

Queensland Transport and Roads Investment Program 2018–19 to 2021–22



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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Cover image: From left to right: Redland Bay Marina station located off Banana Street, Redland Bay (image provided courtesy of Paynter Dixon Queensland) | Australia's first Continuous Flow Intersection (CFI) on Southport – Burleigh Road at Surfers Paradise (©2018, Department of Transport and Main Roads, the Queensland Government) | A New Generation Rollingstock train on the Gold Coast line (© 2018, Department of Transport and Main Roads, the Queensland Government) | New pontoon at Dirranbandi (©2018, Department of Transport and Main Roads, the Queensland Government) | The multi-modal station at Helensvale. Photo by Hexflox (©2018, Department of Transport and Main Roads, the Queensland Government) | Blending pavement gravel with a stabiliser on the Myall Creek to Rio Tinto Boundary section, east of Weipa (©2018, Department of Transport and Main Roads, the Queensland Government) | Family cycling in Rockhampton (©2018, Department of Transport and Main Roads, the Queensland Government)

Investing in vital links for our communities

Transport infrastructure connects communities, enhances road safety, boosts our economy and generates employment. That's why the Queensland Government is committed to ensuring that transport and road infrastructure supports the multi-modal needs of Queenslanders, and sustains the movement of goods and services around the state.

To this end, the Queensland Transport and Roads Investment Program (QTRIP) 2018–19 to 2021–22 outlines approximately \$21.7 billion in investment in transport infrastructure over the next four years, with an average of approximately 19,200 direct jobs supported over the life of the program.

A key priority of QTRIP is supporting local communities and regional infrastructure such as the Bruce Highway, which runs from Brisbane to Cairns, and is a vital artery for Queensland and a nationally-significant corridor within the National Land Transport Network. Under the Future-proofing the Bruce policy, the Queensland Government will invest \$10 million over two years to the Bruce Highway Trust to develop a 15-year vision and rolling five-year Action Plans. In addition, the Queensland Government has provided funding under the policy as follows:

- \$200 million per annum upon completion of the existing Bruce Highway Upgrade Program
- a \$175 million initial injection for targeted productivity-boosting, safety and flood resilience projects
- an acceleration of \$36 million (on an 80:20 Federal:State basis) towards the \$180 million project to duplicate the Douglas to Bohle section of the Townsville Ring Road (Stage 5)
- \$30 million to address safety hot spots, such as wide centreline treatments and more frequent rest areas
- \$2.5 million to reduce the distance between electric charging stations.

Through QTRIP, we are continuing to jointly fund significant projects on the Bruce Highway with the Australian Government, including:

- the \$1 billion Cooroy to Curra (Section D) project, to build the Gympie Bypass between Woondum and Curra
- the \$812.9 million duplication between Caloundra Road and the Sunshine Motorway
- the \$481 million Cairns Southern Access Corridor (Stage 3) project, between Edmonton and Gordonvale
- the \$187 million Maroochydore Road interchange
- the \$121 million Rockhampton Northern Access, between Rockhampton-Yeppoon Road and Parkhurst.

Another vital link for Queensland is the Pacific Motorway (M1) between Brisbane and the Gold Coast. Under the M1 Action Plan, the Queensland Government has committed additional funding of approximately \$900 million, subject to finalisation of business cases and funding agreements with the Australian Government. This funding will enhance sections of the M1, including the sections between Varsity Lakes and Tugun, and between Eight Mile Plains and Daisy Hill. In addition, the Queensland Government is providing \$25 million to upgrade the Oxenford (Exit 57) interchange to improve safety and traffic flow on the M1.

As our state grows, so do our public transport needs. The Queensland Government will invest \$53 million for the Northern Transitway on Gympie Road, to deliver bus priority measures without losing any of the existing lanes to other traffic. In addition, \$22 million has been provided for the Eastern Transitway to improve bus priority measures and upgrade five major intersections on Old Cleveland Road. Together, these transitways will connect the northern and eastern surrounding areas of Brisbane to the metropolitan public transport network and improve access to jobs, education and services for these ever-growing communities.

We are also providing significant investment to improve park 'n' ride facilities across South East Queensland. This includes \$88.6 million to provide extra car spaces at Geebung, Virginia, Lindum, Lawnton, Darra, Springfield Central and Salisbury rail stations. In addition, \$25.5 million has been provided for extra car spaces at the Greenbank and Eight Mile Plains bus stations. We are investing \$300 million in station accessibility upgrades across the rail network with Nambour, Dinmore, Graceville, Newmarket and Alderley already completed. Construction works are underway at Strathpine, Morayfield and Boondall and design work has commenced for Dakabin, East Ipswich, Buranda, Cannon Hill, Loganlea, Auchenflower, Fairfield and Albion.

The world class Gold Coast Light Rail system carried more than 1.1 million passengers over the 12 days of the Commonwealth Games, and continues to go from strength to strength, with \$5 million allocated for the business case for Stage 3A from Broadbeach South to Burleigh Heads.

Marine infrastructure facilities will also receive a significant boost, with an additional \$30 million committed for the construction and upgrading of boating infrastructure throughout Queensland.

This year's QTRIP confirms the Queensland Government's commitment to delivering efficient, safe, sustainable and reliable transport infrastructure and services across Queensland, now and for the future.



Honourable Mark Bailey MP

Minister for Transport and Main Roads

Connecting Queensland through a single integrated transport network accessible to everyone

Transport and Main Roads is committed to bringing Queenslanders closer together by ‘creating a single integrated transport network accessible to everyone’. Transport infrastructure connects people, goods and services across the state, and my department ensures our infrastructure is sustainable and reflects community and economic needs.

This QTRIP outlines approximately \$21.7 billion of works over the next four years across the local, state and national networks and continues to provide for a safe, efficient and integrated transport network throughout Queensland.

Queensland’s weather is always unpredictable, and my department aims to do all it can to ensure cyclone and severe weather event preparedness for the transport and road network. This year, our transport network experienced impacts from severe weather, rainfall and flooding in various parts of the state. This QTRIP includes more than \$170 million in funding to repair damage on the transport network to ensure communities remain connected to goods and services.

We continue to collaborate with the Australian Government, local governments and the private sector, who all play an important role in delivering best value transport system outcomes for Queenslanders. On the National Land Transport Network, in partnership with the Australian Government, we are delivering many projects, including:

- the \$514.3 million construction of bridges and approaches on the Bruce Highway at the Haughton River Floodplain
- the \$25 million pavement widening and strengthening works on the Landsborough Highway, between Dingo Creek and the Darr River

- the \$16 million improvements to the Chinchilla Rail Crossing on the Warrego Highway
- the \$14.4 million bridge rehabilitation works on the Flinders Highway, between Charters Towers and Hughenden.

We also continue to invest in the state-controlled road network to support Queensland’s growing population, with funding allocated to building, maintaining and operating the road and transport network across the state. In this QTRIP, funding has been provided for the following projects on the state-controlled road network:

- the \$152 million Smithfield Bypass project in Cairns, between McGregor Road and Yorkeys Knob Road roundabouts
- the \$65 million Sumners Road interchange upgrade, with the Centenary Motorway
- the \$22.8 million pavement widening of the Captain Cook Highway, between Cairns and Mossman
- the \$11.3 million Mount Glorious Road and Samford-Mount Glorious Road intersection improvements
- the \$6.4 million upgrade of the Ruthven Street and North Street intersection in Toowoomba
- the \$6 million upgrade of Deception Bay Road at the Morris Road intersection
- the \$4 million upgrade of the Peachester Road and Old Gympie Road intersection on Kilcoy-Beerwah Road.

This QTRIP also provides for cycle networks, which provide active travel options and have a positive impact on congestion, health, the environment and tourism. Cycling projects include the \$45 million Veloway 1 (Stage E) cycleway from Birdwood Road to Gaza Road, the \$13.2 million North Brisbane Bikeway (Stages 2 and 3) from Somerset to Price Street, and the \$6.4 million Bohle River Bridge cycleway from Ingham Road to Shaw Road in Townsville.

In addition, it is important our approach to transport infrastructure is sustainable, so we are working with local governments in regional Queensland to re-purpose disused rail corridors into active transport solutions such as walking, cycling and horse riding trails. In this regard, over \$14 million has been provided for future cycling rail trails.

We also continue to invest in marine infrastructure, with \$18.4 million provided to upgrade boating infrastructure at Clump Point in Mission Beach, and \$4 million to upgrade the boat ramp at Newell Beach on the Mossman River.

I am pleased to present QTRIP 2018–19 to 2021–22, a testament to Transport and Main Roads’ commitment to working collaboratively with our stakeholders and delivery partners, ensuring Queenslanders remain connected through a single integrated transport network.



Neil Scales OBE

Director-General

Department of Transport and Main Roads

Neil Scales

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Introduction

Overview

The Department of Transport and Main Roads plans, manages and delivers integrated transport infrastructure across Queensland to achieve sustainable transport solutions. Transport infrastructure connects people, goods, services and places.

QTRIP outlines the 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 Transport and Main Roads to:

- provide transparency about current and planned investment in transport and roads infrastructure across Queensland
- inform workforce planning across all transport industry sectors
- 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 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, which align to 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. QTRIP 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 Queensland Government's strategic direction for the planning, investment and delivery of infrastructure in Queensland. It includes a framework to plan and prioritise sustainable 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. The SIP Part B is updated annually by the Department of State Development, Manufacturing, Infrastructure and Planning, in consultation with Transport and Main Roads.

Transport Coordination Plan

The TCP provides the overarching framework for strategic planning and management of transport resources in Queensland, as required by the *Transport Planning and Coordination Act 1994*.

The TCP guides Transport and Main Roads to plan, manage and invest in the transport system in order to improve regional and economic development, and the quality of life of Queenslanders. It informs more detailed transport planning and management processes, such as Regional Transport Plans, modal strategies and investment programs like QTRIP. Regional Transport Plans provide guidance for the development of the transport system in each of Transport and Main Roads' 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 the transport network and reduce the need for significant capital expenditure, or provide environmental benefits such as reduced greenhouse gas emissions.

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 as determined by the Minister.

QTRIP is produced in accordance with requirements of relevant legislation as reflected in Transport and Main Roads' 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 Transport and Main Roads' 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, Regional Development and Cities), other state government departments (such as Queensland Treasury, the Department of State Development, Manufacturing, Infrastructure and Planning, and the Department of Local Government, Racing and Multicultural Affairs), local governments, peak industry and government bodies. Other partners and suppliers include private 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 Transport and Main Roads refine its policies, programs, investment decisions and services.

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 16-year partnership between Transport and Main Roads 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 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.

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), Austroads, National Transport Commission (NTC) and Australian Roads Research Board (ARRB), to contribute to the transport agenda and learn from others.

Operating environment

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 efficient movement of people, goods and services. 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 Transport and Main Roads across south east and regional Queensland, and are one of the infrastructure delivery areas of the department.

The division ensures Transport and Main Roads 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, Transport and Main Roads' 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.

Customer Services, Safety and Regulation Division

The Customer Services, Safety and Regulation Division delivers transport safety, regulatory and transactional transport services for Transport and Main Roads. The division is critical to the department's current and future transport system, and contributes by managing the state's regulation, marine, road safety and frontline services for Queenslanders. The division's focus on improving road and maritime safety is critical in how Transport and Main Roads 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 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 population is estimated to be around 4.9 million¹, and is predicted to increase to around 6.9 million by 2037 and around 7.7 million by 2045². 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, sustainability and meet customer expectations.

¹ Queensland Government Statistician's Office, Queensland Treasury, *Population Growth, Queensland, June quarter 2017*, viewed 8 March 2018, www.qgso.qld.gov.au

² Queensland Government Statistician's Office, Queensland Treasury, *Projected population, by series Queensland, 2011 to 2016*, viewed 8 March 2018, www.qgso.qld.gov.au

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 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 *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 (see Figure 1) 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
- Route Actions, to address safety issues on identified high-risk roads across the state

- Mass Actions, for initiatives that deliver low-cost engineering treatments (such as Township Entry Treatments) to improve the safety of the overall state-controlled road network
- 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.

Through the Black Spot Program, the Australian Government also 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 Program 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' Targeted Road Safety Program incorporates 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 Projects* with states and territories. For Queensland, specific funding is allocated to target road safety issues on highways including the Bruce, Warrego, and Peak Downs.



Figure 1: The Safe System approach

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.

Current projections indicate the Queensland freight task to grow by approximately 12 per cent by 2024–25. This growth 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 financially 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 financially 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.

Transport and Main Roads works closely with the Queensland Reconstruction Authority, the nation's only permanent stand-alone disaster resilience and recovery agency, 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 local residents.

Consistent with these objectives, Transport and Main Roads will agree to Indigenous employment and supplier use targets for road projects committed by the Australian Government and Queensland Government under the Northern Australia Roads Program, Northern Australia Beef Roads Program 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 environmental sustainability and cultural and historic heritage management. This commitment is realised through delivery of an integrated transport network that contributes to a cleaner, healthier, more liveable environment for all Queenslanders (for example, by aligning with the Queensland Government climate change targets and actions detailed in the Queensland Climate Change Response, national greenhouse gas reduction targets and policies, and providing sustainable travel and infrastructure solutions).

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.

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