

# SECTH SECT





# VISION

**Objective One — We plan an integrated transport system that support the efficient and reliable movement of people and goods**

**Objective Two — We deliver a sustainable, cost-effective transport network accessible to all**

**Objective Three — Customer, safety and regulatory services that improve community safety and satisfaction**

**Objective Four — An integrated passenger transport system, safe and accessible to all**



# Objective One

We plan an integrated transport system that supports the efficient and reliable movement of people and goods

## Strategies

1. Develop long-term strategies, policies and plans to improve an integrated transport system
2. Plan to meet demand associated with growth in the economy and population
3. Invest to optimise the maintenance, operation and expansion of the state-side transport system

## Performance areas

- Transport system planning
- Transport infrastructure condition
- Transport infrastructure investment



## How we performed

Majority of Strategic Plan performance measures are also Service Delivery Statement (SDS) measures. SDS performance tables are located in Appendix 2.

Performance area	Performance measure	Notes	2014–15 Result	2015–16 Result	Status
<b>Transport system planning</b>	Percentage of projects in the State planning program commencing within four months after the programmed commencement date		93	<b>95</b>	
	Percentage of projects in the State Planning Program completed within four months after the programmed period		new measure	<b>84</b>	
	Percentage of projects in the State Planning Program costing less than 10% over the programmed estimate		95	<b>90</b>	
<b>Transport infrastructure condition</b>	Road system seal age (percentage of the state-controlled road network exceeding the optimal seal age)	1	27.6	<b>29.0</b>	
	Road system condition (the percentage of urban and rural state-controlled roads with condition better than the specified benchmark) – urban		98.50	<b>97-99</b>	
	Road system condition (the percentage of urban and rural state-controlled roads with condition better than the specified benchmark) – rural		96.28	<b>95-97</b>	
<b>Transport infrastructure investment</b>	Asset sustainability ratio	2, 3	112%	<b>90%</b>	

On track   Slight variance   Significant variance

### Notes:

- Delays in the commencement of projects can be attributed primarily to procurement delays, design issues, the diversion of resources to higher priority Accelerated Works Projects and wet weather.
- The Asset Sustainability Ratio is calculated annually (as at June 30) and is reported in the first quarter. It is a reflection of the asset sustainability ratio as at 30 June 2015, inclusive of NDRRA works.
- The reduction in the ratio from 112 per cent as at 30 June 2014 to 90 per cent as at 30 June 2015 relates to the reduction in expenditure under the Transport Network Reconstruction Program over that period. Base level capital budgets in 2014–15 were also lower than normal due to the reallocation of substantial funds to contribute to the reconstruction program in earlier years.



# Our highlights

In 2015–16, we developed strategies, policies and plans for an integrated transport system that safely and efficiently moves people and goods, and delivers value to the community.

Some of our achievements are listed below.

## ✓ Commonwealth Games preparation

The Commonwealth Games Federation reviewed planning and preparations for the Gold Coast 2018 Commonwealth Games at the Coordination Commission meetings held in December 2015 and May 2016 and acknowledged TMR's collaborative approach with delivery partners and preparations (see page 41).

## ✓ Queensland Cycling Strategy

Commenced consultation on a new cycling strategy to ensure the views and needs of all Queenslanders, including those living in regional locations are adequately represented in the 10-year cycling strategy and an accompanying two-year action plan (see page 38).

## ✓ Queensland Travel Snapshot

Released the How Queensland Travels report and supporting regional fact sheets outlining the day-to-day travel behaviour of households, including how, why and when they travel (see page 43).

## ✓ Transport Infrastructure Portfolio Plan and Schedule

Updated and finalised the 10-year Transport Infrastructure Portfolio Plan and Schedule 2015–25 (TIPPS) which serves to communicate strategic transport infrastructure investment choices and decisions (see page 44).

## ✓ Queensland Transport and Roads Investment Program

Developed and published the QTRIP 2015–16 to 2018–19: an \$18.8 billion program that identifies key priority programs, packages and projects (see page 44).

## ✓ Royalties for the Regions

Administered the delivery of 27 projects under the Queensland Government's Royalties for the Regions program on behalf of the Department of State Development (DSD) (see page 88).

## ✓ Queensland Transport Policy

Commenced consultation with stakeholders to develop a *Long-term Transport Strategy for Queensland: The Queensland Transport Policy* (QTP) (see page 36).

## ✓ SEQ Rail Horizon

Released the South East Queensland (SEQ) Rail Horizon, a long-term customer-focused vision to revitalise and transform the SEQ rail network (see page 38).





# We develop long-term strategies, policies and plans to improve an integrated transport system

In 2015–16, we contributed to, or developed, policies, plans and strategies which provide long-term objectives for the future transport network and guide infrastructure planning and investment in Queensland. They include:

- State Infrastructure Plan ([this page](#))
- Transport Infrastructure Portfolio Plan and Schedule ([see page 44](#))
- Queensland Transport and Roads Investment Program ([see page 44](#))
- Bruce Highway Action Plan ([see page 51](#))
- Warrego Highway Upgrade Strategy ([see page 44](#))
- Moving Freight Strategy and associated priorities and actions ([see page 42](#))
- 2015–16 Transport System Planning Program ([see page 36](#))
- Queensland Road System Performance Plan ([see pages 36–37](#)).

Key transport strategies and plans include:

- Queensland’s Transport Policy ([see page 36](#))
- Transport and Main Roads Strategic Plan 2015–2019 ([see page 16](#))
- Regional Transport Plans ([see page 38](#))
- Safer Roads, Safer Queensland: Queensland’s Road Safety Strategy 2015–2021 and Action Plan 2015–17 ([see page 109](#))
- Queensland Cycling Strategy 2011–2021 ([see page 38](#))
- operational plans for the 2018 Commonwealth Games transport task ([see page 41](#))
- Reef 2050 Long Term Sustainability Plan (Reef 2050 Plan) ([see page 39](#))

## Transport planning

### State Infrastructure Plan

In March, the State Infrastructure Plan was released by the Queensland Government.

We worked closely with the Department of Infrastructure, Local Government and Planning (DILGP) to develop the transport component, which addresses identified challenges and guides investment across the four-year program and beyond.

Key responses include:

- maintaining and rehabilitating existing infrastructure to reduce the long-term cost of repair and improve network resilience
- improving the freight network
- using technology to create a better performing transport system
- seeking public transport solutions (including demand management) in south-east Queensland
- using smart infrastructure to improve capacity, safety and security
- connecting regional communities with access to services and opportunities.





Under the plan, a \$300 million package of critical road and rail upgrades will help boost capacity and reliability.

Projects underway include:

- Ipswich Motorway Upgrade, Stage 1 Darra to Rocklea
- Pacific Motorway-Gateway Motorway Merge Upgrade (southbound lanes)
- Dawson Highway (Gladstone – Biloela) timber bridge replacement package
- Rockhampton Road Train Access, Stage 1
- Kawana and Nicklin Way – Sunshine Coast University Hospital intersection upgrades package
- Riverway Drive duplication, Townsville (Gollogly Lane – Allambie Lane).

The department is progressing all of these proposals with construction on the Kawana and Nicklin Way – Sunshine Coast University Hospital intersection upgrades package to commence in July 2016. Procurement activities for all other projects will also commence in July 2016.

More information: [www.dilgp.qld.gov.au/SIP](http://www.dilgp.qld.gov.au/SIP)

## Queensland Transport Policy

During the year, we began consultation with stakeholders to develop a *Long-term Transport Strategy for Queensland: The Queensland Transport Policy (QTP)*.

The QTP will provide direction for transport over a 30-year horizon and guide more detailed transport policies, plans and funding decisions over the short, medium and long term.

It will assist in responding to challenges, such as adopting new technologies, changing travel needs of a diverse population, and utilising ‘big data’ to gain a deeper understanding of our customers, and look at sustainable funding options for the transportation network.

In the coming months, the department will be engaging with a number of stakeholders including working with the Department of Infrastructure, Local Government and Planning to ensure the QTP aligns with other key initiatives, such as the State Infrastructure Plan and Regional Development Plans.

## Transport System Planning Program

This program provides integrated transport system outcomes through planning and investment activities, promoting the right investment at the right time. The TSPP is a program of planning projects across all modes and all regions with projects ranging from network level to investment proposal activities.

It includes:

- transport planning aimed at defining the integrated transport system priority needs across Queensland
- investment proposal development aimed at appraisal and selection of the best value investment options, including business case decisions
- contributions to whole-of-government planning.

Development of the 2015–16 TSPP included:

- collaboration across the department and government to plan and deliver projects and improve governance arrangements for better customer outcomes
- publishing the 2015–16 TSPP as part of the Queensland Transport and Roads Investment Program, improving the visibility of the planning program for department stakeholders
- providing presentations to industry for the 2015–16 program.

**See next page, Table 3: Transport System Planning Program (2016–17) Key projects**

## Transport system performance plan

The Queensland Road System Performance Plan (QRSPP) guides road performance planning by determining available funding, specifying government objectives to be met, providing five-year milestones and allocating corresponding levels of funding required to meet these milestones. The current QRSPP will be operational from 2016–17 to 2019–20. Performance against previous plans is reported in the TMR State of the Asset Report 2015.

Developed within the Queensland Government’s Asset Management Planning Framework, TMR’s Total Asset Management Plan sets out the predicted long-term performance of transport system assets under the current Transport Infrastructure Portfolio Plan and Schedule investment levels, plus the investment required to sustain levels of service in the future.



**Table 3: Transport System Planning Program (2016–17) Key projects**

Project	Work Description
<b>Cairns Western Arterial Road — Bill Fulton Bridge Four Laning Planning Study</b>	Undertake a detailed planning study on the Bill Fulton Bridge to upgrade to four lanes.
<b>Mooloolah River Interchange — Sunshine Motorway Upgrade</b>	Complete preliminary business case for the Mooloolah River Interchange (including Stage 2 of the Kawana Arterial) as part of a priority upgrading strategy for this new interchange and strategic links on the Sunshine Coast to address safety and congestion issues and support the new Sunshine Coast University Hospital and health precinct.
<b>Commonwealth Games — Games Route Network Analysis</b>	Develop a business case to identify and plan the GRN, that will enable the Queensland Government to meet the requirements included in the Commonwealth Games Host City Contract.
<b>Beerburrum to Nambour Rail Upgrade Planning</b>	Develop a business case for the Beerburrum to Nambour Rail Upgrade Project, investigating the duplication of the North Coast Line between Beerburrum and Landsborough. It will also investigate additional upgrades to the existing infrastructure between Landsborough and Nambour.
<b>Regional Transport Plans</b>	Commence development of statewide Regional Transport Plans.
<b>Commonwealth Games — Transport Coordination Centre</b>	Need to modify the systems and processes in TMR's Traffic Management Centre to accommodate all the additional and often unique demands of the Commonwealth Games.
<b>Townsville City Cycle Path — Priority Routes – Corridor Study</b>	Develop a link plan for cycling connections to three key destinations in Townsville: Townsville CBD, James Cook University, and Northern Beaches. The project will consider the ultimate future needs within respect to cycling infrastructure along these three priority routes and propose fit-for-purpose solutions.
<b>Heavy Vehicle Rest Area Audit</b>	Undertake an audit of Rest Areas/Stopping places on Queensland's state controlled roads and significant roads in terms of spacing, infrastructure, facilities, ownership and operation. Information drawn from the audit will inform Phase 2 of the project which will identify and prioritise projects for future TMR works programs to help reduce Heavy Vehicle fatigue-related road crashes.
<b>Model Development — Transport Behaviours Algorithm</b>	Data collection and analysis of residents' transport attitudes and decision making processes to help improve the department's understanding of people's choice of mode. This understanding is developed into algorithms for strategic modelling purposes.
<b>Methodology for assessing non-infrastructure solutions (NIS)</b>	The NIS Assessment Guidelines will: <ol style="list-style-type: none"> <li>1. categorise 'like' groups of NIS together based on a range of temporal and spatial criteria</li> <li>2. quantify the effectiveness of NIS in reducing capacity constraints through an ex-post analysis of their implementation in Queensland and internationally</li> <li>3. provide thresholds, or base values, for NIS that can be used in the preliminary evaluation phase of the Project Assurance Framework across cost, risk and benefit considerations</li> <li>4. generate least cost supply curves for each NIS category.</li> </ol>
<b>Performance Based Standards (PBS) — Safety Audit</b>	Undertake an audit analysis of the transport system parameters of key approved PBS routes and compare to previous years. Includes an audit covering freight task, compliance, environmental parameters and asset management.
<b>Route Safety Reviews</b>	TMR has undertaken a route safety review of the Mount Lindesay Highway to identify road safety issues, problems and opportunities for improvement, and commenced safety risk assessments for other high risk roads which will continue into 2016–17.



## Regional transport plans

TMR is currently developing Regional Transport Plans to identify shared priorities for future transport planning and investment over the next fifteen years. The plans will have an emphasis on supporting economic growth and regional development.

Regional transport plans will have a critical role in defining the strategic direction of regional transport systems for the short to medium outlook. The plans will be developed by building collaborative partnerships with local government and the private sector. The process for developing the regional transport plans will focus on the specific ways transport can contribute to realising local, state and national objectives.

The Mackay Whitsunday District Regional Transport Plan will be the first plan to be delivered later this year. Regional transport plans for each of the other 11 districts will follow during 2017.



Campervan on Barkly Highway, Cloncurry

## Transport strategies

### Transit Oriented Development (TOD) Program

During the year the department has progressed delivery of the Transit Oriented Development (TOD) program which aims to increase densities at transit nodes ([see glossary](#)) by providing mixed use development outcomes integrated with existing or planned transport infrastructure for the benefit of the community and commuters consistent with the intent of the South East Queensland Regional Plan.

This year has seen significant progress on construction of the Coorparoo TOD project and the Toowoomba Retail Link project. The department has also entered into an agreement with a proponent for delivery of a TOD at Cleveland rail station and has also progressed tender processes for other TOD opportunities at Ferny Grove, Albion and Varsity

Lakes. The department is currently investigating TOD opportunities at a number of other locations including at stations along the Moreton Bay Rail Link.

### South East Queensland's Rail Horizon Strategy

In March, we released the *South East Queensland's Rail Horizon*, a long-term customer-focused vision to revitalise and transform the SEQ rail network. The strategy identifies ways to optimise the existing network, upgrade services and infrastructure and deliver critical new infrastructure as key priorities. It also identifies capacity challenges facing the rail network and solutions to address them.

The strategy aligns with the Queensland Government's desired outcomes for the community and the objectives of the State Infrastructure Plan.

Key aims of the strategy are to:

- increase/improve infrastructure that leads and supports growth and productivity
- increase/improve infrastructure that connects our communities and markets
- provide sustainability and resilience
- improve prosperity and liveability.



*South East Queensland's Rail Horizon* will assist Building Queensland, Queensland's independent infrastructure advisory body, to develop a list of



priority projects to help ensure the government invests in value-for-money infrastructure projects that provide long-term community benefits.

More information: <http://www.tmr.qld.gov.au/Travel-and-transport/Rail/South-East-Queenslands-Rail-Horizon>

(Related story [see page 47](#))

## Queensland Cycling Strategy

Cycling helps to create connected and active communities and is an important contributor to achieving the department's vision of Connecting Queensland – delivering transport for prosperity. In April, the department began consultation on a new cycling strategy for Queensland. Consultation with a wide range of cycling stakeholders and interest groups will ensure the views and needs of all Queenslanders, including those living in regional locations, will be adequately represented in the new 10-year cycling strategy and an accompanying two-year action plan.

The new strategy will positively respond to the significant changes in cycling and changes and improvements in our understanding of how to encourage and enable more people to ride and will positively influence:

- community activities, such as markets, sporting activities and meetings
- commercial activities such as advertising, roadside vending and permanent commercial developments (in particular, service centres)
- recreational activities, such as fossicking, horse-riding and camping.

More information: [www.tmr.qld.gov.au/Travel-and-transport/cycling](http://www.tmr.qld.gov.au/Travel-and-transport/cycling)

## Principal cycle network plans

This year, over \$33 million in capital funding was spent on the delivery of cycling infrastructure ([see glossary](#)) across Queensland including \$18.8 million expended on the state-controlled road network and \$14.3 million in grants provided to local governments. Significant projects on the state controlled road network include Veloway 1, North Brisbane Bikeway ([see page 85](#)) and David Low Way Cycle Facilities ([see page 91](#)). In 2015–16 an additional 24 kilometres of principal cycle routes have been added to the cycle network across the state.

Funding for cycling infrastructure was expanded from south-east Queensland to a statewide approach with an additional \$17 million approved to be allocated across the next four years. Two million dollars of this funding was committed to local governments in regional Queensland in 2015–16 towards the delivery of 12 projects.

We also continued the development and route prioritisation of seven Principal Cycle Network Plans encompassing 48 local governments across the state.

More information: [www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-infrastructure-grants](http://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Cycling-infrastructure-grants)

## Reef 2050 Long-Term Sustainability Plan Actions (Reef 2050 Plan)

*The Reef 2050* plan is a long term strategy to turn around the health of the Great Barrier Reef. The state and federal governments are committed to protecting the outstanding universal values of the Great Barrier Reef and have responded to recommendations from the United Nations World Heritage Committee with the development of the Reef 2050 Long-Term Sustainability Plan (the *Reef 2050 Plan*).

*The Reef 2050 Plan* was endorsed by the state and federal Governments in March 2015. TMR is responsible for leading implementation of six actions from the Plan.

In 2015–2016 the focus has been on implementation of two actions:

- WQA16 – Develop a statewide coordinated maintenance dredging strategy: significant progress was made on this action with a consultation draft being circulated for stakeholder comment in March–April. The draft Strategy is now being reviewed and is expected to be finalised in the first half of 2016–17.
- WQA21 – The state government will not support trans-shipping operations that adversely affect the Great Barrier Reef marine park. A proposed implementation plan using existing environmental regulations has been developed and is currently being considered by government agencies.

Other actions to be progressed in 2016–17 are:

- WQA15 – develop and implement a dredging management strategy (including capital dredging)
- EBA7 – Consider development of a new vessel class which ensures bulk goods carriers travelling in the World Heritage Area meet stringent safety standards
- EBA8 – Fully vet 100 per cent of bulk carriers traversing the GBR to an appropriate standard
- EBA9 – Encourage industry adoption of vessel assessment activities and approval processes.



## Maintenance Dredging Strategy

The development of a *Maintenance Dredging Strategy* (the Strategy) is an action from the *Reef 2050 Plan*. The aim of the strategy is to provide a framework for sustainable, leading practice management of maintenance dredging at ports in the Great Barrier Reef World Heritage Area.

During the year, the department led the development of an initial draft of the strategy in consultation with key industry, environmental and regulatory stakeholders. A consultation process was undertaken in April 2016 and the draft document received significant feedback. The department is working through the feedback with key stakeholders to revise the strategy. It is expected the strategy will be publicly released in late 2016.

More information on dredging undertaken during the year is on [page 92](#).



# We plan to meet demand associated with growth in the economy and population

## Planning for future transport needs

### Updated Cross River Rail business case

Cross River Rail is the Queensland Government's highest priority infrastructure project. The project is vital for south-east Queensland and its strategic importance is highlighted in both the *State Infrastructure Plan* and *South East Queensland's Rail Horizon*, a long-term rail network strategy which outlines the strategic priorities for the region's rail network, which include optimising the existing network, upgrading services and infrastructure and delivering critical new infrastructure.

The Queensland Government announced the Cross River Rail concept alignment and rail station precinct locations in April 2016.

Building on previous planning and investigations, the department completed a preliminary evaluation which recommended a revised scope for Cross River Rail of a 10.2 kilometre rail link connecting Dutton Park in the south to Bowen Hills in the north, including 5.9 kilometres of tunnel under the Brisbane River and CBD. The project will deliver new services to stations at five key locations including Boggo Road, Woolloongabba, Albert Street, Roma Street and Exhibition showgrounds.

Cross River Rail will unlock the inner city rail network and is a city-changing addition to the public transport network, providing benefits to south-east Queensland and the state.

The department has been central in supporting Building Queensland to update the business case for the project completed in June 2016. Following the business case, procurement may take up to 18 months, pending approval and funding arrangements. A project of this scale has an estimated construction timeframe of five years.

A new generation rail signalling system, the European Train Control System (ETCS), will be put in place in the core of the network where capacity, safety and reliability is needed most. Train signalling systems across south-east Queensland will be progressively upgraded to a more modern, reliable and safe system, including the inner-city network and Cross River Rail tunnel to ensure efficient and safe operation.

More information: [www.crossriverrail.qld.gov.au](http://www.crossriverrail.qld.gov.au)

### Commonwealth Games planning

During the year, the department continued to work in partnership to progress operational plans and strategies to manage the impacts of the Games on road and public transport networks and to ensure a successful transport operation for the event with the Gold Coast 2018 Commonwealth Games Corporation (GOLDOC), the Queensland Government's Office of Commonwealth Games in the Department of Tourism, Major Events, Small Business and the Commonwealth Games, and the City of Gold Coast Council.

The department is responsible for the planning and delivery of public domain transport and the provision of safe, efficient and reliable transport for spectators and workforce to Games venues, and the priority movement of athletes and officials between venues. The department will also ensure the transport network continues to effectively operate during the 11 day event from 4 April to 15 April 2018 at 21 venues on the Gold Coast, and in Brisbane, Townsville and Cairns, with the delivery of a special events shuttle bus network, supported by temporary transit malls and Park 'n' Ride facilities.

As the first regional Australian city to host a Commonwealth Games, we are prioritising the delivery of regional infrastructure on the Gold Coast, such as the Gold Coast Light Rail Stage 2, the \$158.2 million package of road infrastructure upgrades and the \$163.2 million Coomera to Helensvale rail duplication project to support the Games and to leave a lasting legacy. A priority road network between venues for accredited vehicles and a Games transport coordination centre will be provided, alongside a travel demand management campaign to promote and communicate travel options and influence travel behaviour.

The department will continue to work collaboratively with Games delivery partners to further refine operational plans and public domain and temporary transport requirements for each competition venue, celebration zone and non-competition venue for the Gold Coast 2018 Commonwealth Games and together will undertake stakeholder engagement with community, business and industry.

Following the conclusion of Operational Planning Phase, the department will move into the Mobilisation Phase until September 2017.

## Moving Freight actions

During the year, we continued to implement the *Moving Freight* strategy – a key initiative that outlines our 10-year plan for Queensland’s freight system.

*Moving Freight*’s objective is to ‘facilitate the efficient movement of freight’. A total of ten actions have been delivered across the program (two during 2015–16, six during 2014–15 and two during 2013–14). Actions delivered in 2015–16 are outlined below.

**Table 4: Moving Freight Actions – key activities delivered in 2015–16**

Priority	Actions	Key activities and initiatives	Delivery
<b>Facilitate greater freight infrastructure investment</b>	Develop policy that supports and facilitates voluntary industry investment in the development of the freight network.	Completed management of Austroads project <i>Improving Access through Direct Private Investment in Public Road Infrastructure</i> .	September 2015
<b>Expand the use of rail freight</b>	Review rail Transport Service Contracts supporting regional freight and livestock to ensure they align with industry and community needs and deliver value for money.	Executed contract on interim arrangements for Livestock and Regional Freight Transport Service Contracts.	December 2015

### Remote Area Consultative Group (RACG)

The department began hosting the Remote Areas Consultative Group (RACG) in July 2014 for a two-year term, after which the Northern Territory will take over. The RACG was formed in 2014 and comprises representatives from Queensland, the Northern Territory, South Australia and Western Australia. They act as an advisory body and represent the interests of regional and remote areas on proposed and existing heavy vehicle reforms.

The RACG also works towards resolving cross border issues between jurisdictions at an operational level for the heavy vehicle industry. Key points that have been facilitated through the RACG include:

- zonal issues and vehicle access for Agriculture
- Tri-Drive Prime Mover Operations
- road train operations and road freight in remote areas
- remote and rural roadworthiness related issues
- *National Remote and Regional Transport Strategy*
- cross border road train operations and road freight
- Austroads Freight Program in the context of remote and regional operations.

This has provided a highly valuable exchange of information, particularly given the unique opportunity provided within the RACG membership base to engage directly with industry representatives on key strategic issues.

### Corridor Management Action Plan

In October 2015, we launched the *Corridor Management Action Plan* (CMAP). This internal plan will guide the delivery of activities to support management of third-party, non-transport use of the road corridor ([see glossary](#)) across the Queensland road system over the next five years.

The road corridor lends itself to a range of community and economic activities including:

- providing a corridor for electricity, gas, water and telecommunications infrastructure
- community activities such as markets, sporting activities and meetings,
- commercial activities such as advertising, roadside vending and permanent commercial developments (in particular, service centres)
- recreational activities, such as fossicking, horse-riding and camping.

Since the launch of the CMAP, significant progress has been made on a number of key projects, including:

- re-establishing our relationships with public utility providers and benchmarking the cost of utility relocations as part of TMR infrastructure projects,
- developing online application process for various corridor related permits and approvals,



- developing a risk assessment framework for activities in the corridor to support streamlined, risk based assessment and approval processes
- commencing major reviews of the Roadside Advertising Guide and Policy and Service Centres Policy.

The mid-year review of the CMAP was completed in April 2016 and implementation of the projects and initiatives in the action plan is ongoing.

### North Coast Rail Line Action Plan

The department is currently developing a preliminary North Coast Line Action Plan which will propose a 10-year program of infrastructure and service initiatives to address corridor deficiencies, increase rail capacity and improve rail operation.

The plan builds on the Moving Freight Strategy and other previous studies, investigating upgrades that will improve safety and efficiency on the vital north-south rail line. Projects in the North Coast Line Action Plan will facilitate growth in rail freight between the key distribution centres in the south east to major population centres in central and northern Queensland. The plan is due to be completed in mid-2017.

### Inland Rail Project engagement

The Inland Rail project is a \$10 billion, 1700 kilometre inland rail freight link from Melbourne to Brisbane, an initiative of the federal government, and is being delivered on its behalf by the Australian Rail Track Corporation (ARTC). ARTC is currently progressing concept design and planning activities ahead of the submission of the project for environmental approvals in the second half of 2016. During the year, the department led the Queensland Government engagement with ARTC on the project.

An Inland Rail Inter-departmental Committee (IRIDC) has been established to oversee the project from a state government perspective to ensure we maximise the economic benefit for Queensland.

More information: <http://infrastructure.gov.au/rail/inland>

## How Queenslanders travel

### Snapshot of travel across Queensland

In April, we launched the ‘How Queensland Travels’ report and supporting regional fact sheets. The report provides an interactive overview of the key transport trends that shape cities, regions and towns in the state. The report is based on data collected via Queensland Household Travel Survey, which is conducted regularly across the state.

The survey provides the department with information about the day-to-day travel behaviour of over 80,000 Queenslanders, including how, why and when they travel. Data from the surveys is available from the Queensland Government’s Data Portal. <https://data.qld.gov.au/dataset?q=household+travel+survey>

More information: <http://www.tmr.qld.gov.au/qldtravelsurvey>



# We invest to optimise the maintenance, operation and expansion of the statewide transport system

## Infrastructure investment

### Infrastructure investment

The National Partnership Agreement on Land Transport Infrastructure Projects (NPA) which formalises funding commitments from the federal government and agrees on state government contribution has been in place since 2014.

The 2015–16 Federal Budget confirmed a commitment of \$7.7 billion to 2018–19 including:

- \$1.6 billion in 2015–16
- \$6.1 billion for the period 2016–17 to 2018–19.

In addition, \$3.1 billion was indicatively allocated from 2019–20.

This is the second year of the National Partnership Agreement.

### Investment strategies

The Brisbane–Gold Coast Transport Investment Strategy has been drafted and is awaiting endorsement. Other draft investment strategies, including those for the Peak Downs and Gregory Highways, Capricorn Highway, and Flinders and Barkly Highways are being reviewed and work is continuing to refine strategies. The Warrego Highway Upgrade Strategy was released in February 2012.

The strategies provide linkages between government policies and objectives and transport planning and investment, and will:

- set long-term strategic route visions to guide route enhancement
- outline investment priorities targeting highest priority route performance issues, such as safety, condition, capacity, efficiency and reliability.

The department's focus this year was on developing detailed submissions to respond to federal funding opportunities, such as Infrastructure Australia submissions (September 2015), Northern Australia Roads Programme (November 2015) and Beef Roads Programme (May 2016).

## Transport Infrastructure Portfolio Plan 2015–25 (TIPPS)

During the year, we updated and finalised the 10-year *Transport Infrastructure Portfolio Plan and Schedule 2015–25* (TIPPS). The TIPPS serves to communicate strategic transport infrastructure investment choices and decisions. It contextualises the department's current position and key areas of focus that result from the annual Portfolio Definition process.

The portfolio definition process sets the direction of the portfolio over the next 10 years, provides key guidance for QTRIP development, and also provides input into external agency planning and prioritisation processes. It is part of the Infrastructure Investment Committee management processes ([see page 182](#)) for the transport infrastructure portfolio, which reviews and assesses:

- any changes in strategic direction
- changes to the likely 10 year funding envelope
- delivery performance
- the priority and timing of current and proposed candidate investments and their associated outputs, outcomes and benefits

TIPPS outlines transport infrastructure investments and highlights how TMR's strategic objectives will be realised through delivery within an affordable funding program, taking account of the needs for operation, maintenance and upgrade of the transport infrastructure assets.

## Queensland Transport and Roads Investment Program

Following the finalisation of the TIPPS, we developed and published the QTRIP ([see glossary](#)) 2015–16 to 2018–19. Developed with funding allocations from the federal and state governments, the \$18.8 billion QTRIP identifies key priority programs, packages and projects including:

- \$8.5 billion program for Bruce Highway upgrades over 10 years (2013–14 to 2022–23)
- \$635 million Warrego Highway Upgrade Program over five years (2014–15 to 2018–19)

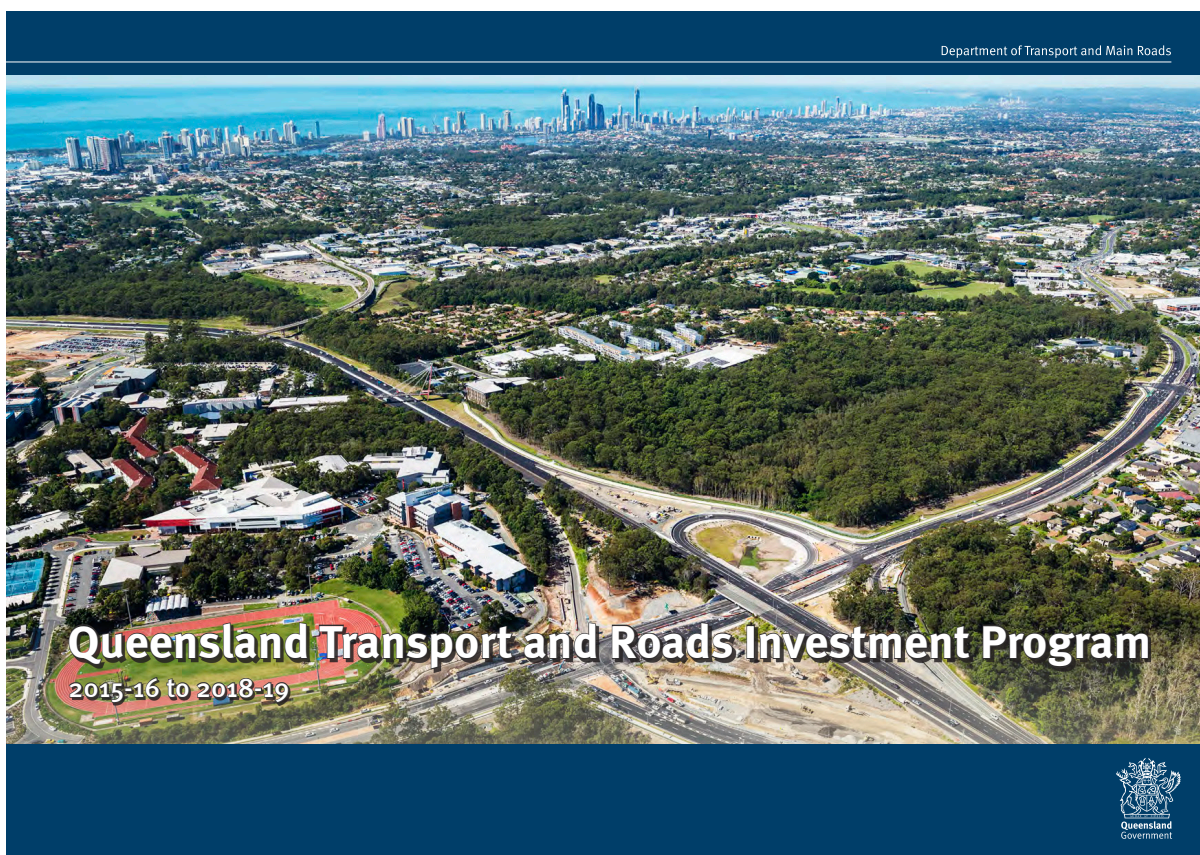


- \$260.5 million Cape York Region Package over five years (2014–15 to 2018–19) to upgrade key roads and other infrastructure to better connect communities in the Cape
- \$988 million Moreton Bay Rail Link, a dual-track passenger rail line from Petrie Station to Kippa-Ring Station
- \$1.606 billion Toowoomba Second Range Crossing, a bypass route to the north of Toowoomba
- \$1.162 billion Gateway Upgrade North, widening the Gateway Motorway between Nudgee and Bracken Ridge
- an additional \$30 million over three years (2015–16 to 2017–18) to extend the Marine Infrastructure Fund to support marine projects such as boat ramps, pontoons and jetties (see page 92–93)
- an additional \$60 million in funding in 2015–16 and 2016–17 for transport infrastructure delivered through the Transport Infrastructure Development Scheme (TIDS) as part of regional infrastructure funding program, Building Our Regions
- \$40 million for the Western Roads Upgrade Program (2015–16 and 2016–17) to assist drought-affected areas through targeted road network upgrades within western Queensland local government areas

- \$160.7 million over three years for a package of major road infrastructure (see glossary) upgrades on the Gold Coast in the lead up to the 21st Commonwealth Games in April 2018
- almost \$1 billion in road safety initiatives over the next four years
- more than \$500 million over two years for jointly funded infrastructure initiatives on the Bruce, Warrego, New England and D’Aguilar Highways, along with targeted road safety programs such as Safer Roads Sooner (see glossary) and Safety Mass Actions.

More information: <http://tmr.qld.gov.au/About-us/Corporate-information/Publications/Queensland-Transport-and-Roads-Investment-Program.aspx>

The Queensland Transport and Roads Investment Program 2015–16 to 2018–19 (QTRIP) outlines the current and planned investments in transport and road infrastructure over the next four years.



## Securing land for future transport projects

The department acquires and disposes of properties for road and transport infrastructure projects. Properties retained by the department for existing and future infrastructure projects are leased, where possible, to derive an income for the state. This includes rail corridors and boat harbours. We are also responsible for developing strategic land opportunities, including Transit Oriented Developments (TODs) ([see page 38](#)) and realising commercial opportunities for the road corridor ([see glossary](#)) and passenger network.

## Targeted Road Safety Program

The Targeted Road Safety Program (TRSP) is designed to achieve reductions in road trauma by targeting the delivery of high-benefit, cost-effective road treatments on the road network to treat locations with a demonstrated or potential risk of high severity crashes.

The department will deliver at least \$300 million in TRSP projects over the two-year period of 2015–16 and 2016–17, and is an investment targeting high risk crash sites on state-controlled and local government roads.

The TRSP consists of funding provided under the state funded Safer Roads Sooner, Safety Mass Actions, Road Safety Minor Works and Flashing Lights in School Zones programs ([see glossary](#)), and the federally funded Black Spot Programme ([see glossary](#)).

The benefits of the TRSP include reduced fatalities, reduced serious injuries and increased safety rating of Queensland's national road network.

## Regional road investments

### National remote and regional transport strategy

Following a National Remote and Regional Transport Strategy (NRRTS) Forum on 22 May 2014, the Transport and Infrastructure Council (the Council) ([see glossary](#)) agreed to the formation of a NRRTS Working Group. The Working Group is chaired by the Northern Territory, and comprises the South Australia, Western Australia, Queensland and federal governments, and developed the NRRTS Strategy that was approved by the Council in November 2015. The Working Group is currently progressing delivery of the 11 actions under the Strategy's Implementation Plan.

Queensland is leading two actions from the Implementation Plan:

- **Action 6** – provide employment and economic opportunities for local communities on key transport infrastructure construction and maintenance projects and services. To date, a desktop audit of national initiatives has been compiled and provided to the NRRTS Working Group. We are currently working on identifying best practice models of increasing indigenous employment on remote and regional transport projects.
- **Action 9** – develop and consider models for flexible risk-based solutions that aim to achieve consistency in access and operating conditions across borders, and reduce regulatory burden in remote and regional areas. As a member of the Remote Area Consultative Group (RACG), Queensland has been working with industry and other jurisdictions to identify gaps and inconsistencies in cross-border regulations and policies. The RACG is currently working on identifying possible options to address these issues.

Progress on the 11 actions will be provided to the Council for consideration at the November 2016 meeting.

## Building our Regions Program

Under the Building our Regions Program ([see glossary](#)), the state government committed an additional \$30 million per annum in 2015–16 and 2016–17 to the Transport Infrastructure Development Scheme funding (TIDS). This additional funding brought the TIDS to an annual statewide funding allocation of \$70 million.

This funding continues to support local governments to deliver transport infrastructure for their communities through 17 Regional Roads and Transport Groups across Queensland. Part of this funding (\$8.2 million) is Aboriginal and Torres Strait Islander (ATSI) TIDS, dedicated to improving access and transport infrastructure, such as roads, aerodromes, barge ramps and jetties, to 34 communities across the State.

More information: [www.statedevelopment.qld.gov.au/regional-development/building-our-regions.html](http://www.statedevelopment.qld.gov.au/regional-development/building-our-regions.html)

\*Includes interactive web map of projects



## Heavy Vehicle Access Management System

During the year, we continued developing the Heavy Vehicle Access Management System (HVAMS) to replace the department's paper-based Heavy Vehicle Permit Management System in 2016–17.

HVAMS will deliver an improved level of customer service resulting in faster turnarounds for applications, greater consistency of route assessments on the state's road network and improved public safety.

The project will give transport operators instant and secure access to:

- online applications for heavy vehicle permits
- route planning and engineering analysis
- automated assessment
- online payment.

## Contract Management – 3PCM Solution

During the year, we commenced the implementation phase of the Portfolio, Program, Project and Contract Management (3PCM) project. The project will:

- improve efficiency in planning, managing and delivering the Transport Infrastructure Portfolio
- improve decision making enabled through timely access to accurate data
- allow a move away from a reliance on aging technologies.

The implementation of the Information and Communication Technology solution has been undertaken through the year with the first of two releases occurring in June 2016. The second release will be delivered in early 2017. We also have a 10-year managed service arrangement with the solution provider.

## SEQ rail infrastructure

Consistent with the *State Infrastructure Plan*, the *SEQ Rail Horizon Strategy* released in March, aims to direct investment to the rail network to derive more efficiency from existing infrastructure.

Under the plan, rail projects, such as Cross River Rail, new high capacity signals and longer trains will help improve access, reliability and increase service frequency across the south-east Queensland.

Key rail network initiatives include:

- Cross River Rail ([see page 41](#))
- Moreton Bay Rail Link ([see page 138](#))
- Coomera to Helensvale track duplication – due for completion in 2017
- roll out of 75 new generation six-car trains ([see page 138](#))

More information: [www.tmr.qld.gov.au/Travel-and-transport/Rail/South-East-Queenslands-Rail-Horizon](http://www.tmr.qld.gov.au/Travel-and-transport/Rail/South-East-Queenslands-Rail-Horizon)