



Queensland Transport and Roads Investment Program

2020–21 to 2023–24



About this document

The Queensland Transport and Roads Investment Program (QTRIP) outlines current and planned transport and road infrastructure investments for delivery over the next four years. The QTRIP is updated and published annually. This document is available online: www.publications.qld.gov.au.

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Ministerial Foreword

The COVID-19 pandemic has tested Queenslanders and together we have overcome many of the challenges faced. We are committed to delivering a program of road and transport projects that sustains existing jobs, supports new jobs and powers the state's economy through accessible, sustainable and efficient connections.

The Queensland Transport and Roads Investment Program (QTRIP) 2020–21 to 2023–24 outlines a record \$26.9 billion in works to keep Queensland connected, and is estimated to support an average of approximately 23,600 direct jobs over the life of the program.

With the pandemic impacting Queensland businesses and communities, significant road upgrades will be delivered to help stimulate the economy as part of the Queensland Economic Strategy: Unite and recover for Queensland Jobs. These upgrades provide immediate economic recovery benefits, support more jobs and deliver ongoing benefits of vital infrastructure for years to come.

The Bruce Highway is the economic artery of Queensland, with a jointly funded \$12.6 billion 15-year investment estimated to support an average of approximately 2,500 direct jobs. The Bruce Highway Trust Advisory Council is in operation, developing a 15-year vision and action plans to improve safety, efficiency and flood immunity. The QTRIP locks in a further \$100 million state funding injection to the Bruce Highway, which will focus on upgrades between Mackay and Proserpine, and between Gladstone and Rockhampton.

In north Queensland, we continue to make the Bruce Highway safer and more resilient with the Cairns Southern Access Corridor Stages 3 and 4, and the Townsville Ring Road (Stage 5) project. We will also deliver the \$95 million

duplication of Riverway Drive (Stage 2) and the \$72.5 million duplication of Cairns Western Arterial Road from Redlynch Connector Road to Kamerunga Road.

In Mackay and Whitsunday, we are starting construction of the Walkerston Bypass on the Peak Downs Highway and will deliver upgrades to Proserpine-Shute Harbour Road. In central Queensland, we will continue delivering upgrades to the Capricorn Highway between Rockhampton and Gracemere, with works starting on the Lawrie Street upgrade, alongside preparations to start construction on the Rockhampton Ring Road in 2022.

We're also continuing to deliver road upgrades in western Queensland, including on sections of Kennedy Developmental Road, Diamantina Developmental Road and Barcardine-Aramac Road.

The Inland Freight Route from Charters Towers to Mungindi is an important alternative to the Bruce Highway which can improve freight efficiency and help stimulate regional economies, while taking trucks off the Bruce Highway and improving safety. That's why we have allocated \$200 million in state funding towards a \$1 billion upgrade program.

On the Sunshine Coast, construction will continue on the interchange upgrade of the Bruce Highway at Maroochydore Road, and we will start six-laning between Caboolture-Bribie Island Road and Steve Irwin Way.

We are also continuing delivery of more than \$3.4 billion in major upgrades on the M1 Pacific Motorway. This includes upgrades between Eight Mile Plains and Daisy Hill, Daisy Hill and Logan, and Varsity Lakes to Tugun. We will also start the \$1.53 billion Coomera Connector (Stage 1) project between Nerang and Coomera to provide for a second M1. Closer to Brisbane, work will commence on the Centenary Bridge at Jindalee in 2021.

We're also bolstering our commitment to road safety with over \$1 billion for dedicated and targeted initiatives.

Public transport improvements are also being delivered with the Sunshine Coast Line duplication, along with park 'n' ride upgrades across South East Queensland, and close to \$500 million invested to make our train stations more accessible.

Queensland trains will be built in Queensland, by Queensland workers in Maryborough, with over \$1 billion in new pipeline projects.

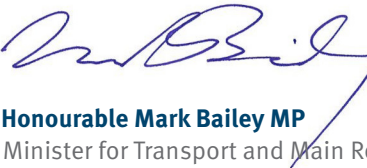
Open level crossings are also high on our agenda. We have committed funding to Beams Road and Boundary Road, towards partnerships with the Australian Government and Brisbane City Council. We have also committed \$40 million to upgrades around the Lindum station as part of our joint precinct strategy with the Australian Government.

Gold Coast Light Rail Stage 3 is moving into construction and funding has been allocated for a business case for Stage 4 of the light rail through to Coolangatta via the Gold Coast Airport.

We also remain committed to active transport initiatives across the state, with continuing projects such as the North Brisbane Bikeway Stage 4, the New England Highway Cycleway in Toowoomba and the Bundaberg to Gin Gin Rail Trail.

Working in partnership with other levels of government and the private sector ensures there is sustainable investment to support our communities and create jobs across Queensland.




Honourable Mark Bailey MP
Minister for Transport and Main Roads

Director-General's Foreword

The Queensland Transport and Roads Investment Program (QTRIP) 2020–21 to 2023–24 is our continued commitment to creating a single integrated transport network accessible to everyone.

The delivery of transport and road infrastructure has never been more important, as we unite and recover from COVID-19. The program's pipeline presents significant opportunities across all sectors that extend well into this decade ensuring Queensland emerges stronger.

This QTRIP outlines approximately \$26.9 billion of works over the next four years across the local, state and national networks, and across multiple modes of transport.

A key priority for my department is ensuring we respond quickly when Queensland experiences severe and unprecedented events, whether that be a global pandemic or a natural disaster. Our responsive and coordinated efforts help keep communities and industries connected, moving and safe.

For example, we completed works to restore Binna Burra Road in the Gold Coast hinterland following the severe bushfires that swept through the state in late 2019. This work is an economic lifeline for the community, which has also been impacted by the tourism downturn caused by COVID-19.

We continue our commitment to a vision of zero deaths and serious injuries on our roads. This QTRIP outlines more than \$1.1 billion over four years for targeted road safety initiatives to ensure our roads and roadsides remain safe for all users.

Through QTRIP, we will continue to deliver key projects across the state in collaboration with the Australian Government including:

- Bruce Highway upgrades, such as Caloundra Road to the Sunshine Motorway; Deception Bay Road interchange; and Mailman Road to Mackenzie Creek
- Pacific Motorway upgrades, such as Eight Mile Plains to Daisy Hill; and Varsity Lakes to Tugun
- the \$75 million duplication of a section of the Capricorn Highway between Rockhampton and Gracemere
- the \$35 million pavement widening and strengthening of sections of the Peak Downs Highway between Wuthung Road and Caval Ridge Mine
- the \$28.8 million paving and sealing of sections of the Bowen Developmental Road between Rockingham Creek and Mount Coolon
- the \$4.8 million pavement widening of 5.4 km of the Kennedy Developmental Road between Winton and Boulia.

We will continue to work cooperatively with local governments under the Roads and Transport Alliance, investing in and regionally managing the transport and road network. Over the next four years, \$280 million has been allocated to the Transport Infrastructure Development Scheme for the development of transport-related infrastructure on the network.

Investing in integrated passenger transport infrastructure is critical to enhancing public transport services and access for our customers. QTRIP sees continued investment for passenger transport infrastructure, including upgrades to stations and facilities, park 'n' rides, bus stops and interchanges. Significant projects being delivered within the next four years include the Southern Moreton Bay Islands Ferry Terminal upgrades, and the Northern Transitway project which will free up traffic lanes and deliver faster and more reliable services for thousands of bus customers at peak times.

More than \$216 million is provided for maritime infrastructure such as boat ramps, pontoons, jetties, floating walkways and dredging across Queensland.

This QTRIP also continues to invest in active transport options, like bike riding and walking, that contribute to Queenslanders' quality of life and improve accessibility to the transport network. We're providing \$243 million for infrastructure such as cycleways, shared paths and green bridges.

I look forward to my department continuing to work collaboratively with industry stakeholders, government and customers to connect Queensland throughout the years ahead.



Neil Scales

Neil Scales OBE

Director-General

Department of Transport and Main Roads

Introduction



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Overview

Transport and Main Roads plans, manages and delivers transport infrastructure that connects people, goods, services and places. Through the QTRIP, the department enhances road safety, increases freight productivity and reduces traffic congestion. It also supports local government and Indigenous communities in delivering local transport infrastructure upgrades.

QTRIP provides transparency about current and planned investment in transport infrastructure across Queensland over the next four years. QTRIP integrates transport and land-use planning to support sustainable transport solutions and multi-modal needs.

QTRIP includes works for Transport and Main Roads, Queensland Rail and Gold Coast Waterways Authority, but excludes works undertaken by Queensland Port Authorities. QTRIP investment spans road, rail, bus, cycling and marine infrastructure on freight, commuter and recreational networks.

QTRIP is developed in accordance with funding allocations identified by the Australian Government and Queensland Government in their annual budgets, which align to both governments' policy objectives. All funding allocations in the tables within this document have been rounded to the nearest thousand dollars.

Strategic intent

The strategic intent of QTRIP is guided and shaped by national and state government policy objectives and agendas.

Various Queensland Government strategies and plans establish high level transport objectives and strategic outcomes for the development of QTRIP (see Figure 1).

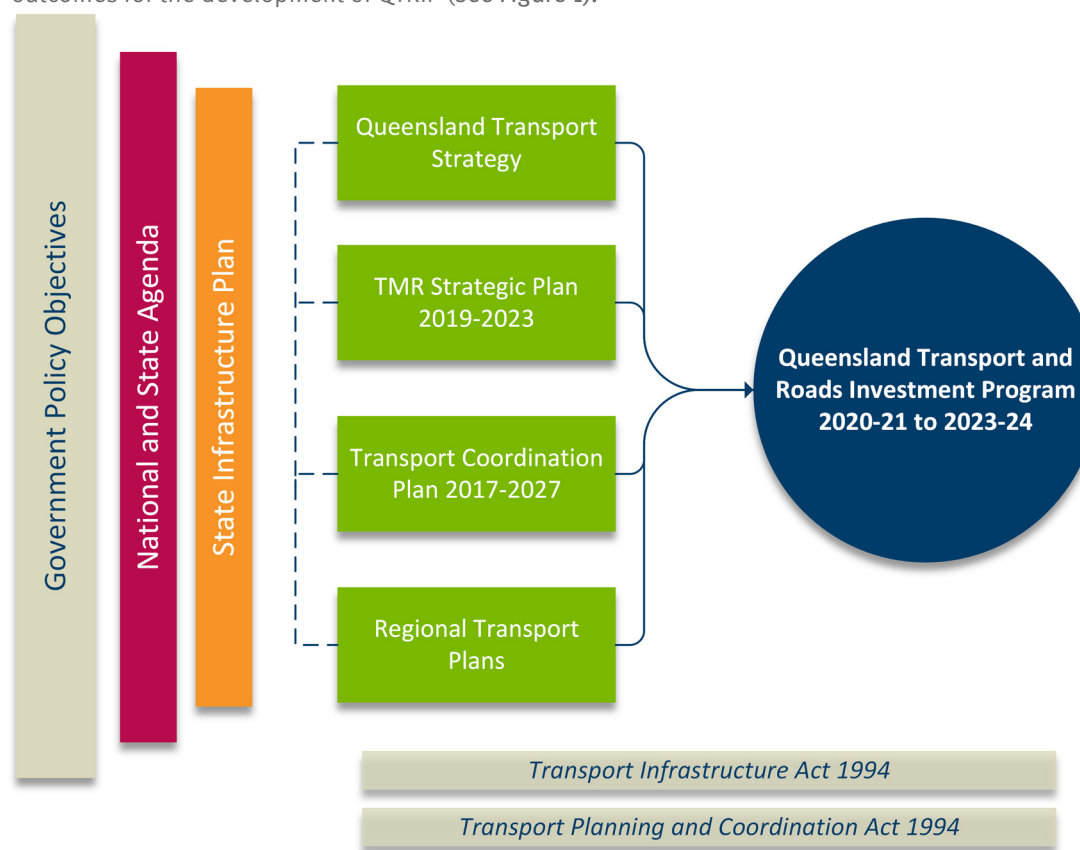


Figure 1: QTRIP guiding strategies and plans

Stakeholders

Transport and Main Roads engages with stakeholders 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 a range of 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 for QTRIP are outlined in Figure 2. These vital stakeholders provide critical analysis, input and advice that help refine departmental policies, programs, investment decisions and services.



Figure 2: QTRIP stakeholder engagement

Operating environment

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. Key entities in the management of QTRIP are outlined below.

Department of Transport and Main Roads

Four divisions of Transport and Main Roads play major roles in the 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 safe and efficient movement of people and goods, while driving value for the community.

The division ensures the investment across road, rail and public transport, active transport and freight networks is balanced as part of a single integrated transport network. The division also focuses on customer service (research, design and insights) and intergovernmental relations (with all levels of government, the academic sector and Aboriginal and Torres Strait Islander communities) to plan for Queensland's transport future.

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.

To develop, manage and deliver the QTRIP, there are six regions made up of districts, with staff located in offices across Queensland.

From an engineering and technology perspective, the division also 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 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. It is also the first responder in keeping open or re-opening roads during natural disaster events.

TransLink Division

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

Customer Services, Safety and Regulation Division

The Customer Services, Safety and Regulation Division delivers transport safety, regulatory and transactional transport services for the department. The division is critical to the department's current and future transport

system and contributes by managing the state's transport safety policy and regulation, road and maritime safety and frontline services. The division's focus on improving road and maritime safety is critical in how the department shapes and regulates transport.

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 sustainably manages a community asset with a natural capital value of \$26 billion. The Gold Coast Waterways Authority proactively works with key stakeholders and the community to ensure the five rivers, 260 kilometres of navigable waterways and more than 750 hectares of lakes and dams under its management remain safe and accessible.

The Gold Coast Waterways Authority achieves its objectives through a waterways management program that is guided by science and innovation and includes an active dredging campaign and provision of marine infrastructure including boat ramps and pontoons.

Opportunities and challenges



Population growth and managing transport demand

Queensland’s population is estimated to be around 5 million¹ and is predicted to increase to around 6.68 million by 2036 and around 7.16 million by 2041². Most of this increase is likely to continue to be in South East Queensland, coastal communities and regional centres with industry growth.

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



Embracing technology

New technology provides significant opportunities for managing a growing and increasingly diverse population, helping to address the challenges of congestion, accessibility, service reliability, safety and network resilience. Transport and Main Roads will continue to anticipate emerging technologies and business models and understand how they can be used to support economic growth and benefit all transport users.

¹ Queensland Government Statistician’s Office, Queensland Treasury, Population growth, Queensland, December quarter 2019, viewed 17 July 2020, www.qgso.qld.gov.au..

² Queensland Government Statistician’s Office, Queensland Treasury, Projected population, by series, Queensland, 2016 to 2066, viewed 17 July 2020, www.qgso.qld.gov.au..

Transport and Main Roads can use new technologies to position the transport system to meet future needs – creating a single integrated transport system that anticipates, rather than just responds to, customers’ needs. Smart and connected technologies and access to real time information enable customers to make more informed transport choices and optimise transport network operations which lead to reduced congestion and improved transport reliability. Innovative technologies will be used to optimise freight journey times and keep costs low, particularly by improving first and last mile access.

The transport system will provide improved and affordable transport access options, including for people with disabilities, older people and people who do not have a driver’s licence. These improvements will be made possible by emerging automated vehicle technologies and service models such as Mobility as a Service, incorporating demand responsive and shared transport services.



Road safety

Ensuring Queensland’s transport network is safe is integral to the works undertaken by Transport and Main Roads. The *Safer Roads, Safer Queensland – Queensland’s Road Safety Strategy 2015–2021* identifies a vision of ‘zero road deaths and serious injuries’. This strategy is based on the Safe System approach to road safety, which places importance on human frailty. The Safe Systems approach means Transport and Main Roads has adopted safe system principles that apply safe system processes and practices across four pillars - Safe Roads and Roadsides, Safe Speeds, Safe Road Users and Safe Vehicles. This system is represented in the Figure 3.

Through a variety of road safety initiatives over the past four decades and the implementation of road safety strategies, action plans and initiatives, significant progress

has been made in reducing the road toll in Queensland, even with a considerable increase in population during that time and the consequential increased use of the road network. However, despite achieving the lowest road toll on record in 2019, there were still 218 deaths as a result of road crashes on Queensland’s roads.

The department will continue to improve the safety of the state’s roads by providing dedicated infrastructure improvement programs that deliver high-benefit treatments to address known and potential crash sites.

To further embed safety improvements in the road network, Transport and Main Roads has recently implemented a road safety policy to ensure safety standards are actively applied in the planning and design of all road infrastructure projects undertaken by the department.



Figure 3: The Safe System approach



Freight needs

Current projections indicate the Queensland freight task (2018–19) will grow by approximately 20 per cent by 2028–29³. This growth will continue to place increasing pressure on the road, rail, port and air transport networks. In particular, land-based 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.

The *Queensland Freight Strategy – Advancing Freight in Queensland* sets a renewed 10-year vision for the freight system through five shared commitments to: Build Effective Partnerships, Unlock Economic Opportunity, Smarter Connectivity and Access, Resilient Freight System and Safer Freight Movements. The Queensland Freight Strategy (QFS) vision aims to create an integrated, resilient and safe freight system integral to supporting Queensland’s economic prosperity.

The QFS will be implemented through a rolling two-year Queensland Freight Action Plan (under development). The Action Plan will outline a range of activities that industry, the community and all levels of government will undertake. This will ensure logistics movements throughout the agricultural, mining, industrial and retail sectors provide the best outcomes for Queensland.

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

³ *Queensland Freight Strategy - Advancing Freight in Queensland (March 2019)*

that supports government, industry and community freight needs and is safe, efficient, reliable, and environmentally, socially and economically sustainable.

A significant portion of the road and rail networks in Queensland form part of the nationally-accredited Key Freight Route network that connects Australia’s freight system, including ports, airports and intermodal terminals.



Funding arrangements

Transport agencies worldwide are facing significant challenges in providing financially sustainable transport solutions. New transport technologies provide the additional challenge of impacting traditional revenue sources, such as fuel consumption taxes, which may impact on the amount of money governments can generate.

There remains a high expectation, from stakeholders and the community, that government will address transport costs and accessibility through the integration of land-use planning and transport infrastructure. Transport and Main Roads will continue to work on this integration, ensuring that the department delivers the right projects, at the right time. Transport and Main Roads will also continue to work with stakeholders and industry partners to establish innovative funding arrangements, allowing the department to continue working towards achieving financially sustainable transport infrastructure for Queensland.

Funding to run, maintain and build the state-controlled transport network in Queensland comes from the Australian Government and the Queensland Government. The Australian Government has primary responsibility for funding and maintaining the National Land Transport Network, as well as contributing funding to projects off the National Land Transport Network Projects through

programs such as the Roads of Strategic Importance and the Urban Congestion Fund.

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.

The Queensland Government recognises that the best way to achieve strong jobs growth and sustainable economic development is to support and encourage increased private sector investment in the economy. Investment facilitation and partnerships are available for major investment ideas and business propositions that demonstrate a strong potential for being delivered and that align with the Queensland Government’s priorities.



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.

Transport and Main Roads works closely with the Queensland Reconstruction Authority, the state’s permanent stand-alone disaster resilience and recovery agency, to restore road and rail networks following events and to improve the resilience of the state’s road network to natural disasters.

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 residents.

Consistent with these objectives, Transport and Main Roads will comply with the Indigenous Participation Policy and agree to Indigenous employment and supplier use targets for road projects committed by the Australian Government and Queensland Government under the Northern Roads Australia Program, Roads of Strategic Importance initiative and Cape York Region Package.



Environment and heritage management

Queensland's environment is under increasing pressure as a result of the state's growing population and global environmental pressures.

The state transport network exists to provide community benefits and economic development in an environmentally sustainable manner for current and future generations to continue to experience Queensland, while supporting tourism and regional development.

Transport and Main Roads is committed to Aboriginal, Torres Strait Islander and historic heritage management and environmental sustainability. This commitment is realised through delivery of an integrated transport network that contributes to a cleaner, healthier, more liveable environment.

Queensland is also susceptible to extreme weather and climate effects which can create disruption of the transport system. Network resilience and adapting to these challenges will be important considerations for transport planning and design.



Working with local government

Transport and Main Roads works with local government through the Roads and Transport Alliance – an 18-year partnership with the Local Government Association of Queensland (LGAQ), 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 determined by the Roads and Transport Alliance Board from 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 Transport and Main Roads' 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.

State-controlled transport and road infrastructure



Passenger transport infrastructure

Passenger transport is an essential part of Queensland's transport system, enabling large numbers of people to access key centres of employment, education, health and essential services. Transport and Main Roads works closely with its delivery partners to provide an accessible, integrated and efficient passenger transport network across rail, light rail, bus and ferry services.



Rail

Queensland Rail manages and maintains approximately 6,560 kilometres of track (mainline only, excludes sidings, passing loops and yards) in Queensland.

The 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 passenger transport services, the Rail Transport Service Contract provides funding for maintenance, renewal and upgrading of rail assets such as track, bridges, signalling equipment, stations and rollingstock.

Aurizon and Linfox operate regional services for livestock and general freight respectively under alternative Transport Service Contracts.



Light rail

Gold Coast Light Rail is Queensland's only light rail infrastructure service. It is 20.3 kilometres in length, has 19 stations and 18 trams with bus connections at key activity centres. The light rail is a world class public transport system for residents and visitors to the Gold Coast.



Busway

Transport and Main Roads owns, manages and operates 29 kilometres of busways across South East Queensland. 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.



Other passenger transport infrastructure

Transport and Main Roads delivers a broad range of other statewide passenger transport infrastructure investments across the integrated public transport network which are aimed at supporting and enhancing passenger transport services for customers. These targeted infrastructure investments include stations and interchanges, bus priority including Transitways, park 'n' ride expansion, bus stops, accessibility upgrades and signage and wayfinding improvements.



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, manage the operations at the facility, and conduct day-to-day maintenance.



Cycling infrastructure

Transport and Main Roads plans, constructs, operates and provides grants to local governments for cycling infrastructure across the state.

Bike riding is a flexible and efficient form of transport with direct economic, health and other benefits for individuals and for the community. Investment in building, upgrading and improving cycling infrastructure provides active transport connections that link people to work, education, recreation and services. Responsibility for ongoing asset management lies with either Transport and Main Roads or local governments, depending on the asset owner.

Details of cycling infrastructure and other active transport projects and programs are listed under the 'Statewide commitments' section or the relevant investment tables, where applicable.



State-controlled road infrastructure

Transport and Main Roads manages and operates Queensland's state-controlled road network (33,367 kilometres in length), which is Queensland's largest publicly owned physical infrastructure asset.

The state-controlled road network consists of roads on the National Land Transport Network and other state-controlled roads. The different classes of roads are shown in Queensland's transport and road network map.

The state-controlled road network includes the major traffic carrying and linking roads across Queensland, with 80 per cent of Queensland's road traffic carried on state-controlled roads. These roads are used for a wide range of purposes, including freight, tourist trips, daily commutes, access to services and recreation.



National Land Transport Network (Queensland) – 4,996 km

Transport and Main Roads owns, manages and operates the National Land Transport Network in Queensland. 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 projects on the National Land Transport Network are listed under the 'Statewide commitments' section or the relevant investment tables.



Other state-controlled roads (Queensland) – 28,371 km

Other state-controlled roads in Queensland include 4,108 kilometres of state strategic roads, and 24,264 kilometres of regional and district roads.

Details of projects on other state-controlled roads are listed under the 'Statewide commitments' section or the relevant investment tables.



Local government-controlled road infrastructure

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 the relevant investment table.



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 Queensland Government.

Declared toll roads in South East Queensland include the Gateway Motorway, Logan Motorway, Clem7 Tunnel, Go Between Bridge, Legacy Way and AirportLinkM7.

The new Toowoomba Bypass (formerly known as the Toowoomba Second Range Crossing (TSRC)) is a toll road operated by Nexus Infrastructure for Transport and Main Roads under an availability payment Public Private Partnership arrangement. Toll revenue is being collected on behalf of Transport and Main Roads by Transurban Queensland, trading as Linkt. Toll revenue will contribute towards Transport and Main Roads' payments to Nexus Infrastructure for operation and maintenance of Toowoomba Bypass.