and extent of the damage, \$400 million is being invested towards reconstruction works to rebuild our affected transport infrastructure.

Investing in infrastructure is fundamental to delivering local jobs and ensuring economic growth. Through QTRIP we are funding a number of key projects that will also keep our economy moving jointly with the Commonwealth. These projects include upgrading the Pacific Motorway between Mudgeeraba and Varsity Lakes to six lanes and an upgrade of the Pacific Motorway and Gateway Motorway merge (southbound lanes) at Eight Mile Plains.

Other jointly funded projects include:

- the \$400 million Ipswich Motorway (Rocklea to Darra) Stage 1 project

- the \$20 million upgrade of Mount Lindesay Highway, between Browns Plains and Beaudesert.

We are also partnering with the Commonwealth through the Northern Australia Roads Programme and Northern Australia Beef Roads Programme to deliver high priority projects that support economic development in the north including:

- the \$75 million duplication, from two to four lanes, on a section of the Capricorn Highway between Rockhampton and Gracemere
- the \$25 million upgrading of culverts on the Flinders Highway between Charters Towers and Richmond
- the \$7.46 million widening and sealing of various sections of Burke Developmental Road between Chillagoe and Almaden.

This QTRIP also sees us continue our investment in major upgrades across the state, like the \$8.5 billion Bruce Highway Upgrade Programme, the \$635 million Warrego Highway Upgrade Programme and the \$260.5 million Cape York Region Package.

On the Gold Coast, the Helensvale Rail Station is set to become the most advanced, modern public transport interchange in the country, bringing together heavy rail, light rail, buses and personalised transport. This station will be delivered as part of the \$420 million Gold Coast Light Rail Stage 2 project which links Gold Coast University to the Helensvale Rail Station. This extension will not only support the Gold Coast 2018 Commonwealth Games but will seamlessly link Brisbane and the Gold Coast like never before.

As we grow our transport and road network we are ensuring that we maintain a strong commitment to road safety and stopping fatalities on our roads. We are implementing targeted road engineering solutions and investing more than \$530 million in road safety initiatives. These initiatives complement a \$3.5 billion investment in maintenance and preservation of our road network and are built on research, data and innovation to ensure our roads are safer for everyone.

We are proud to present QTRIP 2017-18 to 2020-21. It affirms the Palaszczuk Government's commitment to delivering great infrastructure and to keeping Queensland on the move.



Honourable Jackie Trad MP

Deputy Premier

Minister for Transport

Minister for Infrastructure and Planning



Honourable Mark Bailey MP

Minister for Main Roads, Road Safety and Ports

Minister for Energy, Biofuels and Water Supply

Director-General's Foreword: Focussing on customers first

Transport and Main Roads is dedicated to shaping and delivering a transport network that is innovative, sustainable and promotes prosperity in our cities and regions.

We remain committed to delivering a single integrated transport network accessible to everyone and that meets our customer requirements the first time, every time. My department has an important job to do for the people of Queensland, connecting people to people, to places, to jobs, to opportunities and to health care.

This QTRIP outlines approximately \$21 billion of works over the next four years across the local, state and national networks and continues to provide a safe, reliable and efficient transport system.

When Tropical Cyclone Debbie impacted Queensland causing damage from Mackay to the Gold Coast, my department responded swiftly to ensure access was reinstated to communities and services as soon as possible. Beyond this, we are delivering reconstruction works across the state to ensure our communities remain connected and resilient in the face of potential future natural disaster events.

My department supports collaborative relationships with the Australian Government, local governments and the private sector, who all play a vital role in the successful delivery of road, rail, marine and active transport infrastructure for our state.

On the national land transport network, in partnership with the Australian Government, we are delivering:

- the \$1.606 billion Toowoomba Second Range Crossing project that will provide a 41km bypass route to the north of Toowoomba, running from the Warrego Highway at Helidon to the Gore Highway at Athol via Charlton

- the \$1.143 billion Gateway Upgrade North project to widen the Gateway Motorway to six lanes, between Nudgee and Bracken Ridge
- the \$929.3 million widening of the Bruce Highway, from four to six lanes, between Caloundra Road and the Sunshine Motorway, and upgrading of interchanges at Caloundra Road and Sunshine Motorway
- the \$497.8 million Mackay Ring Road Stage 1 project
- the \$400 million Ipswich Motorway (Rocklea to Darra) Stage 1 project, to construct additional lanes between Oxley Road and Suscatand Street
- the \$384 million Bruce Highway (Cooroy to Curra) Section C project to construct a new four-lane road between Traveston Road and Keefton Road.

As the population of Queensland grows, we face many challenges in building, maintaining and operating the road and transport network. My department endeavours to balance the varying transport needs with the spread of the population, broadening the network where and when required. Delivering on our value of customers first in a funding-constrained environment can be challenging and requires innovation, leadership and thorough consultation.

QTRIP investment spans across various modes to meet ever-changing community needs, keep Queenslanders safe and adapt with emerging technology. This includes funding for rail, marine, passenger transport initiatives and active transport.

In partnership with Queensland Rail, we administer more than \$2.5 billion in funding through the QTRIP for rail infrastructure improvements and maintenance. In addition to this, we will continue to deliver the \$4.156 billion New Generation Rollingstock project to deliver seventy five six-car trains for the South East Queensland passenger rail network to meet the growing demand for rail services.

More than \$150 million has been allocated in this QTRIP for marine infrastructure, including the construction and ongoing maintenance of boating facilities and waterways throughout the state.

As part of our passenger transport initiatives, we are investing in various park 'n' ride facilities across the state, as well as providing more than \$68 million for the Queensland School Bus Upgrade Program.

Funding towards cycle networks that provide active and alternative safe travel options, and have a positive impact on congestion, health, the environment and tourism, form part of our active transport program. A highlight for this QTRIP is the construction of the \$23.7 million Veloway 1 (Stage D) from O'Keefe Street to Lewisham Street in Brisbane.

I am proud of my department in developing and implementing a number of road safety initiatives to achieve our vision of zero road deaths and serious injuries. Continued investment in initiatives such as the rollout of Emergency Vehicle Priority systems, installation of flashing school zone signs and other targeted road safety programs ensures we continually improve the safety of our network.

I look forward to the year ahead and thank our delivery partners for the work continually being undertaken to build our transport network.



Neil Scales OBE
Director-General
Department of Transport and Main Roads

Neil Scales

Contents

Ministerial Foreword.....	3
---------------------------	---

Director-General’s Foreword.....	4
----------------------------------	---

Introduction

Overview.....	9
---------------	---

Operating environment.....	11
----------------------------	----

Opportunities and challenges.....	12
-----------------------------------	----

State overview

State-controlled transport and road infrastructure.....	17
---	----

Statewide commitments

National Network.....	21
-----------------------	----

State Network.....	23
--------------------	----

Local Network.....	29
--------------------	----

South Coast

District Profile.....	33
-----------------------	----

National Network.....	35
-----------------------	----

State Network.....	37
--------------------	----

Local Network.....	41
--------------------	----

Metropolitan

District Profile.....	47
-----------------------	----

National Network.....	49
-----------------------	----

State Network.....	51
--------------------	----

Local Network.....	57
--------------------	----

North Coast

District Profile.....	63
-----------------------	----

National Network.....	65
-----------------------	----

State Network.....	69
--------------------	----

Local Network.....	75
--------------------	----

Wide Bay/Burnett

District Profile.....	81
-----------------------	----

National Network.....	83
-----------------------	----

State Network.....	87
--------------------	----

Local Network.....	91
--------------------	----

Darling Downs

District Profile.....	99
-----------------------	----

National Network.....	101
-----------------------	-----

State Network.....	105
--------------------	-----

Local Network.....	109
--------------------	-----

South West

District Profile.....	115
-----------------------	-----

National Network.....	117
-----------------------	-----

State Network.....	119
--------------------	-----

Local Network.....	121
--------------------	-----

Fitzroy

District Profile.....	125
-----------------------	-----

National Network.....	127
-----------------------	-----

State Network.....	129
--------------------	-----

Local Network.....	133
--------------------	-----

Central West

District Profile.....	139
National Network.....	141
State Network.....	143
Local Network.....	147

Mackay/Whitsunday

District Profile.....	153
National Network.....	155
State Network.....	159
Local Network.....	163

Northern

District Profile.....	169
National Network.....	171
State Network.....	175
Local Network.....	179

North West

District Profile.....	185
National Network.....	187
State Network.....	191
Local Network.....	195

Far North

District Profile.....	201
National Network.....	203
State Network.....	207
Local Network.....	211

Terms and references

Terms and reference.....	219
--------------------------	-----



Introduction

Overview

The Department of Transport and Main Roads plans, manages and delivers Queensland's integrated transport infrastructure to achieve sustainable transport solutions. Transport infrastructure safely, efficiently and effectively connects communities and supports the movement of people, goods and services. This QTRIP outlines the department's current and planned investments in transport and road infrastructure over the next four years for roads, railways, active transport, marine infrastructure and public transport solutions.

Purpose and benefits

QTRIP enables the department to:

- ensure smooth project delivery by informing workforce planning across all industry sectors
- provide transparency about current and planned investment in transport and roads infrastructure across Queensland
- coordinate infrastructure and services across various transport modes
- integrate transport and land use planning so developments have appropriate access and land use supports sustainable transport options
- demonstrate support provided to local governments and Indigenous communities for local road upgrades
- comply with legislative requirements.

Content

QTRIP is developed in accordance with funding allocations identified by the Australian Government and Queensland Government in their annual budgets and both governments' policy objectives.

QTRIP identifies firm funding commitments for the first two years for Queensland Government funded projects, and for the first year for projects funded by the Australian Government. It identifies indicative funding for the remaining years of the four-year program. All funding allocations in the tables within this document have been rounded to the nearest thousand dollars.

QTRIP includes works for Transport and Main Roads, Queensland Rail and Gold Coast Waterways Authority, but excludes works undertaken by Queensland Port Authorities.

Strategic intent

The strategic intent of QTRIP is shaped by the *State Infrastructure Plan (SIP) Part A* and the *Transport Coordination Plan 2017-2027 (TCP)* which establish high level transport priorities.

State Infrastructure Plan

The SIP outlines the government's strategic direction for the planning, investment and delivery of infrastructure in Queensland. It includes a framework to plan and prioritise infrastructure investment and delivery, demonstrating the government's commitment to addressing the state's infrastructure needs in a timely and cost-effective way, while working within current funding constraints.

The QTRIP aligns with whole-of-government policies and strategies, including the SIP. The SIP outlines longer-term infrastructure challenges and opportunities that may be addressed in a range of ways, including market-led proposals and more innovative methods of funding.

Some QTRIP projects are also highlighted in the *SIP Part B* which provides an overview of current and planned investment across Queensland over. The *SIP Part B* is updated annually in consultation with the Department of Infrastructure, Local Government and Planning.

Transport Coordination Plan

The TCP is currently in draft, set to be released by mid-2017.

The TCP articulates the government's objectives for the transport system over the next decade, and provides the overarching framework for strategic planning and management of transport in Queensland, as required by the *Transport Planning and Coordination Act 1994*.

The TCP guides more detailed transport planning, such as Regional Transport Plans, modal strategies and investment programs, such as QTRIP. Regional Transport Plans provide guidance for the development of the transport system in each of the department's 12 districts, and satisfies the TCP while maintaining consistency with the SIP.

Transport and Main Roads' vision is to "create a single integrated transport network accessible to everyone". The TCP identifies five objectives to help achieve the vision for transport in Queensland. The objectives articulate the government's expectations of what the transport system will provide for Queenslanders over the next 10 years.

The TCP objectives focus on five key areas:

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

The TCP prioritises investment in transport infrastructure and services to run, maintain and build the system.

In addition, the TCP reinforces a commitment to prioritise low-cost and non-infrastructure solutions that optimise our transport network and reduce the need for significant capital expenditure.

Legislative requirements

Under the *Transport Infrastructure Act 1994*, a program of works to deliver on infrastructure strategies is required to be produced annually by the Director-General and is to be made available publicly. QTRIP is produced in accordance with requirements of relevant legislation as reflected in the department's strategic, financial and transport planning instruments.

Stakeholder engagement

Queensland's transport and road system connects people, businesses and industry, markets and employment. Connecting with stakeholders through QTRIP is an essential part of the department's business to achieve the best transport and road outcomes for Queensland.

Transport and Main Roads' stakeholder engagement is ongoing throughout the project lifecycle, from strategy and planning to development and delivery. Stakeholder engagement includes one-on-one engagement, community engagement, industry briefings, as well as alliances and partnerships with external organisations.

To ensure the future economic sustainability of Queensland, Transport and Main Roads works with partners and stakeholders in government, community and industry. Stakeholder engagement provides a platform that supports innovative ways to plan, fund, build and operate new and existing transport infrastructure.

Key stakeholders include the people of Queensland, Australian Government (such as the federal Department of Infrastructure and Regional Development), other state government departments (such as Building Queensland and the Department of Infrastructure, Local Government and Planning), local governments, peak industry and government bodies. Other partners and suppliers include the private sector industry, contracting and engineering peak bodies, universities, Indigenous groups and environmental groups and agencies.

These vital stakeholders provide critical analysis, input and advice that help the department refine its policies, programs, investment decisions and services.

Working with national stakeholders

Transport and Main Roads represents Queensland's interests nationally on peak Australian transport and road bodies, such as Infrastructure Australia, Transport and Infrastructure Council, Transport and Infrastructure Senior Officials Committee (TISOC), National Transport Commission (NTC) and Australian Roads Research Board (ARRB), to contribute to the transport agenda and learn from others.

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 for infrastructure projects.

Working with local government

The Roads and Transport Alliance is a 15-year partnership between the department and the Local Government Association of Queensland (LGAQ) on behalf of local governments, for the stewardship of Queensland's regional road and transport network.

Under the Roads and Transport Alliance, local governments voluntarily collaborate with Transport and Main Roads' districts to form 17 Regional Roads and Transport Groups (RRTGs) that make local transport infrastructure investment decisions based on regional priorities.

RRTGs receive an annual allocation from the Roads and Transport Alliance Board through the Transport Infrastructure Development Scheme (TIDS), to fund projects in accordance with regional priorities regardless of transport network ownership.

Projects must be prioritised using a robust program development process to determine future investments for nominated transport infrastructure assets.

The Roads and Transport Alliance has led to increased collaboration, capability building and engagement in the districts. Collaboration based on transport priorities for community outcomes, rather than asset ownership, will continue as the key driver of the Roads and Transport Alliance.

Operating environment

Key entities in the management of QTRIP are outlined below.

Department of Transport and Main Roads

Three divisions of Transport and Main Roads play major roles in development, management and delivery of QTRIP.

Policy, Planning and Investment Division

The Policy, Planning and Investment Division defines key strategies, policies and plans for an integrated transport system that supports the efficient movement of people and goods. The division ensures investment decisions are aligned with the delivery of an integrated transport network for Queensland and represent value for the community.

Infrastructure Management and Delivery Division

The Infrastructure Management and Delivery Division facilitates the safe and efficient delivery of transport infrastructure and operations of the state road network, and provides an economic and social overlay to ensure best value for Queenslanders.

To assist in managing and delivering the QTRIP, there are six geographic regions made up of 12 districts, with staff located in a number of offices across the state. The offices represent the department across south east and regional Queensland, and are one of the infrastructure delivery areas of the department.

The division ensures the department keeps up with national and world practices, standards and specifications to ensure that the state's transport infrastructure is safe, cost-effective and operates efficiently and whole-of-life costs are minimal.

The division also includes RoadTek, the department's commercial business arm, which is instrumental in the delivery and maintenance of road and transport infrastructure throughout regional and remote Queensland, where its presence adds value to the way products and services are delivered.

TransLink Division

TransLink Division manages Queensland's integrated passenger transport network to deliver safe, cost-effective and accessible services and infrastructure for Queenslanders. The division works with a range of service providers and government agencies statewide to manage and regulate the passenger transport industry. It also manages operator performance through contracts across all passenger transit modes including rail, buses, trams, ferries, taxis and rideshare.

Other

Queensland Rail

Queensland Rail is a statutory authority responsible for the operation and management of rail passenger services and rail infrastructure services to a safe, reliable and fit-for-purpose standard.

The Rail Transport Service Contract between Transport and Main Roads and Queensland Rail governs the funding arrangements for new rail infrastructure, maintenance of the existing rail network and the provision of both South East Queensland and regional long distance passenger rail services.

Gold Coast Waterways Authority

The Gold Coast Waterways Authority is a statutory authority responsible for strategically managing the development and use of the Gold Coast waterways so they remain clean, safe and accessible.

The Gold Coast Waterways Authority manages the waterways south of the Logan River to the New South Wales border. Inland waterways include rivers, canals, lakes and dams within the City of Gold Coast local government area, as well as the areas at the mouth of the Nerang River, Currumbin Creek and Tallebudgera Creek.

Opportunities and challenges

Population growth and managing transport demand

Queensland's estimated residential population of 4.8 million is expected to grow to more than 7.6 million by 2037 and 8.7 million by 2045¹. The majority of this increase is likely to be in South East Queensland, coastal communities and regional centres with industry growth.

To cater for this growth, Queensland has seen substantial investment in infrastructure and public transport services over the past decade. However, Transport and Main Roads is faced with significant challenges to manage the ongoing impact of this growth, harness opportunities and mitigate associated risks, such as increased congestion.

Embracing technology

In addition to traditional demand management initiatives to address congestion, new technologies (such as Cooperative Intelligent Transport Systems) will play a significant role in managing transport demand and increasing the efficiency of current assets. There is an opportunity for the department to embrace new technologies as a cost-effective means to improve transport efficiency, safety and meet customer expectations.

Improvements in traffic control systems and innovations in data collection from infrastructure assets will enhance performance and help minimise whole-of-life costs of the transport network. Advances in mobile communication technology have enhanced the sophistication and accessibility of real time transport

¹ Source: Australian Bureau of Statistics (ABS), Population Projections Australia, series 3222.0 (September 2016)

information available to the public. These advances allow transport network users to make more informed travel choices, whether they are travelling by car or by public transport.

While new technology provides significant opportunities for managing a growing and increasingly diverse population, the challenge remains to ensure that Transport and Main Roads anticipates emerging technologies and understands how they can be used to support economic growth and benefit all transport users.

Road safety

The Queensland Government develops road safety action plans every two years, which articulate efforts towards reducing the incidence of road trauma.

Queensland has adopted the Safe System approach to road safety, which places importance on human frailty. The cornerstones of this approach are safe roads and roadsides, safe speeds, safe vehicles and safe road users.

Within QTRIP, the targeted road safety program is dedicated to the delivery of high-benefit safety interventions and route based treatments, to support safer roads and roadsides.

Initiatives funded by the Queensland Government include:

- Safer Roads Sooner, for cost-effective high-benefit projects to treat high-risk locations on the state-controlled network
- Mass Actions, for initiatives that deliver low-cost engineering treatments (such as wide centreline treatments and removal of roadside hazards) to improve the safety of the overall state-controlled road network
- Route Actions, to address safety issues on identified high-risk roads across the state

- Vulnerable Users, to deliver targeted funding to address identified road safety issues that impact vulnerable users (pedestrians, cyclists and motorcyclists)
- Targeted Safety Interventions, for projects that are considered critically essential to enhancing safety on the road network.

Also, the Australian Government's Black Spot Programme provides funding towards low-cost high-benefit projects, targeting safety issues on both the state-controlled and local government road networks. As well as nominations submitted from Transport and Main Roads, the Black Spot Programme considers proposals received from members of parliament, the public and local governments.

Responding to the national investment in transformative transport technology, Transport and Main Roads' road safety programs incorporate funding directed towards Queensland's investment in Cooperative and Automated Vehicles.

A number of other programs delivered through QTRIP also focus on addressing safety issues on the road network, through infrastructure improvements. These include programs that form part of the Australian Government's National Partnership Agreement (NPA) on Land Transport Infrastructure with states and territories. For Queensland, specific funding is allocated to target road safety issues on highways including the Bruce, Warrego, D'Aguilar and New England Highways.

Freight needs

The movement of freight is a critical activity driven by industry, population growth and consumer needs, and is fundamental in supporting economic growth across the state and the country.

Queensland's freight task is expected to double over the next 20 years, and will continue to place increasing pressure on both the road and rail transport networks. In particular, networks that provide key inter-regional and urban links to support agricultural, mining and major industrial areas, seaports, airports, commercial business parks and major retail centres will be affected.

To support this growing freight task, Transport and Main Roads is implementing key actions from Moving Freight – a long-term strategic vision and key actions that seeks to facilitate infrastructure investment in line with government, industry and community needs.

Enhancing freight movement is critical to Queensland's global competitiveness and economic performance. Queensland's wide variety of industries presents diverse transport movement demands, including containerised freight, bulk freight and over-sized loads. The challenge is to continue to deliver an integrated transport network that supports government, industry and community freight needs and is safe, efficient, reliable, and environmentally sustainable.

A significant portion of the road and rail networks in Queensland form part of the nationally-accredited Key Freight Routes.

Funding arrangements

Transport agencies worldwide are facing significant challenges in providing economically sustainable transport solutions. There remains a high expectation, from stakeholders and the community, that government will address the need for integration of planning and infrastructure, leading to the right infrastructure, when and where it is needed.

Transport and Main Roads is working with stakeholders and industry partners to establish innovative funding arrangements, allowing the department to continue working towards achieving economically sustainable transport infrastructure for Queensland.

Funding to run, maintain and build the transport network in Queensland comes primarily from the Queensland Government, with significant funding contributions from the Australian Government. The state-funded component includes revenue from motor vehicle registration and proceeds from infringements (such as camera detected offences), and other sources. Some projects are partly funded by local government and developer contributions. Other projects are jointly funded by the Australian Government and Queensland Government. Funding provided by the Australian Government demonstrates collaboration and presents major opportunities in delivering Queensland's nationally-significant infrastructure into the future.

The Queensland Government is also committed to securing infrastructure for the community through the use of alternative funding and financing models. In this regard, significant private sector involvement in the delivery of infrastructure projects and services to the community is encouraged through the Queensland Government's Market-Led Proposal (MLP) Framework. This framework is a signature initiative by the Queensland Government to create jobs and stimulate the economy. The MLP guidelines assess proposals against a number of criteria, with a key focus on ensuring that proposals will achieve value-for-money.

Rural, remote and Indigenous communities

Queensland's regional prosperity, and associated transport profile, is heavily influenced by the vast distances between regions and cities, the concentration of the population in South East Queensland, isolated resource production areas and export driven markets.

To address these challenges, the Queensland Government continues to explore 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 disruptions in the wet season, and maintain or upgrade marine infrastructure. QTRIP serves local communities through a project delivery approach that, where possible, engages Indigenous and local businesses, and creates employment and training opportunities for local residents.

Consistent with these objectives, Transport and Main Roads will agree Indigenous employment and supplier use targets for road projects committed by the Australian Government and Queensland Government under the Northern Australia Roads Programme and Northern Australia Beef Roads Programme.

Environment and heritage management

Queensland's environment is under increasing pressure as a result of the state's growing population and associated industrial and residential development. The department is committed to achieving balanced and sustainable environmental, social and economic outcomes for the community through responsible stewardship, planning, delivery and management of a multi-modal transport network that connects Queensland now and in the future.

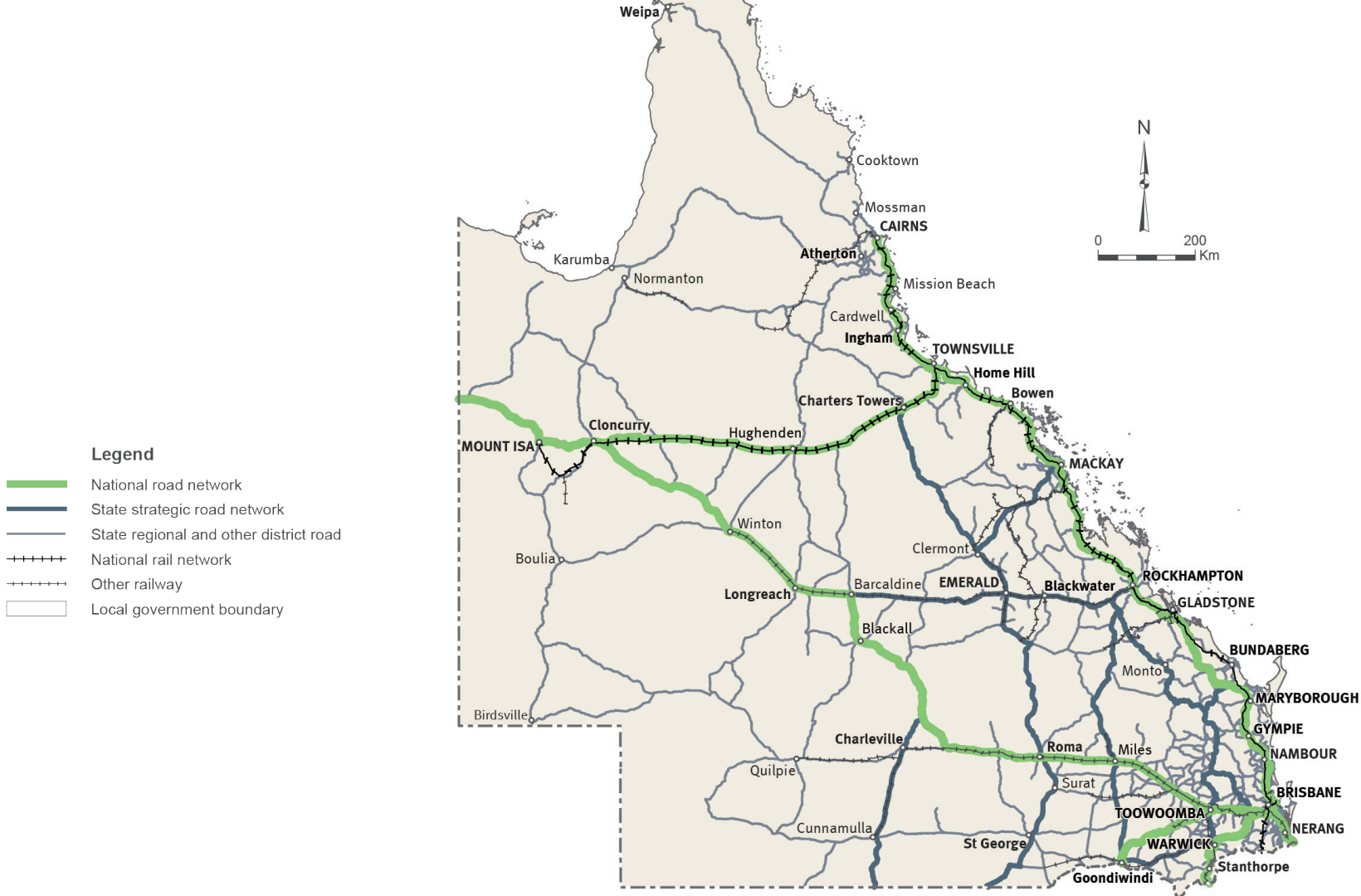
Transport and Main Roads' commitment to environmental sustainability, cultural heritage and historical heritage management continues to be addressed by several programs that include nature conservation, fire risk management, heritage preservation, road landscaping and road traffic noise barriers. The state transport network is managed in a manner that promotes community cohesion, economic development and environmental sustainability to balance the needs of all the people of Queensland, and the visitors to our state.

State overview



Figure 1:

Queensland's transport and road system map



Divider Image: Completed construction of the Pacific Motorway Coomera Interchange (Exit 54) on the South Coast. © 2016 Department of Transport and Main Roads, the Queensland Government.

State-controlled transport and road infrastructure

Rail

Transport Service Contracts between Transport and Main Roads and Queensland Rail, support effective passenger and regional freight rail services across Queensland; and provide a flexible, accountable and transparent mechanism for the government to satisfy its transport policy objectives.

In addition to public transport services, the Transport Service Contract with Queensland Rail provides funding for maintenance, renewal and the upgrading of rail assets such as track, bridges, signalling equipment, stations and rollingstock. Queensland Rail operates and manages approximately 7,212km of rail network in Queensland. Queensland's rail network is shown in Queensland's transport and road system map (Figure 1).

Aurizon operates regional services for general freight and livestock under Transport Service Contracts.

Details of rail infrastructure projects are listed under the statewide commitments section or the relevant district tables, where applicable.

Light rail

The Gold Coast light rail system is Queensland's only light rail infrastructure service, which uses rollingstock similar to a tramway and has an exclusive right-of-way.

Cross River Rail

The Cross River Rail Delivery Authority (CRRDA) was established under the *Cross River Rail Delivery Authority Act 2016* and will lead the development, procurement and delivery of the Cross River Rail project.

As CRRDA is an independent authority, the Cross River Rail project is not reflected in QTRIP.

Marine infrastructure

Transport and Main Roads owns, manages and operates marine infrastructure across Queensland, including boat ramps, pontoons, jetties, floating walkways, dredging works and navigation aids. The department also funds the construction and ongoing structural maintenance of recreational boating facilities. The local managing authority, councils, ports or water authorities provide the land-based infrastructure, such as car and trailer parking, manages the operations at the facility, and conducts day-to-day maintenance.

Details of marine infrastructure projects are listed under the statewide commitments section or the relevant district tables where applicable.

Cycleways

Transport and Main Roads plans, constructs, operates and also provides grants to local governments for cycleways across the state. Cycleways provide a flexible and efficient form of transport with direct economic, health and other benefits for individuals and for the community. Investment in cycling infrastructure provides direct connections that link people to work, education, recreation and services.

Responsibility for ongoing asset management lies with either the department or local governments, depending on the asset owner.

Details of cycling infrastructure projects and programs are listed under the statewide commitments section or the relevant district tables, where applicable.

Passenger transport infrastructure

The department delivers passenger transport infrastructure across all modes, with a strong focus on bus stops, stations and facilities, modal interchanges, Park 'n' Rides, passenger transport network prioritisation, jetties, signage and way-finding, and long distance coach facilities.

Passenger transport infrastructure has been identified to support targeted strategic network and system outcomes. These outcomes include increased efficiency, safety, inclusiveness, integration and connectivity. All of these elements collectively contribute to improving travel choices for Queenslanders and enabling a network which is accessible to everyone.

Details of passenger transport infrastructure projects are listed under the statewide commitments section or the relevant district tables where applicable.

Busways

Transport and Main Roads plans and delivers busways across South East Queensland, with the department currently maintaining 28.8km of dedicated busways.

Busways are an essential part of the integrated passenger transport network and provide dedicated road space to help improve bus journey times and reliability. The busways also increase overall network capacity and facilitate more efficient movement of people across our network.

State-controlled roads

Queensland's state-controlled roads are managed and operated by the department. Queensland has the longest state-controlled road network of any Australian state or territory, with 33,372km of roads. Queensland's state-controlled roads consist of roads on the National Land Transport Network and other state-controlled roads. The different classes of roads are shown in Figure 1.

The state-controlled road network includes the major traffic carrying and linking roads across Queensland – 80 percent 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 149,000 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 gross replacement value of Queensland's state-controlled road network is \$81.243 billion¹ making it the Queensland Government's largest publicly owned physical infrastructure asset.

¹ Source: TMR Road Asset Data, as at 30 June 2016.

National Land Transport Network roads

Transport and Main Roads owns, manages and operates the National Land Transport Network in Queensland, including 4,991km of roads. The National Land Transport Network is a single integrated network of land transport linkages of strategic national importance, and 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 Land Transport Network are listed under the statewide commitments section, or the relevant district tables.

Other state-controlled roads

As shown in Figure 1, other state-controlled roads in Queensland include:

- state strategic roads (excluding National Land Transport Network identified above) – 4,109km
- regional and district roads – 24,250km.

Details of road projects on other state-controlled roads are listed under the statewide commitments section, or the relevant district tables.

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 are listed under each district in the Local Network section.

Toll roads

Transport and Main Roads manages the policy and legislative framework for toll roads in Queensland, under the provisions of the *Transport Infrastructure Act 1994*. The department sub-leases toll road land to operators or local government on behalf of the State of Queensland.

Declared toll roads in South East Queensland include the Gateway Motorway, Logan Motorway, Clem Jones Tunnel, Go Between Bridge, Legacy Way and AirportLinkM7.