

Integrated Transport Network

Highlights

- Continued to implement the two-year action plan that accompanied the *Queensland Transport Strategy*.
- Continued to deliver QTRIP, including the announcement of a joint Australian and Queensland government investment of \$415 million in construction ready road upgrade projects.
- Master planning for the ports at Gladstone and Townsville complete to meet commitments set out in Reef 2050 Long Term Sustainability Plan.
- 13 new fast charging locations delivered as part of the Queensland Electric Super Highway.
- Invested more than \$96 million across Queensland with the Passenger Transport Infrastructure Investment Program
- Successfully trialled Customer Service Officers on Westside and Park Ridge bus services resulting in permanent arrangements.
- Provided more than 1220 new parking spaces Darra, Ebbw Vale, Geebung, Lawnton, Ormeau, Salisbury (Stage 1), Varsity Lakes and Virginia train stations through opening additional park 'n' ride spaces.
- Completed delivery of North Brisbane Bikeway.
- Completed construction on a two-lane boat ramp with floating walkway near the mouth of the Fitzroy River.
- Provided subsidies for approximately 21,000 return airfare flights for eligible residents in Far North Queensland to make air travel to access health, education, employment services, and social and recreational opportunities more affordable.
- Completed construction on the Haughton River Floodplain about 50 kilometres south of Townsville under the Ayr to Townsville and Haughton River Floodplain upgrade.
- Completed construction on the six new overtaking lanes on the Capricorn Highway between Rockhampton and Emerald.
- Partnered with the Bundaberg Regional Council to commence development of the Bundaberg Integrated Transport Strategy to identify the strategic needs of Bundaberg's transport system.
- Completed construction of the Gatton Heavy Vehicle Decoupling Facility under the Toowoomba Second Range Crossing (Toowoomba Bypass) project to provide an opportunity for heavy vehicle drivers to breakdown and reconfigure their combinations as required before continuing their journey.
- Constructed Australia's first Diverging Diamond Interchange at Caloundra Road as part of the Bruce Highway Upgrade from Caloundra Road to Sunshine Motorway project.
- Partnered with 13Cabs to trial On Demand Transport in Logan.



To read more about the strategies and indicators of success linked to these strategic priorities, see pages 10–13.

Planning best value investments for our future transport needs

Queensland Transport Strategy

Designing a transport network for the future requires the development and implementation of long and medium-term strategies and integrated plans to maximise Queensland's long-term economic growth and prosperity.

The *Queensland Transport Strategy* provides a 30 year vision for the transformation of the state's transport system to respond to customer preferences, global trends, and emerging technologies. It puts customers first and articulates the department's plan for maximising the benefits of future transport opportunities for all Queenslanders.

There are five customer focused outcomes:

- accessible, convenient transport
- safe journeys for all
- seamless, personalised journeys
- efficient, reliable and productive transport for people and goods
- sustainable, resilient and liveable communities.

The strategy details how the department plans to harness emerging technology and trends to continue to move people and products safely and efficiently into the future. It is accompanied by an internal two year action plan being implemented by the department.



For more information

www.tmr.qld.gov.au/QueenslandTransportStrategy

Regional Transport Plans

Queensland's suit of Regional Transport Plans (RTPs) cover the entire state and support the department's vision of 'creating a single integrated transport network accessible to everyone'. The RTPs consider all modes of transport, regional demographic and industry changes, local government land use and transport planning, and respond to relevant Regional plans and the State Infrastructure Plan.

The RTPs define the priorities for developing Queensland's transport system and outline the planning actions that will guide future investment over the next 15 years, in a way that supports regional goals for the community, economy and environment.

Plans for Mackay Isaac Whitsunday, North West, Central West, South West, Far North, Northern, Fitzroy, Wide Bay Burnett, Darling Downs and South East are available on the department's website.



For more information

www.tmr.qld.gov.au/About-us/Corporate-information/Publications/Regional-Transport-Plans

QTRIP roads stimulus packages

The department's focus remains on the continued delivery of QTRIP. The four-year rolling program provides a pipeline of transport and road infrastructure projects to support accessible, sustainable, and efficient connections across the state's transport network. QTRIP keeps Queenslanders moving, provides employment benefits, and supports the freight industry in providing essential goods and services to people and communities. QTRIP includes the continued delivery of roads stimulus packages announced in 2020 that pave the way for economic recovery.

QTRIP 2021–22 to 2024–25 highlights include:

- More than \$1.6 billion investment over four years for dedicated and targeted road safety initiatives critical to reducing road trauma and savings lives, including an additional funding boost under the Road Safety Program in partnership with the Australian Government.
- Continuing to work in partnership with the Australian Government to deliver key projects across the state as part of the \$13 billion Bruce Highway Upgrade Program over a 15-year period (2013–14 to 2027–28), such as the upgrades between Caboolture - Bribie Island Road and Steve Irwin Way, and at the Haughton River Floodplain.
- \$280 million investment over four years under the Roads and Transport Alliance for the Transport Infrastructure Development Scheme.
- \$250 million investment for bike-riding, walking and active transport infrastructure such as cycleways, shared paths, green bridges and rail trails.

Asset management cloud analytics

The department is focused on empowering staff with easily accessible information to make decisions when and where it's needed by leveraging cloud-enabled analytics. The department's asset infrastructure has a gross replacement cost of more than \$78 billion (as at 30 June 2021).

A new asset valuation dashboard has enhanced the road valuation process. The dashboard ingests more than a billion data points from the asset information system and other data sources to provide insights into road data, such as trend and comparison analysis. By using this visualisation tool, the valuation of a district, road or section of road can be validated.

The department has created a road pavement layer dashboard that has been made available to staff via tablet devices. This enables roadside engineers and inspectors to make better decisions while targeting solutions in-field.

Priority ports master planning

The department is leading master planning for priority ports at Gladstone, Townsville, Hay Point/Mackay, and Abbot Point to meet commitments set out in the Reef 2050 Long Term Sustainability Plan. Port master planning supports the sustainable development of critical infrastructure while balancing growth, job creation, environmental values, and community interests.

Highlights included:

- completed master planning for the ports at Gladstone and Townsville. The final port overlays were released on 27 August 2020 and came into regulatory effect on 1 February 2021
- commenced master planning for the ports of Hay Point/Mackay and Abbot Point with notices of proposals issued to the port authority and local government on 5 May 2021
- completed statutory review of capital dredging provisions for the Port of Cairns on 18 December 2020 following consideration of submissions and public consultation.



For more information

<https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation/Master-planning-for-priority-ports>

Marine Infrastructure Investment Program

The Marine Infrastructure Investment Program provides safe, reliable, and efficient recreational boating infrastructure that optimises access to the water and on the water, for both trailer boats and deep-draught vessels. New and upgraded boating facilities are funded through the Marine Infrastructure Fund, the capital portion of this program.

Teams with professional maritime expertise now sit within MSQ to improve the management, planning, and delivery of maritime assets and infrastructure and a broader scoped Maritime Infrastructure Investment Program was approved and planning for implementation progressed. Business improvement strategies included:

- initiation of a maritime asset management system to provide greater transparency of the maintenance schedules of maritime assets
- audit and health checks of procurement processes, improving financial management and forecasting for maritime infrastructure
- improvements to information capture and presentation to inform investment decision-making.

Marine Infrastructure Fund

The Marine Infrastructure Fund provides new and improved recreational boating facilities and infrastructure throughout the state.

Highlights included:

- progression of design and approvals for a new boat ramp at Yorkeys Knob on the north side of Cairns
- progression of design and approvals for an upgraded boat launching facility at Newell Beach near Port Douglas
- a new boat ramp and floating walkway at Cabbage Tree Creek state boat harbour at Shorncliffe
- construction of a dredge material rehandling facility at Molongle Creek, and progression of design and approvals for a new dredged access channel
- upgrade of a boat launching facility at Corbetts Landing near Yeppoon
- a new boat ramp and floating walkway at Thompson Point on the north bank of the Fitzroy River
- design and approvals for a new boat ramp at Midge Point north of Mackay
- upgrade of the boat ramp at Shute Harbour, Whitsundays, including a new fixed sloping walkway.

Queensland Electric Super Highway

Electrification within the transport sector is important to help transition the state to a low carbon economy and improve air quality, health, and amenity for all Queenslanders.

In February 2021, 13 new fast charging locations were delivered as part of the Queensland Electric Super Highway (QESH) Phase 2 development. The QESH now comprises 31 locations connecting electric vehicle (EV) drivers from Coolangatta to Port Douglas, and from Brisbane to Toowoomba.

Queensland's EV registrations have increased by 86 per cent in the last 12 months, with 5266 EVs registered (as at 30 June 2021). Public use of the QESH is also up 40 per cent in 2021 (as at 31 May 2021) demonstrating an increasing trend of electrification within the transport sector.



For more information

<https://www.qld.gov.au/transport/projects/electricvehicles/future/super-highway>

Queensland Rail

The department continued to invest in passenger rail services, rail infrastructure and assets across the state through the Rail Transport Service Contract with Queensland Rail.

In response to COVID-19, an extra 105 weekly train services were added to the South East Queensland Citytrain network during shoulder peak periods. These services remain operational to provide more service options for Queenslanders and to assist with social distancing. Traveltrain timetables and seating capacity were reduced in regional Queensland, in line with reduced

demand during the pandemic, with all services including capacity, progressively reinstated by June 2021.

The department continued to work with Queensland Rail on key infrastructure improvements across the network. Upgrades to park 'n' rides at Lawnton, Geebung, Darra, Varsity Lakes and Virginia were completed in 2020–21. Works at Lindum, Salisbury and Springfield Central park 'n' rides are underway. Station accessibility works continue at Auchenflower, Southbank, Albion, Buranda, Dakabin, Cannon Hill and East Ipswich stations.

Delivery of the North Coast Line Capacity Improvement Project is continuing and will provide an increase in rail freight capacity. The North Coast Line remains an important part of the National Land Transport Network.

South West Transport Services Contract

The department executed the South West Transport Services Contract in August 2020, which supports the cattle industry by subsidising livestock rail services across south west regional Queensland. These rail services support regional economic development, employment opportunities and assist in managing livestock transport demands on the road network.

For more information

<https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Rail-services-and-infrastructure/Rail-Transport-Contracts-and-Agreements>

Regional air services

The department continued to provide seven government subsidised regulated air routes in Queensland through air service contracts. The regulated air service contracts set minimum service levels, maximum airfare prices, minimum aircraft size and on-time performance standards along regulated routes to ensure an appropriate level of service is provided to regional Queensland at an affordable price.

COVID-19 has continued to have a large impact on regional airlines that provide essential services to rural and remote communities in Queensland. Through Queensland Government funding arrangements, the department assisted QantasLink, Regional Express Airlines (Rex), Hinterland Aviation, and Skytrans to provide essential air services to regional and remote communities during the pandemic.

In 2020–21, 104,973 passengers travelled on these Queensland Government regulated air services providing valuable access to air travel for rural and remote customers.

For more information

<https://www.tmr.qld.gov.au/regionalconnect>

Gold Coast Light Rail

The expansion of the Gold Coast Light Rail system is jointly-funded by the Australian and Queensland governments and City of Gold Coast and will position the city for sustainable growth well into the future. Delivered in stages, the project connects communities with business and jobs, hospitals and medical facilities, education, shopping, dining, entertainment and sporting centres.

\$1.044 billion has been allocated for Stage 3 of the project to extend the current light rail system by 6.7 kilometres from Broadbeach South to Burleigh Heads with eight new stations. Major construction is expected to start in late-2021.

Planning for Stage 4 has begun with a corridor study identifying the Gold Coast Highway as the preferred route for the light rail extension. \$4 million has been allocated by the Queensland Government for planning for a further 13 kilometre extension linking Burleigh Heads to Coolangatta via the Gold Coast Airport.

The Gold Coast Light Rail system is critical infrastructure to support the Gold Coast and its continued growth for decades to come.

Personalised Transport Horizon

A comprehensive framework for personalised transport is in place following the implementation of the Queensland Government's reform program *Queensland's Personalised Transport Horizon—Five Year Strategic Plan for Personalised Transport Services 2016–21*. The reforms have updated Queensland's personalised transport industry laws, with a focus on enabling a modern, safe, affordable, and accountable personalised transport industry for all Queenslanders.

Surveys and focus groups were conducted with personalised transport industry representatives and customers to better understand how the changes have impacted industry and customers. The department has continued monitoring and evaluating the implemented reforms.

For more information

<https://www.tmr.qld.gov.au/business-industry/Taxi-and-limousine/Queenslands-Personalised-Transport-Horizon>

Investing in passenger transport

Passenger Transport Infrastructure Investment Program

The Passenger Transport Infrastructure Investment Program enables a more accessible, efficient, and integrated network that offers better value to customers and makes passenger transport an attractive option for Queenslanders.

Key achievements included:

- commenced construction on the Northern Transitway and Eastern Transitway (Stage One) to deliver reduced travel times and improved reliability for customers on key bus corridors along Gympie Road and Old Cleveland Road
- completed bus priority works on Nicklin Way near the intersection of Jessica Boulevard to improve bus travel time, reliability, and provide dedicated bike riding facilities
- completed designs for the Strathpine, Bundaberg, and Mackay bus stations to improve customer access and amenity and ensure efficient operation of bus networks
- awarded the construction tender for the Southern Moreton Bay Islands passenger ferry terminals upgrade, to provide better weather protection, more seating and wider jetties for the inter-island ferry services. This project is being delivered in partnership with Redland City Council
- commenced construction on Morayfield bus station upgrade to deliver an improved waiting area for customers and increased capacity for buses
- completed construction of additional bus stops across South East Queensland to make it easier for customers to access public transport
- completed a TransLink brand rollout in Townsville to deliver improved signage and customer information at approximately 580 urban bus stops
- provided funding to local governments through the \$20 million four year Bus Stop Shelter Program to deliver new shelters and improve customer experience.

Park 'n' ride program overview

Park 'n' ride facilities allow Queenslanders to park their vehicle and ride public transport to complete their journey. These facilities are an important part of the South East Queensland transport network to enable more people to connect with public transport to access jobs, education, and other essential services in their communities.

Over the next few years, the department will deliver more than 3200 new park 'n' ride spaces, as part of the four-year upgrade program, adding to the 32,600 plus spaces already available to Queenslanders across the network.

Key achievements included:

- More than 1250 additional park 'n' ride spaces opened at Darra, Ebbw Vale, Geebung, Lawnton, Ormeau, Salisbury (Stage 1), Varsity Lakes and Virginia train stations
- commenced construction expansions at the Greenbank RSL bus station and Springfield Central train station
- commenced preparations at Ferny Grove train station as part of the broader Transit Oriented Development
- continued design activities at several locations including Coomera, Gaythorne, Mango Hill and Salisbury train stations (Stage 2 and Stage 3)
- several park 'n' ride sites in strategic locations across South East Queensland are in the detailed planning phase including Beenleigh, Birkdale, Lindum and Loganlea train stations.



For more information

<https://translink.com.au/travel-with-us/parking>

Fare Evasion Project

Fare evasion across South East Queensland's public transport network costs Queenslanders approximately \$25 million per year. TransLink's revenue protection team continued to implement recommendations from the 2019 Youth Fare Evasion Roundtables including the deployment of 'prevention, detection, and enforcement' strategies.

TransLink has devoted significant resources to assist the Queensland Government's COVID-19 response by undertaking border control duties and managing the passenger transport network to keep our customers and staff safe. Longer term recommendations to reduce fare evasion will be provided to the Queensland Government for consideration in 2021–22.

Key achievements included:

- participation in youth justice conferences as part of the prevention and education strategy
- provided a simplified student concessional product and online parents' guide
- revamped the Step-Up Program through the delivery of a new education-based training package to connect with youth
- targeted operations in progress at the top 20 locations with reported high rates of fare evasion
- implemented new Revenue Protection Dashboards with integrated datasets to improve the effectiveness of enforcement and officer deployment
- successful trial of Customer Service Officers (CSOs) on Westside and Park Ridge bus services resulting in permanent arrangements. Trial of CSOs in regional urban areas continues including four in Cairns and four in Townsville
- delivered an annual network-wide Fare Compliance Survey.

Investing in an active Queensland

Active Transport Investment Program and Queensland Walking Strategy

The department's Active Transport Investment Program is a major funding initiative to encourage Queenslanders to ride bikes more often and promote walking as an accessible, and active transport mode, delivering better health, a better transport system, and better communities.

A range of investments have been made under the *Queensland Cycling Strategy 2017–27* and *Queensland Walking Strategy 2019–29* to improve and extend riding and walking networks across the state.

Key achievements included:

- completed delivery of the North Brisbane Bikeway (Stage 4) in January 2021
- completed the Mackay - Slade Point Road shared path in July 2020
- completed design and construction of the Ron Searle Drive shared path in July 2020 by Mackay Regional Council, supporting connectivity to Mackay Harbour
- completed the Caboolture to Wamuran Rail Trail in December 2020 by Moreton Bay Regional Council, the final stage of an 11 kilometre facility
- completed a section of the Oceanway from View Avenue to Higman Street in July 2020 by the Gold Coast City Council.

Brisbane Valley Rail Trail

The Brisbane Valley Rail Trail (BVRT) is an off-road adventure trail that follows the disused Brisbane Valley rail line from Wulkuraka, west of Ipswich, to Yarraman, west of Kilcoy offering Queenslanders a unique cycling or walking experience.

The BVRT Strategic Plan outlines how the department will develop the trail into a major tourist attraction and continue to develop and manage the trail over the next five years. Developments are underway to establish governance arrangements, deliver infrastructure works, and new marketing strategies that will boost regional communities through increased employment and economic development opportunities.

Key achievements included:

- upgrades made to the official BVRT website providing an improved customer journey and informative tool to plan and book trail adventures
- surface improvements completed north of Esk and additional rest stops installed.



For more information

tmr.qld.gov.au/BVRT

Marine Infrastructure

Mission Beach Clump Point boating facility

In November 2020, the department completed work on an upgraded boating facility at Clump Point, Mission Beach. After extensive community consultation and environmental investigations, works progressed in two stages.

Stage 1 civil works included:

- an additional boat ramp lane
- upgraded existing breakwater
- upgraded existing car park and turning area
- installation of a new detached breakwater
- installation of a toilet block in the southern car park.

Stage 2 works were completed in November 2020 and included a new jetty, pile moorings, two floating walkways, two gangway access pontoons, and several buoy moorings. The \$23 million facility was formally opened in April 2021.

Molongle Creek dredge material rehandling facility

The Queensland Government has invested in a \$9 million dredging project to provide all-tide access at Molongle Creek. A 42 hectare dredge material disposal and rehandling facility was completed in March 2021 as part of Stage 1. The disposal facility will ensure the department is prepared to properly contain and dispose of the dredge material in accordance with environmental approvals.

Stage 2 of the project will commence in mid-2021 and will see capital dredging works to remove more than 100,000 cubic metres of sediment. The new channel will be widened to 12 metres and deepened to two metres below the level of lowest astronomical tide, which provides guaranteed all-tide access out to Cape Upstart for Volunteer Marine Rescue vessels.

Thompson Point and Corbetts Landing

At Thompson Point a two-lane boat ramp with a floating walkway was constructed near the mouth of the Fitzroy River, approximately 33 kilometres downstream from Rockhampton. The new facility provides access to the river delta for fishing and heading offshore into Keppel Bay.

Corbetts Landing boat ramp is located approximately 35 kilometres north of Yeppoon on the western bank of Water Park Creek. The facility has been upgraded to two lanes plus provision for a future floating walkway. The long-term benefits of the upgraded public facility at Corbetts Landing will support the region well into the future, with improved access to Corio Bay and the wider Capricorn Coast.

State boat harbours

The department owns and manages eight state boat harbours located at Manly, Cabbage Tree Creek (Shorncliffe), Scarborough, Mooloolaba, Snapper Creek (Tin Can Bay), Urangan (Hervey Bay), Rosslyn Bay (Yeppoon), and Bowen. These strategic assets form part of the department's maritime network and promote recreational and commercial boating activities by providing a location for recreational boating and the maritime industry to grow and thrive.

The harbours provide public marine facilities for the community, such as boat ramps, pontoons, amenities, kayak washdown bays and car-trailer unit parking. These public facilities are managed sustainably through a proactive maintenance schedule to ensure the facilities are fit for purpose, safe, compliant, and continue to meet the demands of the boating public. The facilities are built to the Australian design standards applicable at the time of construction, including standards outlined by the *Disability Discrimination Act 1992* and *Transport Infrastructure Act 1994*.

Major projects

Bruce Highway Upgrade Program

The Australian and Queensland governments are committed to delivering a \$13 billion Bruce Highway Upgrade Program over 15 years (2013–14 to 2027–28), broadly based on an 80:20 funding arrangement. The program began in July 2013 to improve safety, flood resilience, and capacity between Brisbane and Cairns. The program is now in its eighth year and achievements include:

- 382 projects completed
- 121 projects in the design phase or under construction (62 construction, 59 design)
- 37 projects in the planning phase.

Key highlights included:

- 190 kilometres of wide centre line treatment installed (in addition to 667 kilometres of wide centre line treatment delivered on the Bruce Highway under other funding programs)
- 92 kilometres of shoulder sealing/pavement widening completed
- 320 kilometres of audio tactile line marking installed (in addition to 378 kilometres of audio tactile line marking delivered on the Bruce Highway under other funding programs)
- 31 new rest area/stopping places built, and seven existing locations upgraded
- 141 protected right-hand turns installed
- 20 signalised intersections installed
- 286 kilometres of roadside barriers installed
- 83 overtaking lanes installed
- 32 kilometres of highway has been duplicated.

Bruce Highway Trust Advisory Council

The Bruce Highway Trust Advisory Council (BHTAC) is overseeing development of a 15-year Vision, rolling five-year Action Plans and the Safer Bruce 2030 Action Plan to unlock economic growth, build flood resilience, and improve safety for consideration of state and federal ministers.

Chaired by Peter Garske and supported by Deputy Chair Barbara Madden, BHTAC membership comprised representatives from the department; Local Government Association of Queensland; Royal Automobile Club of Queensland; Queensland Famers' Federation; Queensland Trucking Association; Queensland Tourism Industry Council; Transport Workers Union; and the Department of Infrastructure, Transport, Regional Development and Communications.

BHTAC meetings were held on 17 July 2020 and 26 November 2020. Members considered the current condition, performance and investment in the Bruce Highway, future demand drivers, and results of customer research activities. Membership of the BHTAC has been increased by six additional regionally based members to include road users, and road safety and regional development experts from along the Bruce Highway, north of Gympie.



For more information

www.tmr.qld.gov.au/business-industry/Business-with-us/Bruce-Highway-Trust-Advisory-Council

Industry briefing 2020

The department hosted the Project Pipeline Industry Briefing in July 2020. With COVID-19 directly delaying the release of the State Budget and consequently, the QTRIP 2020–21 to 2023–24, it was imperative for industry to remain confident in the department's continued commitment to program delivery.

The mid-year event highlighted the construction works to be released to the market during the 2020–21 financial year, upcoming maintenance works, material demands, and the department's program challenges. The online event included pre-recorded presentations and was followed by a livestream question and answer session, providing industry partners and stakeholders with crucial engagement opportunities and visibility of the department's forward program.

An online QTRIP Snapshot Industry Briefing was published in February 2021 and featured QTRIP highlights, and key projects and packages of work to be released during 2021.

Maintaining a high level of engagement throughout an uncertain year strengthened existing relationships between the department, industry, and local businesses. Survey results collected after the Project Pipeline Industry Briefing highlighted how appreciative industry was of the department's unwavering commitment to working and partnering with industry for delivery success across Queensland.

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Our Regions

Far North

Fast Facts

3155^{KM}

State-controlled road**

232^{KM}

National Land Transport Network**

316,778

Vehicle and machinery registrations

97

Boating infrastructures

42

Community safety events held

4322

Vehicle and machinery inspections completed

324

Bridges*

11,490

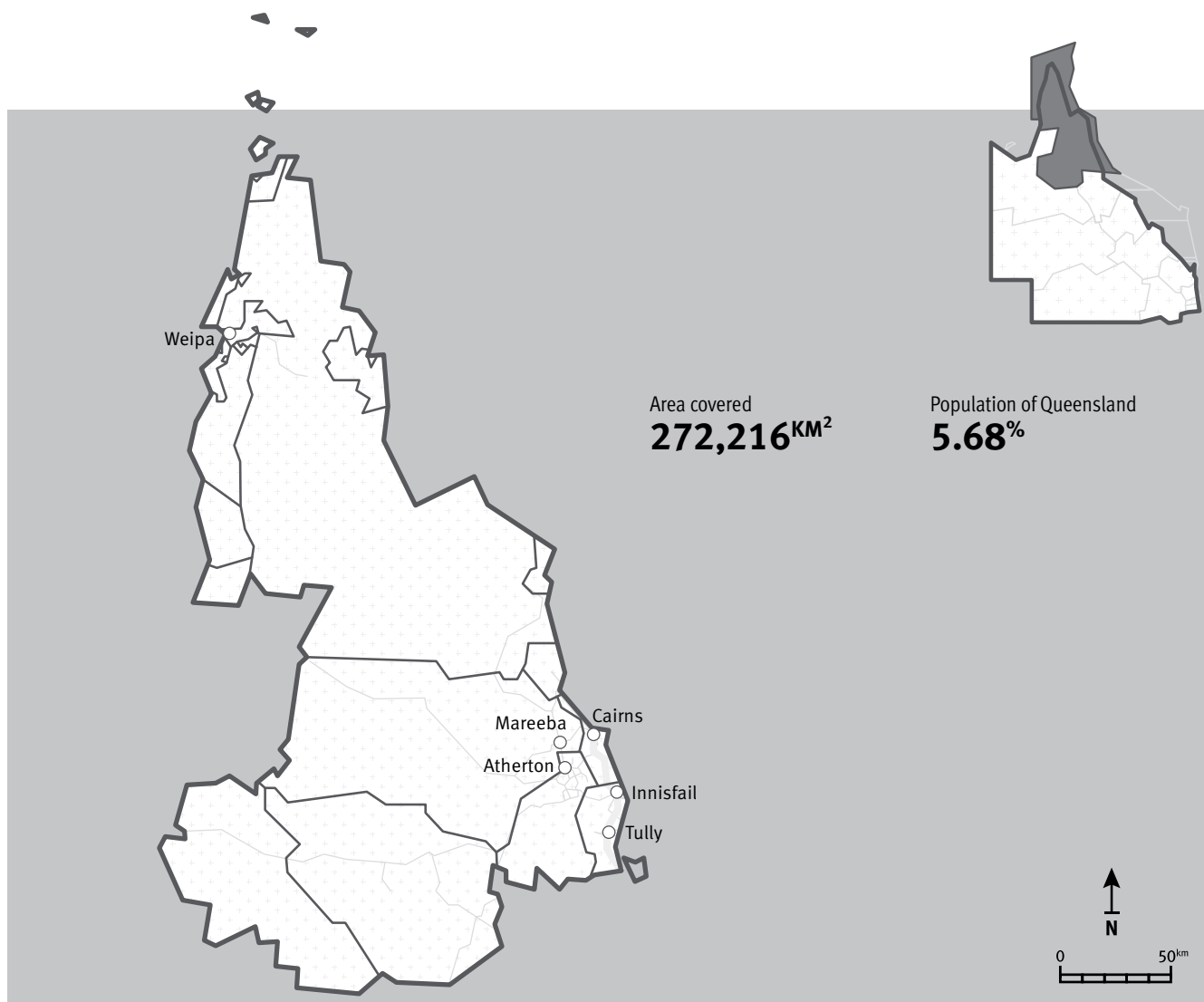
Drivers licence tests conducted

220,837

Customer face-to-face interaction

129

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021
Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completed upgrade of the Clump Point boating infrastructure at Mission Beach.
- Completed construction of the Harley Street intersection upgrade on Cairns Western Arterial Road.
- Completed road safety improvements on the Kennedy Highway between Kuranda and Mareeba.
- Completed strengthening works on Little River bridge and Routh Creek bridge on the Gulf Developmental Road.
- Completed works on Stage 4 of the Bruce Highway Cairns Southern Access Corridor to provide significant long-term improvements to traffic flow, reduced travel times, and improved access and safety along the Bruce Highway.
- Continued work on the Cape York Region Package, progressively sealing a further 55 kilometres of the Peninsula Developmental Road.

Cairns Southern Access Corridor (Stage 4)

The department completed works on Stage 4 of the 123.7 million Bruce Highway Cairns Southern Access Corridor project. These upgrades provide significant long-term improvements to traffic flow, reduced travel times, improved access and safety along the Bruce Highway for commuters.

Major works included:

- widening the Bruce Highway from four to six lanes between Links Drive and Buchan Street
- upgrading the major intersections of Lyons Street and Aumuller Street
- upgrading the signalised intersection of Kenny and Draper Streets in April 2021
- opening a new three-lane inbound bridge at Chinaman Creek in September 2020 with the existing outbound bridge widened to three lanes and reopened in December 2020.

The project was completed on-schedule despite challenging ground conditions, legacy infrastructure and high traffic volume. More than 150 local Cairns suppliers were engaged for the works, providing employment opportunities for more Queenslanders.

Smithfield Bypass project

The \$164 million Smithfield Bypass project is one of the largest Queensland Government funded road construction projects in far north Queensland. The department is progressing construction of a 3.8 kilometre bypass aimed at easing congestion and providing an alternative route for commuters to access the Captain Cook Highway, between the Cairns Western Arterial Road intersection and McGregor Road roundabout.

Works include a new signalised four-legged intersection where the Captain Cook Highway meets the Cairns Western Arterial Road to the south. A new overpass bridge at McGregor Road roundabout to the north and on and off ramps will provide motorists access to the bypass.

Adjacent to the bypass is the nationally renowned Cattana Wetlands reserve. The department continues to work alongside the custodians to improve habitat connectivity with the nearby Avondale Creek. The reserve was enhanced in late-2020 with a new sedge swamp.

The bypass is expected to be complete by the end of 2021, weather permitting.

Kennedy Highway safety upgrades

The Kennedy Highway between Kuranda and Mareeba is a key freight, commuter and tourism corridor. According to crash data reports, this section of the Kennedy Highway was highly ranked for key risk indicators compared to other state-controlled roads with a very high number of crashes.

In 2020–21, the department completed five safety upgrade projects on the Kennedy Highway between Kuranda and Mareeba. Intersections with a history of crashes and near-misses have been upgraded. The upgrades included installation of wide centre line treatment, audio tactile line marking, guardrails, and a new overtaking lane near Koah.

Upgrades to the 30 kilometre section of the highway have provided long-term safety and traffic flow improvements for the surrounding community.

These upgrades are funded by the Queensland Government as part of the \$112 million High Risk Roads Targeted Road Safety Program.

Regional ferries connecting communities

The department works with four delivery partners across Queensland to deliver year round regional ferry services through concessional agreements and service contracts. These ferries service islands with limited public transport options for residents to ensure communities can connect to essential services on the mainland.

The communities serviced include:

- Thursday Island in the Torres Strait
- Palm Island off Ingham
- Magnetic Island off Townsville
- Coochiemudlo Island off Cleveland
- North Stradbroke Island in Moreton Bay

COVID-19 has impacted regional ferry operators who provide an essential service to remote communities in Queensland.

The department has assisted SeaLink Queensland's Magnetic Island ferry service, Peddells Thursday Island ferry service and Stradbroke Flyer's North Stradbroke Island ferry service through COVID-19 Queensland Government funding arrangements.

In 2020–21, approximately 1.81 million passengers travelled on contracted regional ferry services—a decrease of approximately 166,000 passengers from the previous financial year. The department has worked alongside delivery partners to develop sustainability plans to help regional ferry services absorb, recover, and adapt to impacts from COVID-19 and continue to meet the demands of remote communities.

For more information

<https://translink.com.au/travel-with-us/bus-train-ferry-tram/non-translink-services>

Local Fare Scheme

The Local Fare Scheme (LFS) is an airfare subsidy program aimed at improving the standard of living and connectivity for residents in remote parts of far north Queensland.

The scheme is administered in collaboration with participating airlines and partnerships with local councils throughout Cape York, selected ports in the Gulf of Carpentaria, and the Torres Strait.

Where limited alternative transport options are available, a discount of up to \$400 off a return airfare is available for eligible residents making air travel to access health, education, employment services, and social and recreational opportunities more affordable.

In 2020–21, the LFS was extended to otherwise ineligible LFS community members that are required to stay permanently in Mount Isa Hospital for renal treatment, enabling them to return to their home communities for significant events such as funerals and smoking ceremonies. The LFS has continued to support important cultural and sporting events including the Zenadth Kes Volleyball tournament on Warraber Island in April 2021. In collaboration with the Cairns police, through the Return to Country program, the LFS also assists the return to their home communities for people who are otherwise unable to purchase an airfare home. The LFS remains in place for the Return to Island program which assists residents returning from the Lena Passi Women's Shelter on Thursday Island to their home island in the Torres Strait.

Approximately 21,000 LFS trips were booked in 2020–21, an increase on the prior year of approximately 3.5 per cent. While the number of trips in 2020–21 has increased compared with 2019–20, COVID-19 continues to affect travel behaviour with LFS trips approximately 25 per cent below pre-COVID travel in the 2018–19 financial year.

In June 2021, the scheme was extended for a further year to 30 June 2022, continuing airfare assistance for the remote communities of far north Queensland.

For more information

<https://www.tmr.qld.gov.au/Travel-and-transport/Local-Fare-Scheme-Far-North-Queensland>

Cape York Region Package (Stage 2)

In late 2020, the department sealed 4.4 kilometres of the Peninsula Developmental Road as part of the Cape York Region Package. The works provide safe and sustainable land transport infrastructure on Cape York and help empower local communities through training, employment, business development, and education scholarship opportunities.

The Australian and Queensland governments have committed \$237.5 million on an 80:20 basis to deliver the Cape York Region Package Stage 2. This stage progressively seals a further 55 kilometres of the Peninsula Developmental Road, leaving 145 kilometres remaining unsealed.

Stage 2 also includes upgrades to community access roads to help connect some of Queensland's most remote communities to the Peninsula Developmental Road.

Supporting local and First Nation employment

Fairview West Part B is part of the Cape York Region Package (Stage 2) project and located 26 kilometres north of Laura. Works include 4.4 kilometres of formation, earthworks, drainage, pavement, and sealing on the Peninsula Developmental Road. The works ran from July to November 2020 connecting remote communities and stimulating the local economy by providing upskilling opportunities for residents and businesses.

The RoadTek Cairns team is committed to empowering and developing individuals and communities for the future. Two major groups of contractors and trainees were provided an opportunity to improve their capability and skills working on this project.

Engaging local and First Nation contractors for significant portions of the contract enabled increased independence for business operations, better local understanding of the department's requirements, and reduced dependence on RoadTek supervision.

Cairns Western Arterial Road - Harley Street intersection upgrade

In mid-2021, upgrades were completed on the Cairns Western Arterial Road (CWAR) and Harley Street intersection. CWAR is among Cairns' most important strategic transport corridors, linking some of the most heavily populated residential areas.

The road was duplicated between Kamerunga Road and the Harley Street intersection, bringing the full duplication of the CWAR a step closer to completion, and included new pathways for pedestrians and clearer lanes for bike riders. The project helped to deliver a safer intersection for all road users with improved traffic flow, particularly during peak hours.

The works were fully funded by the savings of the nearby Bill Fulton duplication project which the department completed in late-2017. In 2020–21, the department started a planning and design project to duplicate the remaining single-lane sections of CWAR.

Mareeba intersection upgrade

RoadTek Cairns construction, electrical, and linemarking teams undertook the Mareeba intersection works in March to May 2020. Surrounded by major retailers, services and numerous small businesses, works involved replacing a roundabout with a signalised intersection, constructing a designated pedestrian crossing, increasing the number of through lanes and full width pavement rehabilitation work.

The project team were able to successfully deliver the upgrade with minimal delays and minor disruption to traffic and to all the businesses in the immediate vicinity.

This was achieved by providing weekly staging plans showing a two-week outlook, a community engagement approach that exceeded standard practice, and a high level of ongoing consultation with the customer.

The upgrade has been a welcome sight to the community, especially with the installation of the pedestrian crossings due to the large number of school kids and elderly transiting through the area.

Our Regions

North West

Fast Facts

3576^{KM}

State-controlled
road**

1024^M

National Land
Transport Network**

37,791

Vehicle and machinery
registrations

4

Boating
infrastructures

55

Community safety
events held

1776

Vehicle and machinery
inspections completed

87

Bridges *

1480

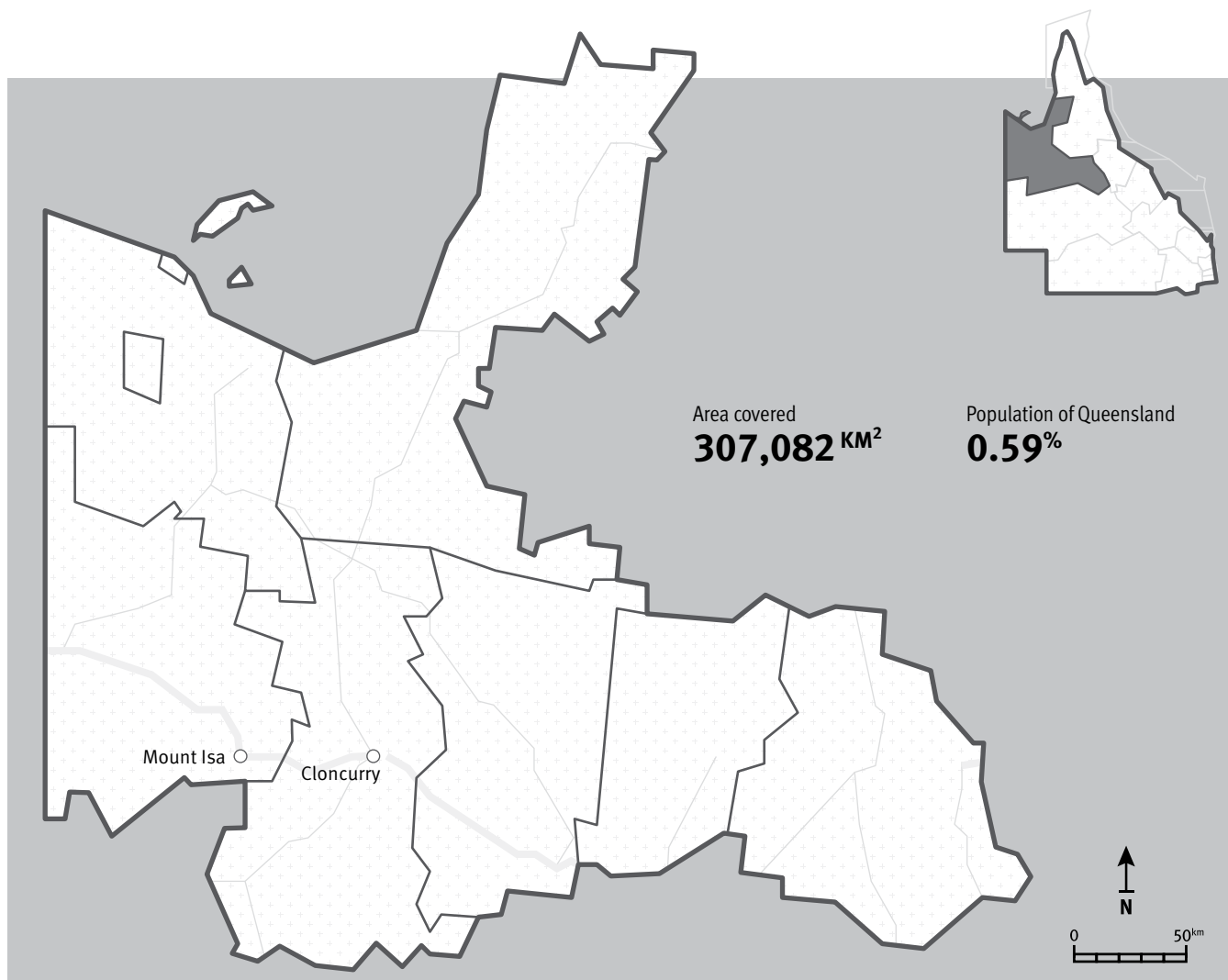
Drivers licence tests
conducted

31,483

Customer face-to-
face interaction

7

Priority enabled
intersections



Data source: *Bridge Information System (BIS), 30 June 2021

Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completed gravel rehabilitation works on the Burke Developmental Road (Normanton – Dimbulah).
- Replaced major culvert on the Wills Developmental Road (Julia Creek – Burketown) as part of the Queensland Government's COVID-19 economic recovery response.
- Completed progressive sealing the Richmond – Winton Road as part of the Queensland Government's COVID-19 economic recovery response.
- Completed business case and preliminary design for pavement strengthening and widening on the Flinders Highway (Richmond – Julia Creek).
- Commenced work on upgrades to priority sections along the Richmond–Winton Road.
- Commenced work on the Cloncurry–Dajarra Road upgrade to deliver long-term improvements to road safety, travel time and flood protections for communities.

Gray Street (Hughenden) rehabilitation works

In late 2020, the department completed upgrade works on Gray Street in Hughenden. The upgrade works were funded by the Queensland Government.

Upgrades included the rebuilding of a 920 metre section of road, new medians, kerbs, centre parking, a realignment of the Gray, Comyn, and Hardwicke Streets intersection, and safety improvements on the nearby Ernest Henry Bridge.

The department worked closely with Flinders Shire Council to deliver the works, ensuring minimal disruption to surrounding businesses and road users.

Cloncurry-Dajarra Road upgrade

In August 2020, works commenced on the Cloncurry–Dajarra Road upgrade to deliver long-term improvements to road safety, travel time and flood protection for commuters. The projects involve widening and progressive sealing that are critical in supporting regional Queensland communities.

The Cloncurry–Dajarra Road is a locally and regionally significant transport route for mining and agricultural industries and works are expected to be complete by June 2022, weather permitting.

As part of the project, the Sandy Creek floodway crossing, approximately 75.6 kilometres south of the Barkly Highway intersection, was successfully replaced to improve safety by straightening the curved approaches.

Barkly Highway upgrade

In May 2021, works started with the scouring of existing rock faces to enable the widening of the Barkly Highway. The section of highway between Cloncurry and Mount Isa forms part of the National Land Transport Network and is a key connection between Queensland and the Northern Territory.

Located 11 kilometres east of Mount Isa, the \$7.6 million project will widen a four kilometre section of the Barkly Highway and improve safety under the High Risk Roads initiative, which is part of the Queensland Government's Targeted Road Safety Program. High Risk Roads is a state-funded initiative to address key safety concerns on the state-controlled road network identified for the whole-of-a-road segment or route.

Works are scheduled to be completed by June 2022, weather permitting.

Richmond Winton Road upgrade

In October 2020, the department started works to upgrade priority sections along the Richmond–Winton Road. The project involved widening 11 kilometres of existing narrow sealed sections of the road and extending the road width.

Richmond–Winton Road is 145 kilometres long of which 33 kilometres of road is unsealed. Once works are completed approximately 25 kilometres of unsealed sections will remain.

The department is working closely with Richmond Shire Council to improve road safety and flood protection. The road is a supply chain route being used by the cattle industry, tourists, and for the movement of fuel, food, and freight in the region.

Works are expected to be completed by the end of June 2022, weather permitting.

Aramac–Torrens Creek Prairie Creek Crossing upgrade, paving, and sealing projects

As part of the Australian and Queensland Governments combined \$30 million upgrades, work commenced in February 2021 to progressively seal the 27 kilometres of remaining unsealed sections of the Aramac–Torrens Creek Road and improve the Prairie Creek Crossing.

The department is working closely with Flinders Shire Council to deliver these works improving safety and providing a sealed 8 metre wide road, catering for heavy loads and freight vehicles and improving flood immunity. Once complete, the Aramac–Torrens Creek Road will be fully sealed enabling improved tourism access to northern and north-western Queensland.

Works are scheduled to be completed by June 2022, weather permitting.

Our Regions

Northern

Fast Facts

1666^{KM}

State-controlled road**

521^{KM}

National Land Transport Network**

272,017

Vehicle and machinery registrations

55

Boating infrastructures

34

Community safety events held

4006

Vehicle and machinery inspections completed

225

Bridges*

8312

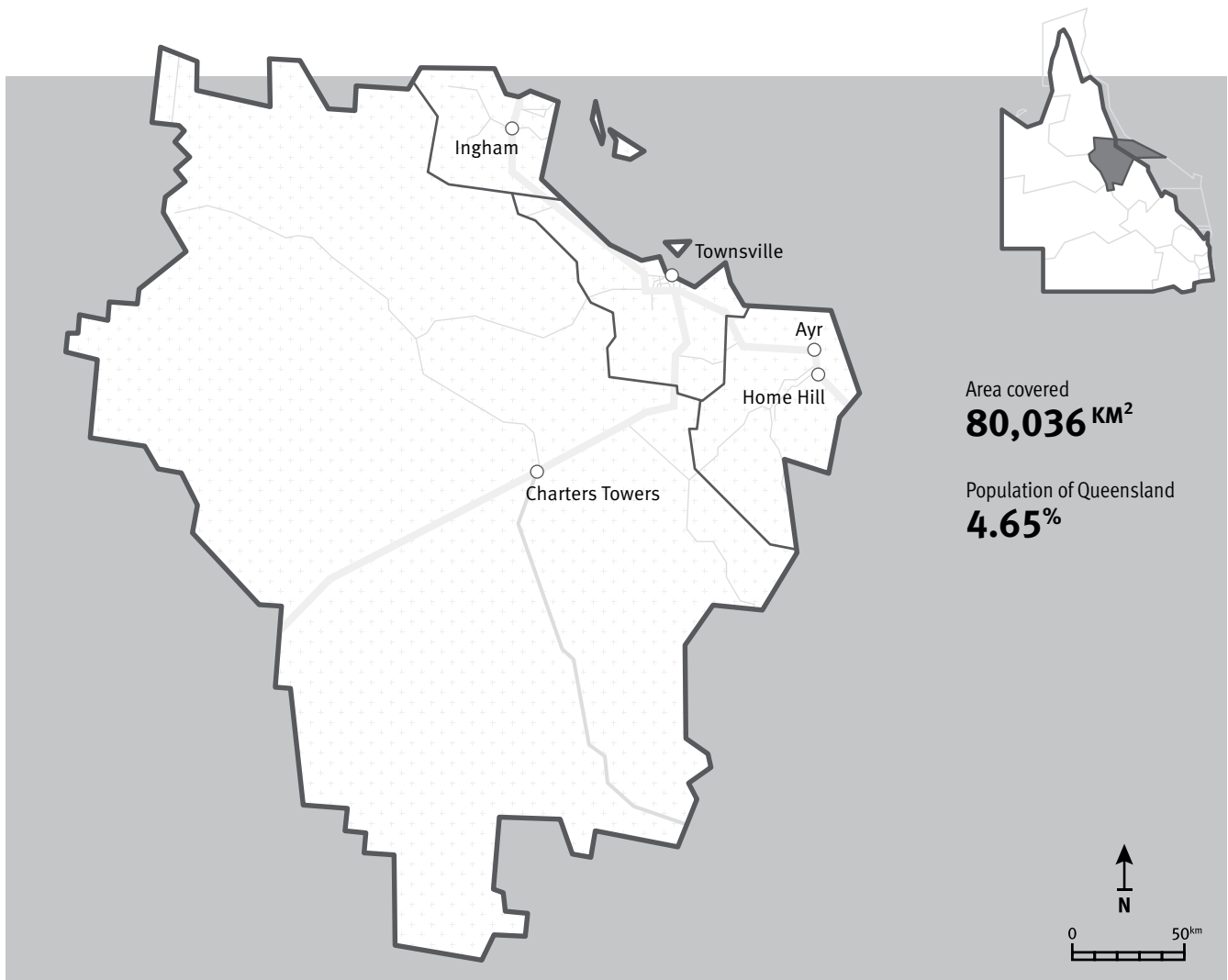
Drivers licence tests conducted

173,641

Customer face-to-face interaction

157

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021
Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completed construction of a northbound acceleration lane along the Flinders Highway (Townsville – Charters Towers) at the Woodstock – Giru Road intersection (Lansdown Eco-Industrial Precinct).
- Completed construction of pavement widening and safety improvements on the Bruce Highway, between Mailman Road and Mackenzie Creek.
- Completed planning of safety and capacity upgrades for Garbutt – Upper Ross Road (Riverway Drive) Stage 2, Allambie Lane and Dunlop Street, and Townsville Connection Road (Stuart Drive).
- Awarded design contract for the Townsville Ring Road Stage 5 project to deliver long-term improvements to road safety, traffic flow, and travel time reliability on the Bruce Highway in Townsville.
- Continued upgrades on the Bruce Highway north and south of Townsville under the \$13 billion Bruce Highway Upgrade Program.
- Reconstructed the Balgal Beach Boat Ramp to meet new standards and provide a safer 'all tide' launching ramp.

Townsville Ring Road (Stage 5) project

Set to benefit more than 17,000 motorists each day, the Townsville Ring Road Stage 5 (TRR5) project will deliver long-term improvements to road safety, traffic flow, and travel time reliability on the Bruce Highway in Townsville.

In August 2020, the department awarded a Design and Construct contract for the TRR5 project following an early tender involvement process. Preliminary designs commenced in late-2020 and progressed to detailed design in early-2021 followed by construction commencing in mid-2021.

The \$230 million project will duplicate the remaining six kilometre, two-lane section of the Townsville Ring Road between Vickers Bridge and Shaw Road. TRR5 will ensure the Bruce Highway can meet the strategic transport needs of the Townsville region well into the future through improving safety, capacity, and efficiency for freight and passenger vehicles.

The TRR5 project will also construct a new interchange at Beck Drive, providing a second connection between the Townsville Ring Road and the growing Upper Ross area. This new interchange will improve connectivity to important employment centres and essential services in Townsville, including Lavarack Barracks, James Cook University, and Townsville University Hospital.

Bruce Highway - Ayr to Townsville and Haughton River Floodplain upgrade

The department is delivering a \$514.3 million package of safety and flood resilience upgrades on the Bruce Highway between Ayr and Townsville.

In April 2019, construction commenced on the Haughton River Floodplain about 50 kilometres south of Townsville. The wider, higher bridges over Horseshoe Lagoon, Haughton River, and Pink Lily Lagoon were completed in mid-2021 as were Healey's Lagoon and two highway overpasses of open-level cane train crossings.

Ancillary works such as demolition of existing bridges, final pavement layer and local road connections to the highway will be ongoing until late 2021.

New bridges over Healey's Lagoon and Ironbark Creek (known as the Reed Beds) are in the final stages of construction. By September 2021, commuters will have access to these two bridges and the entire 13.7 kilometres of Bruce Highway which forms the project area.

The project is jointly funded by the Australian and Queensland governments and will be completed in late-2021, weather permitting.

Bruce Highway - Upgrades north and south of Townsville

A number of safety upgrades on the Bruce Highway north and south of Townsville progressed under the \$13 billion Bruce Highway Upgrade Program. Major works include six new overtaking opportunities, installation of wide centre line treatments and upgrades to local road intersections to improve safety.

In April 2020, upgrades at Bluewater (north of Townsville) were completed and include a new overtaking lane and multiple intersection upgrades. In November 2020, upgrades at Palm Creek (south of Townsville) were also completed and included three new overtaking lanes and an upgrade of the Cromarty Siding Road intersection.

Upgrades progressed at Bambaroo (south of Ingham) including construction of two overtaking lanes, pavement widening, and a new service road to provide safer access for residents.

The project commenced in August 2020, with works due to be completed in late-2021, weather permitting.

Bruce Highway - Townsville Northern Access Intersections Upgrade project

In May 2021, construction commenced on the Townsville Northern Access Intersections Upgrade project on the Bruce Highway north of Townsville at Black River. The project will improve safety, efficiency, and travel time reliability for the 14,000 freight and passenger vehicles that travel this section of the Bruce Highway every day.

Works include the duplication of 5.2 kilometres of the Bruce Highway between Veales Road and Pope Road, including the construction of a second bridge over Black River. A number of fatal crashes have occurred on this section of the highway, with many of the crashes involving head on collisions where motorists have crossed the centre line into oncoming traffic. The entire length of the 5.2 kilometre duplication will be on separated carriageway with a physical barrier or sufficient separation between the northbound and southbound traffic lanes, significantly reducing the risk of fatal crashes in future.

There are several intersections and side streets with direct access to the Bruce Highway through Black River. The number of direct access and intersections will be reduced to improve safety, and the remaining intersections will change to a left-in left-out only configuration.

Riverway Drive (Stage 2) - Allambie Lane to Dunlop Street

In early-2021, the department commenced detailed design of the Riverway Drive Stage 2 project in Townsville. The \$95 million project will improve safety, capacity, and travel time reliability along a 3.1 kilometre section of Riverway Drive, between Allambie Lane and Dunlop Street in Kelso.

The project will duplicate 1.6 kilometres of two-lane road to four lanes and will deliver safety upgrades including widening, new centre medians, and improved turning lanes to a further 1.5 kilometres of Riverway Drive. New signalised intersections, improved on-road and off-road bike riding facilities, and dedicated crossing points for pedestrians and bike riders will also be constructed as part of the project.

Detailed design for the Riverway Drive Stage 2 project is continuing until late-2021 and will include community consultation to seek feedback from residents and other stakeholders. The project follows on from the Riverway Drive Duplication project between Gollogly Lane and Allambie Lane completed in 2018.

Hervey Range Developmental Road and Mount Spec Road

Hervey Range Developmental Road and Mount Spec Road were damaged as a result of heavy rainfall in 2019 with fallen boulders and debris temporarily blocking the range section of both roads.

Initial emergency works were completed to reopen the road to traffic after the weather event, however additional work was required to repair damaged slopes. In September 2020, following detailed damage assessments and site investigations, geotechnical engineers developed design solutions and slope stabilisation works.

Reconstruction works on Hervey Range Developmental Road, between Rifle Range Road and the range lookout, included repairing debris flows, slips, and rockfalls, removing two large unstable boulders, installing erosion control matting, shotcreting, and hydromulching, and installing flexible debris flow barriers.

This work was completed in March 2021.

In December 2020, reconstruction works were completed on Mount Spec Road, between Little Crystal Creek Bridge and McLellands Lookout. The project included installing soil nails, strip drainage, sprayed concrete, hydromulch and erosion control matting, replacing damaged guardrails and repairing a damaged culvert, heritage listed headwalls, and a heritage listed stone retaining wall.

Balgal Beach boat ramp

The Balgal Beach boat ramp is located in a small coastal suburb of Townsville with a population of nearly 1000 Queenslanders. The ramp provides access to the Coral Sea and is popular with boat users, providing a safe launching point to multiple islands and creeks along the eastern coastline.

During May and June 2020, RoadTek was engaged to reconstruct the boat ramp to meet new the department's new standards and provide a safer 'all tide' launching ramp. The project provided learnings for work regarding construction equipment and working in a tidal environment.

The project was completed two weeks ahead of schedule and resulted in a high-quality two-lane, non-slip ramp with wider access for boat users and better flood mitigation protection.

Our Regions

Mackay Whitsunday

Fast Facts

2682^{KM}

State-controlled road**

451^{KM}

National Land Transport Network**

237,848

Vehicle and machinery registrations

45

Boating infrastructures

26

Community safety events held

4450

Vehicle and machinery inspections completed

310

Bridges*

5473

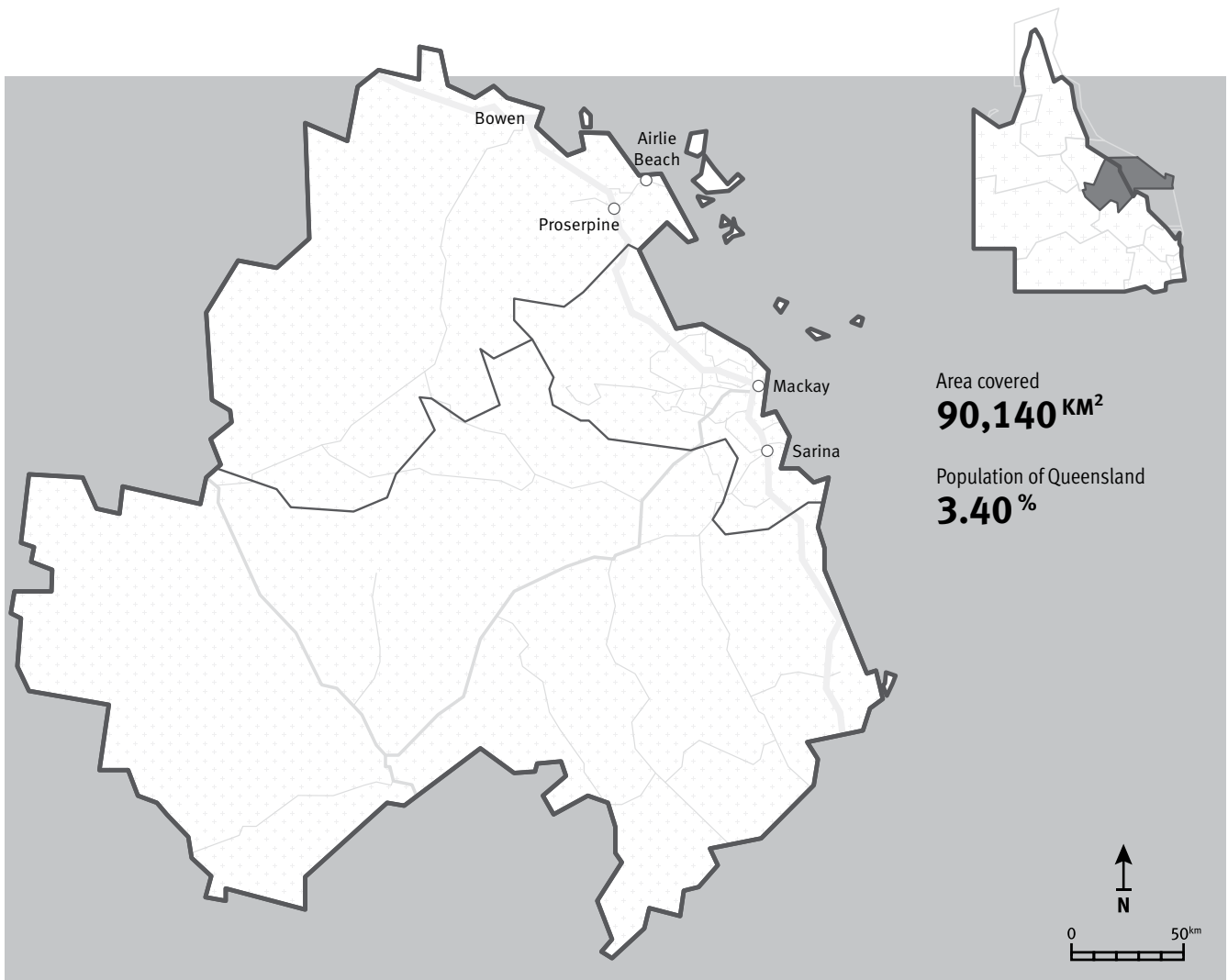
Drivers licence tests conducted

137,886

Customer face-to-face interaction

57

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021
 Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completed an upgrade of the Peak Downs Highway at Eton Range.
- Completed construction of the new highway as part of the Mackay Ring Road (Stage 1) project.
- Completed construction of overtaking lanes on the Bruce Highway, between Proserpine and Bowen at Collingvale Road and Six Mile Creek.
- Completed paving and sealing of sections of the Bowen Developmental Road between Rockingham Creek and Mount Coolon.
- Commenced works on the Mackay Northern Access Upgrade Project to improve capacity of the Bruce Highway through Mackay between the Ron Camm Bridge and Bald Hill Road.
- Continued upgrades for more than 30 kilometres of the Bruce Highway north of Mackay.

Mackay Ring Road

In September 2020, Mackay Ring Road opened to road users and to date is the largest road project to be completed in the Mackay Whitsunday District. The project delivered 11.3 kilometres of new road, improving safety and efficiency by diverting heavy vehicles away from the urban centre of Mackay.

The Mackay Ring Road connects the Bruce Highway at Stockroute Road roundabout in the south to Bald Hill Road in the north. It provides an improved link between industrial precincts and improves travel time and safety for motorists travelling from south to north of the city.

The project, jointly funded by the Australian and Queensland governments, also delivered the first 2.6 kilometres of the future Walkerston Bypass, four new bridges, nine overpasses, and an upgraded 1.6 kilometre section of the Peak Downs Highway.

As part of the project, the department called on the community for naming recommendations for the four new bridges and received 80 submissions. The successful names were Greg Sutherland Bridge (Pioneer River), William and Frank Guthrie Bridge (Fursden Creek), Margaret Insch Bridge (Lagoon Creek), and Thomas Powell Bridge (Fursden Creek Overflow).

Peak Downs Highway and Eton Range Realignment Project

In October 2020, the Eton Range Realignment project opened to road users delivering an improved crossing of the range via the Peak Downs Highway. This part of the highway is a key transport route connecting Mackay and its major port infrastructure service facilities to the mining and agricultural sectors of Central Queensland and is used heavily by oversize vehicles.

The project overcame significant delays due to Tropical Cyclone Debbie, and provides a much safer and efficient crossing for all road users, due to a 780 metre reinforced embankment, which is 45 metres tall at its highest point. The project was jointly funded by the Australian and Queensland governments.

The realignment upgrades accommodate Type 1 Road Trains with the gradient reduced from 11.5 per cent to 7.5 per cent, two lanes in each direction, and a split carriageway for part of the range. In April 2021, a rest area was opened with spectacular views across the Pioneer Valley.

Mackay Northern Access Upgrade Project

Works commenced on the \$120.4 million Mackay Northern Access Upgrade Project to improve the capacity of the Bruce Highway through Mackay between the Ron Camm Bridge and Bald Hill Road.

Jointly funded by the Australian and Queensland governments, the project commenced in February 2020 and has achieved key construction milestones including the completion of the Davey Street overpass, and traffic signals at Sams Road and Heaths Road intersections.

The upgrade will increase the Bruce Highway from four to six lanes from the Ron Camm Bridge to the Mackay-Bucasia Road intersection, widen the Goosepond Creek bridges, construct a new bridge, and provide a partial realignment of Janes Creek and upgrades to major intersections. Works will improve safety, reduce congestion, and boost traffic flow at critical locations on the Bruce Highway, and major intersections north of the city centre, to cater for long-distance freight vehicles, travellers, and local traffic from Mackay's northern suburbs.

The project is on track to be delivered by mid to late-2022.

Bruce Highway Safety Package (The Leap to Careys Creek)

Significant safety upgrades are underway for more than 30 kilometres of the Bruce Highway north of Mackay. The Leap to Careys Creek project, jointly funded by the Australian and Queensland governments, will upgrade nine intersections along the Bruce Highway with the installation of protected turning lanes and improved lighting.

The project will also widen sections of the Bruce Highway to accommodate wide centre lines, safety barriers, and extend an existing overtaking lane. Town entry treatments will also be delivered at The Leap and Kuttatubul, reducing the likelihood of road users speeding through these rural towns.

The project is expected to be completed by early-2022.

Bowen Developmental Road

A 14 kilometre stretch of Bowen Developmental Road is being paved and sealed, jointly funded by the Australian and Queensland governments under the Northern Australia Roads Program.

The Bowen Developmental Road is a partially sealed vital link from the Bruce Highway at Bowen to the Gregory Developmental Road.

The project commenced in August 2019 and is expected to be complete in late-2021, complementing a pave and seal project recently completed on the same road between Rockingham Creek and Mount Coolon. Road users, including heavy vehicle operators associated with the mining and agriculture sectors can now access a new eight metre wide sealed section of road, upgraded culvert structures, new line marking, signage, and improved overtaking opportunities.

As well as improving efficiency and reducing wear and tear on oversized vehicles, the project also provides significant safety improvements for the increasing number of travellers sharing Bowen Developmental Road with heavy vehicles.

Our Regions

Central West

Fast Facts

4378^{KM}

State-controlled
road**

693^{KM}

National Land
Transport Network**

19,955

Vehicle and machinery
registrations

1

Boating
infrastructures

11

Community safety
events held

1140

Vehicle and machinery
inspections completed

78

Bridges*

389

Drivers licence tests
conducted

10,800

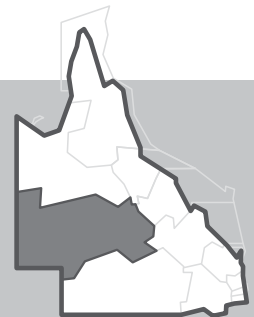
Customer face-to-
face interaction

6

Priority enabled
intersections

Area covered
395,772^{KM²}

Population of Queensland
0.20%



Data source: *Bridge Information System (BIS), 30 June 2021
Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completion of works to improve flood resilience across Georgina River floodplain and the Diamantina Developmental Road between Bedourie and Boulia.
- Completion of pavement widening on Kennedy Developmental Road, between Winton and Boulia, and Diamantina Developmental Road, between Boulia and Dajarra.
- Commenced work on the Outback Way upgrade to seal 25 kilometres of road between Boulia and Tobermorey.
- Commenced works to seal a further 20 kilometres of the Eyre Developmental Road between Bedourie and Birdsville to help improve safety and reliability.
- Commenced works on a wider, higher and modern concrete bridge to replace the aging Barcoo River Bridge on the Dawson Developmental Road near Tambo.

Outback Way

The Outback Way upgrade will deliver its second package to seal another 25 kilometres of road between Boulia and Tobermorey. This project is part of a broader program to improve the Outback Way, a 2800 kilometre link between Laverton in Western Australia and Winton in Queensland.

The package is in addition to other completed works:

- sealing 18 kilometres of road between Boulia and Tobermorey in May 2019
- widening of 22 kilometres of road between Winton and Boulia during 2020
- widening of two kilometres of road between Boulia and Dajarra completed in December 2020.

The improvements will help decrease costs for freight operators, reduce travel times and limit road closures for all road users. Starting in July 2019, the works are scheduled to be completed in mid-2021.

Eyre Developmental Road (Section 1)

In February 2021, works commenced to seal a further 20 kilometres of the Eyre Developmental Road between Bedourie and Birdsville to help improve safety and reliability.

The road is a key link for many freight and agriculture industries to access markets in major centres across Australia. It connects outback travellers to far western Queensland communities, particularly during popular annual events like the Birdsville Big Red Bash and the Birdsville Races.

The \$10 million Queensland Government funded project is expected to be completed in early-2022.

Clermont–Alpha Road

In November 2020, works commenced to seal five kilometres of the Clermont–Alpha Road to help improve safety, efficiency and wet weather access for all road users. The project is located about 65 kilometres north of Alpha to further extend the existing sealed section of road.

The road is a key route for regional Australia's beef industry and supports economic development for surrounding rural communities. Used as a social connector for people living in Clermont, Alpha and the surrounding areas, the works also help support education and employment opportunities, the delivery of essential goods and services, and recreation facilities.

The project started in November 2020 and is scheduled to be completed in mid-2021.

Cramsie–Muttaborra Road

The \$5 million Queensland Government project will seal almost nine kilometres of the Cramsie–Muttaborra Road between Longreach and Muttaborra by early-2022. The road is part of a crucial link connecting central Queensland with northern Queensland.

Starting works in November 2020, the project will be completed at the same time as other works to fully seal the length of the road by late-2022. Sealing the entire Cramsie–Muttaborra Road will significantly improve safety, efficiency and wet weather access, including more reliable links to local markets.

Dawson Developmental Road

In March 2021, works commenced on a wider, higher and modern concrete bridge to replace the aging Barcoo River Bridge on the Dawson Developmental Road near Tambo.

More than 70 years old, the existing narrow timber structured bridge limits the access of vehicles and road trains with various freight and excess mass, and dimensions. The bridge sits at an important gateway between Springsure and Tambo and is a key link between the agriculture and resource sectors, cities, markets and ports.

Funded under the *Roads of Strategic Importance* initiative to upgrade key inland freight corridors, replacing the bridge will support long-term regional growth. The \$7 million project is expected to be completed in late-2021.

Our Regions

Fitzroy

Fast Facts

3530^{KM}

State-controlled road**

399^{KM}

National Land Transport Network**

290,658

Vehicle and machinery registrations

55

Boating infrastructures

37

Community safety events held

6751

Vehicle and machinery inspections completed

306

Bridges*

7389

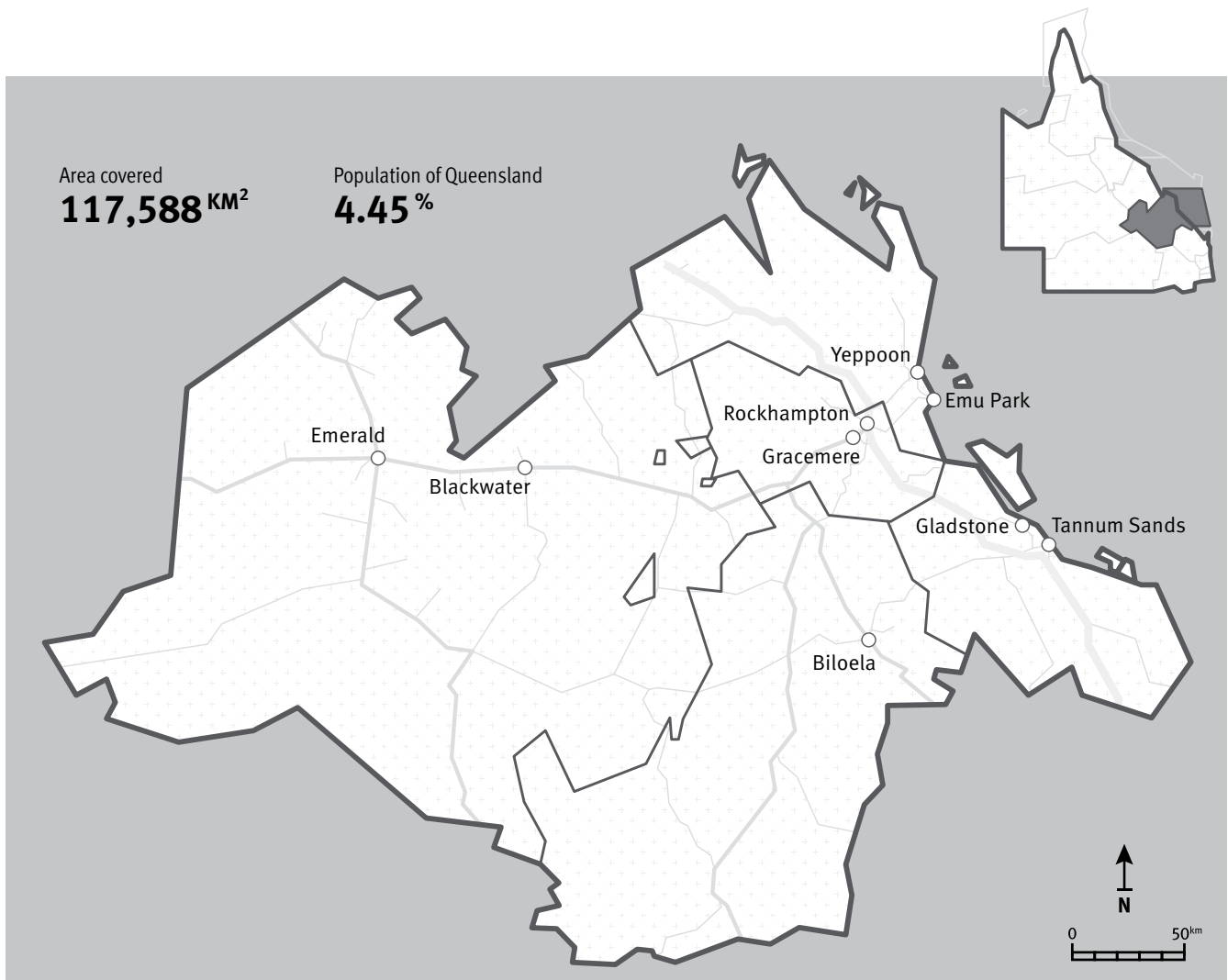
Drivers licence tests conducted

201,408

Customer face-to-face interaction

115

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021
 Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completion of improvements and upgrades for Stage 2 of the Rockhampton road train access.
- Widening and Sealing the Bruce Highway between Gentle Annie Road and St Arnauds Creek.
- Completion of construction of new overtaking lanes at Plentiful Creek on the Bruce Highway, north of Rockhampton.
- Completion of construction of six new overtaking lanes on the Capricorn Highway between Gracemere and Emerald.
- Completion of duplication of Philip Street in Gladstone to four lanes, between the Dawson Highway and Glenlyon Road.
- Continued construction to widen the Bruce Highway to four lanes between the Rockhampton–Yeppoon intersection and Ramsay Creek north of Rockhampton to improve safety and capacity on the Bruce Highway.

Rockhampton Ring Road

In May 2021, the \$1.065 billion major infrastructure project reached another important milestone with the launch of the next phase of consultation, inviting the community to have their say on the proposed design for the Rockhampton Ring Road.

A key recommendation of the Fitzroy River Floodplain and Road Planning Study, the Rockhampton Ring Road will deliver a new 14.7 kilometre ring road with a total of 17.4 kilometres of new road.

The new road will link the Bruce Highway through Rockhampton extending from the Capricorn Highway (Nelson Street) to the Rockhampton-Yeppoon Road and Bruce Highway intersection and will include a new crossing of the Fitzroy River at Pink Lily.

The project will improve road safety and strengthen the region's economy by improving freight efficiency and flood resilience. The alignment supports connectivity between key employment, leisure, tourism, and residential growth areas of Rockhampton and the wider region. Construction is proposed for 2022–26.

Bruce Highway - Benaraby to Calliope River

In October 2020, safety improvements works were completed on the Bruce Highway between Benaraby and Calliope River.

The project included installing wide centre line treatment and safety barriers, upgrading key intersections, and upgrading and replacing drainage structures along a 30 kilometre stretch. The project also included extending an overtaking lane to the north of Benaraby.

These works have improved road safety and network efficiency along this stretch of the highway while improving traffic flow and supporting regional growth. The project is one of many in a broader program of work to reduce the number of fatal and serious injury crashes on the Bruce Highway.

Gladstone–Benaraby Road

In February 2021, upgrade works were completed on a 14 kilometre section of Gladstone–Benaraby Road, and included wide centre line treatment and removal of hazards from within the road corridor. Work delivered was part of the Targeted Road Safety Program to improve road safety in Central Queensland.

In addition, the intersection of Rifle Range Road was realigned, and resurfacing of the Philip Street and Glenlyon Road roundabout approaches was completed. In December 2020, the second stage of construction was completed from the Boyne Island Roundabout to Dalrymple Drive.

Capricorn Highway - Rockhampton to Emerald

In late-2020, construction was completed on the Capricorn Highway between Rockhampton and Emerald. Six new overtaking lanes are now in use improving freight efficiency and offering better safety outcomes for all road users.

This section of highway provides for transporting a wide range of commodities from the mining and agricultural industries and is a key route for tourism in the region.

The project included constructing three new eastbound and three new westbound overtaking lanes, installing wide centre line treatments and advanced warning signage to improve driver guidance and indicate the beginning and end of each new overtaking lane.

Works have increased road capacity, improved travel time, and contributed to regional growth.

Capricorn Highway - Rockhampton Gracemere duplication

The project will deliver a four-lane separated highway between Rockhampton and Gracemere, which will increase the capacity of the Capricorn Highway and improve connections between these communities, while also increasing safety on this section of the regional road network. Construction began on the Capricorn Highway, Rockhampton to Gracemere duplication project in October 2019.

Since December 2020, motorists who access the Capricorn Highway between Rockhampton and Gracemere have experienced the benefits from stage one works, with the opening of the new two-lane eastbound carriageway and the new bridge at Scrubby Creek.

In May 2021, traffic switched to the outside lanes on the eastbound and westbound carriageways to cater for completion of works in the centre lanes and centre median. Additionally, the signalised intersection of the Capricorn Highway with Fairy Bower Road and Old Gracemere Road was made live, catering to all traffic movements under temporary conditions.

The project, jointly funded by the Australian and Queensland governments, is now in the final stages with construction expected to be completed in July 2021.

Rockhampton Northern Access Upgrade

The final stages of construction are underway to improve safety and capacity on the Bruce Highway with works to widen the Bruce Highway to four lanes between the Rockhampton–Yeppoon intersection and Ramsay Creek north of Rockhampton.

The \$158 million Rockhampton Northern Access Upgrade, combined with the Bruce Highway Safety Package at Terranova Drive, will duplicate 4.9 kilometres of highway through the northern suburbs of Parkhurst and Glenlee. This section of the Bruce Highway is the only arterial road servicing the industrial, commercial and residential developments in the Parkhurst area, north of Rockhampton.

Works included construction of new northbound lanes, northern and southern service roads on the western side of the highway connecting to adjacent industrial land, intersection upgrades at William Palfrey Road and Terranova Drive, realignment of Boundary Road, and duplicate bridges at Limestone Creek and Ramsay Creek.

The new road environment which also includes a roundabout at Stirling Drive, the upgrade of the Bruce Highway and Rockhampton–Yeppoon Road intersection, and on and off-road active transport features, will address safety and capacity issues as part of the Bruce Highway Upgrade Program. Final works are expected to be completed in July 2021.

Our Regions

Wide Bay/Burnett

Fast Facts

2970^{KM}

State-controlled road**

271^{KM}

National Land Transport Network**

413,348

Vehicle and machinery registrations

72

Boating infrastructures

32

Community safety events held

4990

Vehicle and machinery inspections completed

293

Bridges*

8642

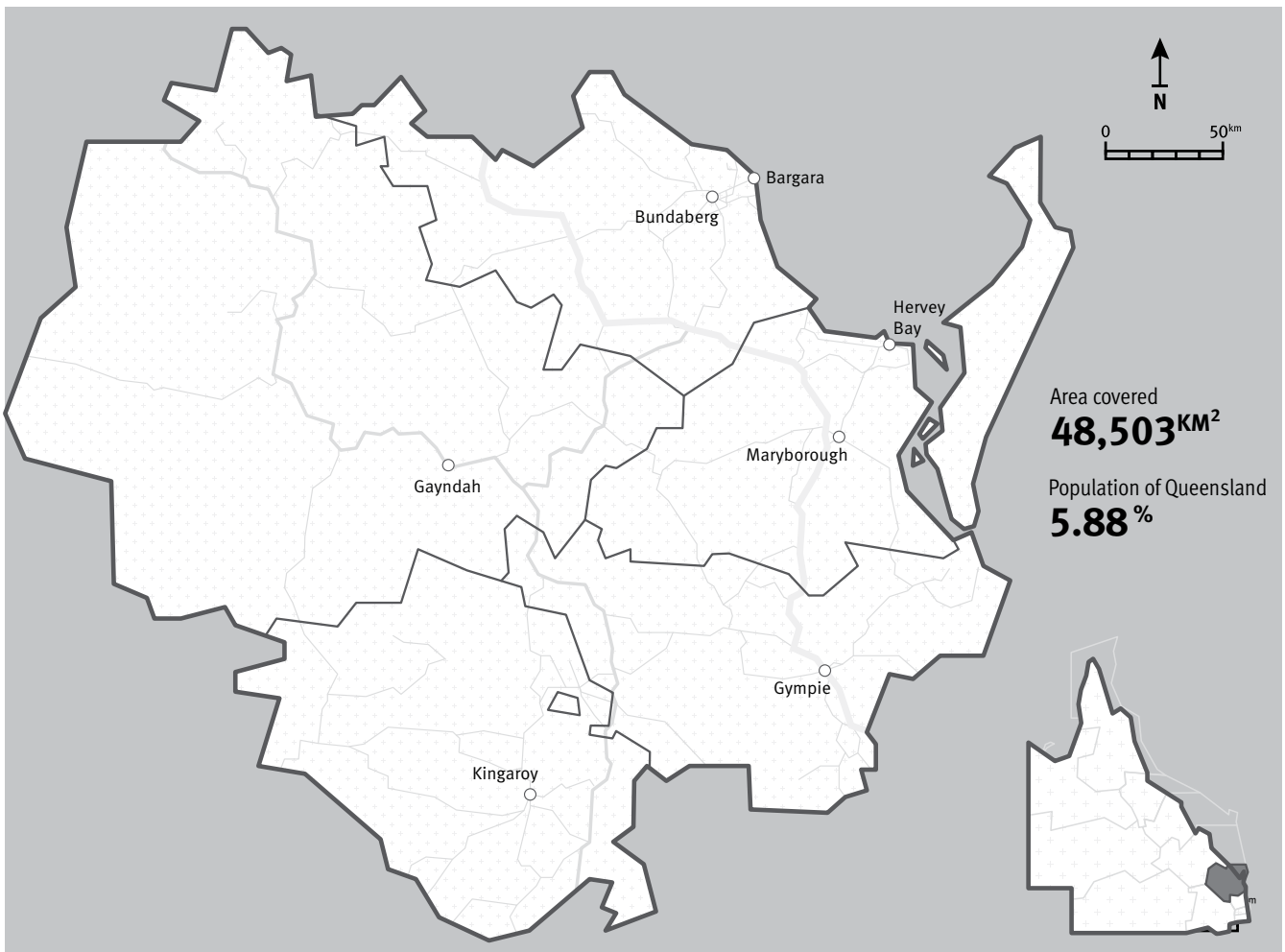
Drivers licence tests conducted

279,704

Customer face-to-face interaction

129

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021
 Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Replaced Coondoo Creek bridge on Tin Can Bay Road near Gympie.
- Completed planning activities for the Tiaro Bypass on the Bruce Highway.
- Completed construction of an overtaking lane on a section of the Isis Highway between Bundaberg and Childers.
- Completed signalisation and intersection improvements at the Bundaberg – Port Road and Ashfield Road.
- Completed safety upgrades on Bundaberg – Gin Gin Road.
- Commenced construction on the final stage of the Section D: Cooroy to Curra project to improve safety, efficiency, and flood protection on the Bruce Highway.

Section D: Cooroy to Curra project

In late-2020, construction commenced on the final stage of the \$1 billion Section D: Woondum to Curra project.

This final section of the Bruce Highway - Cooroy to Curra project will improve safety, efficiency, and flood protection on the Bruce Highway. Works include 26 kilometres of a four-lane divided highway, on a new alignment to the east of Gympie.

The project is being delivered under two construction contracts and will address the current safety, flood immunity and capacity issues on the highway through Gympie, providing motorists with a free-flowing, high-speed highway between Woondum and Curra.

Work on both contracts is expected to be completed in mid-2024, weather permitting.

Maryborough to Gin Gin - Apple Tree Creek

In July 2021, upgrades were completed to improve safety along the Bruce Highway north of Childers, installation of wider centre lines, construction of dedicated right-turn lanes to the south at the Old Creek Road, and to the north at Chews Road and Gentle Annie Road intersections to separate through and turning traffic. Right-turn movements were restricted into Chews Road and Pleash Street, and out of Old Creek Road to the south for improved safety.

The project is part of the Bruce Highway Upgrade Program Safety Package, jointly funded by the Australian and Queensland governments on an 80:20 basis.

Coondoo Creek Bridge replacement

Coondoo Creek is located on Tin Can Bay Road approximately 34 kilometres north-east of Gympie. The road is the primary access route to the Cooloola Coast and the townships of Rainbow Beach, Tin Can Bay and Inskip Point Barge to Fraser Island. It is also a critical link that services the forestry industry and the Defence Force Wide Bay Training Area.

The old timber bridge (circa 1958) traversing over Coondoo Creek had been a point of contention within the community. The bridge needed replacement and required ongoing annual repair and the structure had an excess mass restriction and a reduced speed limit of 60km/hr imposed for a number of years prior to the upgrade.

Fast tracked in late 2018, a commitment was made to commence construction quickly despite known constraints with environmental approvals, cultural heritage assessments and limitations to construction and issues with design and constructability imposed by works in a waterway. To ensure there would be no impacts to waterways below, a working platform made of rock bags was utilised in lieu of a temporary mini jetty or sheet piling. This was critical as significant time was saved in design, construction, and removal; was safer for installation; and more environmentally friendly.

Commencing in June 2019 and completed in December 2020 with the demolition of the old bridge, the works included the construction of a side-track, forestry service road and just over one kilometre of new embankment for road approaches, and a new 33 metres concrete 'super T' elevated bridge.

Isis Highway upgrade

In September 2020, a \$41.8 million safety upgrade for the Isis Highway between Bundaberg and Childers was announced. Funding was allocated under the Queensland Government's Targeted Road Safety Program High Risk Roads initiative for safety improvements on the 40 kilometre stretch from Airport Drive to the Bruce Highway.

The proposed project scope included intersection upgrades, consolidation of property accesses, road widening, wide centre line treatments, audio tactile line marking, the installation of safety barriers and removal of roadside hazards.

The project is being delivered as several packages, across the 2020–21 to 2023–24 financial years. The first package was completed in early 2021 and included the installation of wide centre line treatments on a 13 kilometre section of the Isis Highway.

Bundaberg Integrated Transport Strategy

Development has commenced on the \$815,000 Bundaberg Integrated Transport Strategy (BITS) in a 50:50 partnership with the Bundaberg Regional Council to identify the strategic needs of Bundaberg's transport system.

Strategy planning commenced in late-2020 and will guide the development of the long-term strategic requirements across the transport corridors for Bundaberg for all transport modes including freight, passenger, public transport and active transport. BITS will include future changes in the use and traffic flow on Quay Street, and the possible provision and location of a third river road crossing.

To better inform the strategy, additional funding has been allocated in partnership with Bundaberg Regional Council, to develop a transport model for the region which is currently being finalised. Consultation with key stakeholders and the community will commence in late-2021.

Our Regions

Darling Downs

Fast Facts

4533^{KM}

State-controlled road**

644^{KM}

National Land Transport Network**

337,680

Vehicle and machinery registrations

7

Boating infrastructures

54

Community safety events held

8951

Vehicle and machinery inspections completed

224

Bridges*

9931

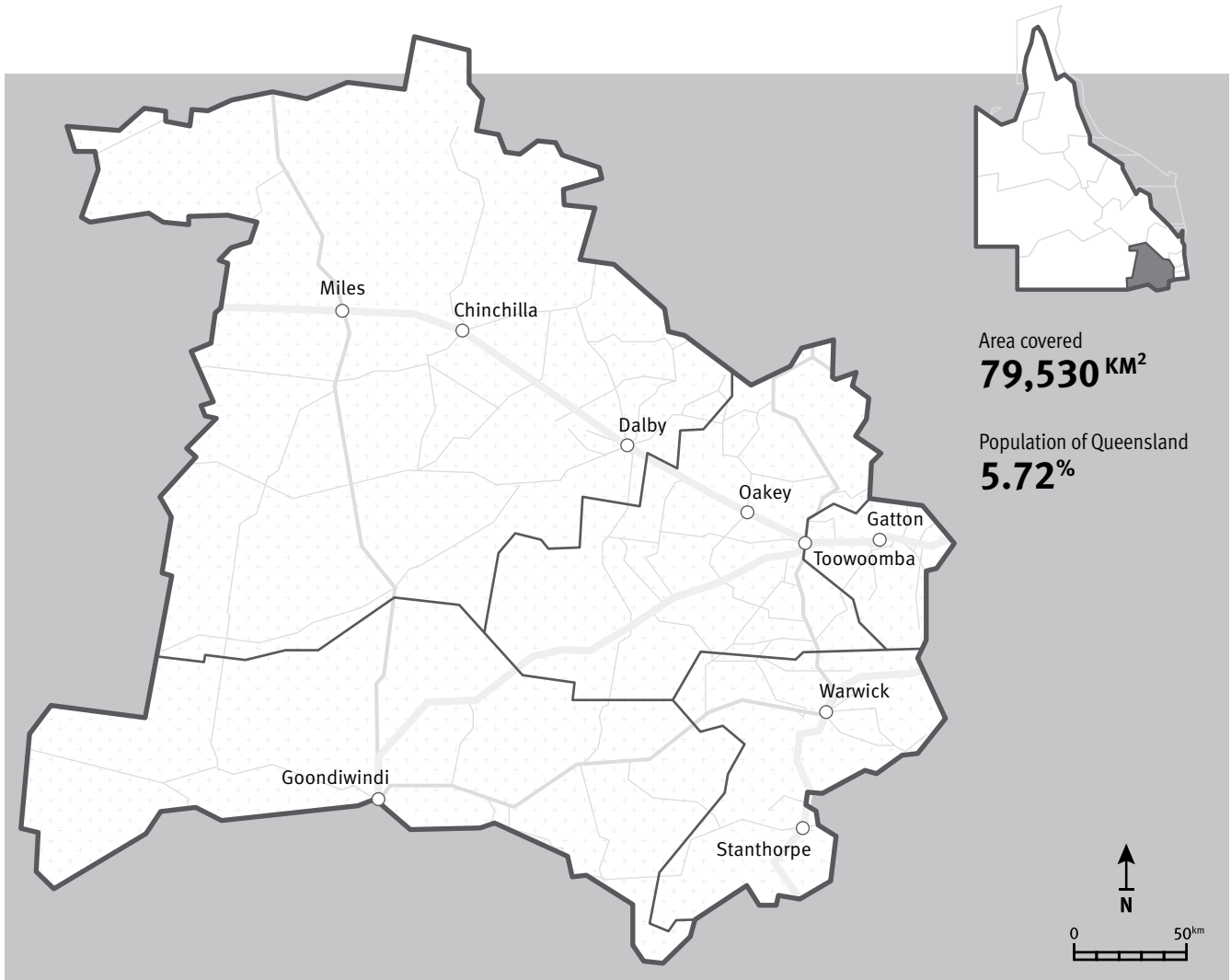
Drivers licence tests conducted

257,038

Customer face-to-face interaction

136

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021
 Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completed upgrades of the Emu Creek bridge on the New England Highway.
- Completed construction of Stage 1 of the New England Highway Cycleway between Highfields and Toowoomba CBD.
- As part of the Queensland Government's COVID-19 response completed pavement widening on the Barwon Highway between Talwood and Nindigully and bridge strengthening on the Lockyer Creek bridge on Gatton – Helidon Road.
- Completed targeted road safety improvements on the Warrego Highway between Miles and Roma as part of the Road Safety Program.
- Completed planning for future intersection upgrades on the Warrego Highway at Withcott.
- Commenced construction on upgrades to the Cunningham Highway and New England Highway intersections in Glengallan to improve the safety and efficiency at a site with a history of fatal crashes.

Cunningham Highway - Eight Mile intersection upgrade

In February 2021, construction commenced on upgrades to the Cunningham Highway and New England Highway intersection in Glengallan, locally known as the Eight Mile intersection.

With a history of fatal crashes at the site, works will improve the safety and efficiency at the intersection of two major rural highways and help keep industry and agriculture moving in the region.

A key feature of the upgrade is the new overpass for motorists travelling from Toowoomba to Warwick. The overpass will connect the southbound lane of the New England Highway to the southbound lane of the Cunningham Highway and includes a 66 metre long two-span bridge.

To allow sufficient height for freight and heavy vehicles on the Cunningham Highway, the overpass will provide clearances of over six metres for Brisbane-bound vehicles and over seven metres for Warwick-bound vehicles.

The \$25 million project is jointly funded by the Australian and Queensland governments as part of the National Land Transport Network upgrade program and is scheduled to be completed in April 2022.

Gatton Heavy Vehicle Decoupling Facility

In April 2021, construction of the Gatton Heavy Vehicle Decoupling Facility was completed. Since opening, the facility has increased the efficiency of the state-controlled network for heavy vehicle drivers from Queensland's west travelling to the east.

Following completion of the Toowoomba Bypass in 2019, the Type 1 road train network was extended to the eastern side of the Gatton interchange on the Warrego Highway. The decoupling facility now provides an opportunity for heavy vehicle drivers to breakdown and reconfigure their combinations as required before continuing their journey.

In addition to the 30 bay breakdown pads, the roundabouts and overpass between the decoupling facility and the Warrego Highway were upgraded to accommodate heavy vehicles accessing the facility.

The project was delivered under the Toowoomba Second Range Crossing (Toowoomba Bypass) project.

One Arm Man Creek Bridge

A new single span bridge has been constructed at One Arm Man Creek Bridge, located on Jackson Wandoan Road in Western Downs.

Construction of the two-lane bridge occurred between March to October 2020 and included replacement of a pipe culvert under 2–3 metres of embankment, which involved the pipe jacking of the pipe through the embankment, avoiding the need to undertake deep excavation to install.

The old timber bridge has been replaced, with construction of the two-lane bridge on an improved alignment improving safety and increasing visibility on approaches.

The project required significant environmental considerations resulting in permanent treatments to assist preventing erosion post construction, including tree planting, rock scour protection, and cut batter treatments. The new bridge will benefit the strong agricultural and resource sectors in the region by providing sufficient width and strength to support heavy vehicles.

Warrego Highway - Toowoomba East Creek and West Creek culvert upgrades

In August 2020, construction was completed on the Toowoomba East Creek culvert upgrades. The West Creek culvert upgrades were also completed in December 2020.

The projects were part of the Australian and Queensland Governments' commitment to improve flood immunity in the Toowoomba community following the devastating floods of 2011. Works included the upgrade of both sets of culverts to modern engineering standards, providing more capacity to remove water from the intersections and improving the flood tolerance levels.

Early in the project, crews uncovered significant historic artefacts dating back to the 1850s, including a corduroy crossing, timber bridge, women's leather shoes, ceramics, ink wells, and glass. The findings are currently being preserved in storage while historians' piece together what role they may have played in Toowoomba's early colonial history.

These projects formed part of the Warrego Highway Upgrade Program, jointly-funded by the Australian and Queensland governments.

Murphy's Creek Road and Brookside Place intersection upgrade

In May 2021, upgrades were completed to the Murphy's Creek Road and Brookside Place intersection in Postmans Ridge. The intersection provides a link and alternative route between the New England Highway and Toowoomba Connection Road, formerly the Warrego Highway.

Construction of the Toowoomba Second Range Crossing (Toowoomba Bypass) project in 2019 cut across the road previously known as Postmans Ridge Road and created the cul-de-sac now known as Brookside Place. Due to changed priorities at the intersection, the upgrade removed the need for traffic on Murphy's Creek Road to stop and created a right-turn lane for traffic turning into Brookside Place.

The speed at the intersection was reduced from 80 to 70 kilometres per hour. Funded by the Toowoomba Bypass project, the upgrade has improved safety, road capacity, and productivity.

Highfields Bikeway project

RoadTek's Downs South-West crews delivered one of many sections of the cycleway connecting Highfields to Toowoomba. The upgrade project is a great initiative for the local community, helping to reduce carbon emissions and encouraging active travel in the region.

The specific project objectives were to widen the turning lane from the New England Highway into Cawdor Road to allow for a painted cycle lane and to realign the existing road to allow for an asphalt ramp to slow vehicles down on Mitchell Road.

Considered and timely construction programming was key to this project's successful delivery on schedule and under budget. The project team 'set out' the sites where different work overlapped by installing pegs, providing an effective means of visualising works that could be completed without disrupting other activities. Several work components were delivered simultaneously to ensure a seamless and continuous flow of work for the crew.

Well-planned traffic management coupled with open and effective consultation with the district, community, and road users meant that savings on this project could contribute to the next cycleway package.

Our Regions

South West

Fast Facts

3948^{KM}

State-controlled
road**

418^{KM}

National Land
Transport Network**

42,385

Vehicle and machinery
registrations

9

Boating
infrastructures

54

Community safety
events held

2543

Vehicle and machinery
inspections completed

84

Bridges*

836

Drivers licence tests
conducted

24,902

Customer face-to-
face interaction

1

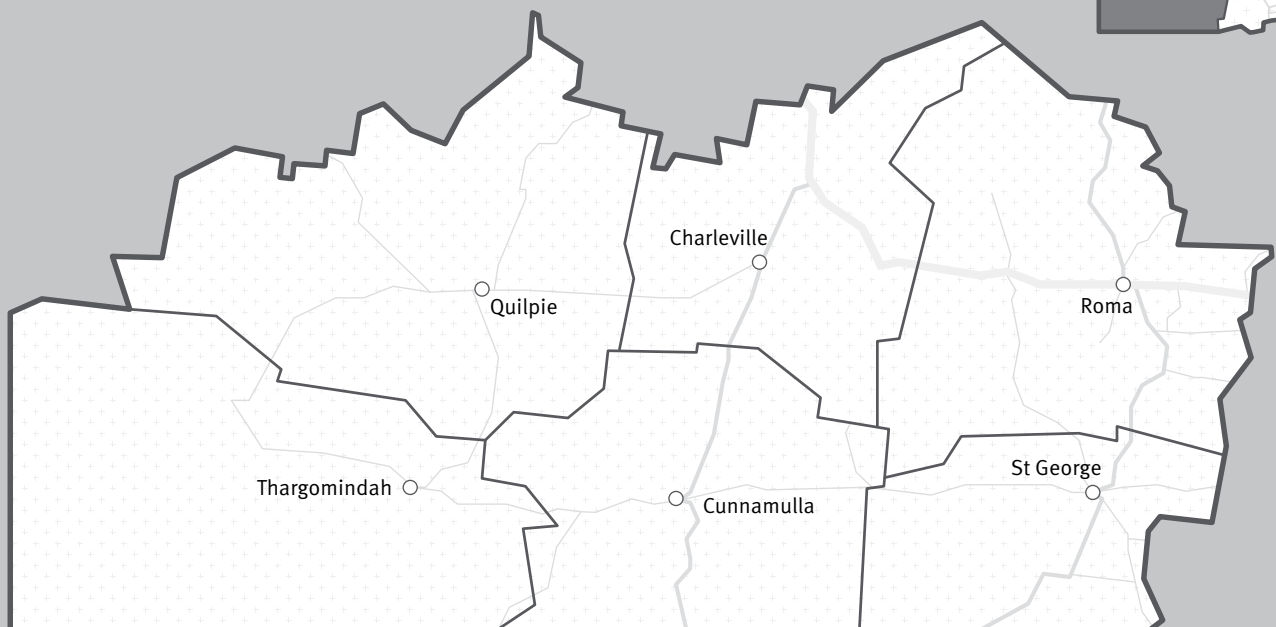
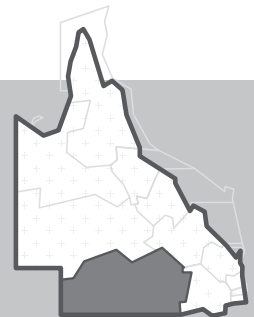
Priority enabled
intersections

Area covered

319,249^{KM²}

Population of Queensland

0.47%



Data source: *Bridge Information System (BIS), 30 June 2021

Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completion of rehabilitation and stabilisation works on sections of the Warrego Highway between Miles and Roma and Carnarvon Highway between Surat and Roma.
- Completion of construction of new bridge and approaches over the Moonie River on Noondoo–Thallon Road.
- Completion of improvements to the Carnarvon Highway (Mungindi – St George) and Castlereagh Highway intersection.
- Completion of upgrades of the Carnarvon Highway (St George – Surat) and Salmon Road intersection.
- Commenced construction on a number of Roads of Strategic Importance program projects to ensure key freight roads efficiently connect agricultural and mining regions to ports, airports and other transport hubs.

Noondoo–Thallon Road upgrade program

In July 2020, the Noondoo–Thallon Road Upgrade Program was completed with the Old Bullamon bridge being replaced with a new bridge over the Moonie River. Rolled out over three stages, this program of work was funded by the Queensland Government over a 10 year period to improve road safety for drivers along Noondoo–Thallon Road, following the closure of the Thallon–Dirranbandi rail line in 2010.

The final stage included the construction of a new two-lane bridge on a new alignment over the Moonie River. In October 2020, the Old Bullamon bridge was demolished.

Regional Economic Enabling Fund

The Regional Economic Enabling Fund (REEF) is a package of 25 projects that will include progressive sealing, pavement strengthening and widening and bridge and floodway upgrades across remote, rural and regional Queensland.

In 2020–21 construction started on several REEF projects in South West Queensland, jointly funded by the Australian and Queensland governments on an 80:20 basis.

Priority sections of Diamantina Developmental Road (Charleville – Quilpie) are being widened to an eight-metre sealed pavement. Construction of a flood levee on the western side of Bollon was completed in mid-2021.

Sections of the Carnarvon Highway are also being widened between Mungindi and St George, and Injune and Rolleston. In May 2021, construction commenced on sections east of St George and north of Injune.

Roads of Strategic Importance

The Roads of Strategic Importance (ROSI) program ensures key freight roads efficiently connect agricultural and mining regions to ports, airports and other transport hubs. This program will deliver works such as road sealing, flood immunity, strengthening and widening, pavement rehabilitation, bridge and culvert upgrades and road realignments.

In 2020–21, construction commenced on a number of ROSI projects in South West Queensland. Works included:

- improved turning treatments on the Carnarvon Highway at the Salmon Road and Castlereagh Highway intersections completed in April 2021
- an upgrade of the Carnarvon Highway and Arcadia Valley Road intersection completed in May 2021
- intersection widening and safety improvement works at the Carnarvon Highway and Lalors Lane intersection, which are underway and scheduled to be completed in December 2021.

These projects are jointly funded by the Australian and Queensland governments on an 80:20 basis.

South West Reseal Program

The reseal program is a vital part of the department's ongoing maintenance program to improve road safety and connectivity between towns in the region. Approximately 227 kilometres of national and state network roads were resealed during 2020–21, as part of the South West Reseal Program.

These works have helped to preserve the road surface and improve the reliability of the department's road network.

Our Regions

North Coast

Fast Facts

1372^{KM}

State-controlled road**

129^{KM}

National Land Transport Network**

983,727

Vehicle and machinery registrations

68

Boating infrastructures

68

Community safety events held

6679

Vehicle and machinery inspections completed

417

Bridges*

28,094

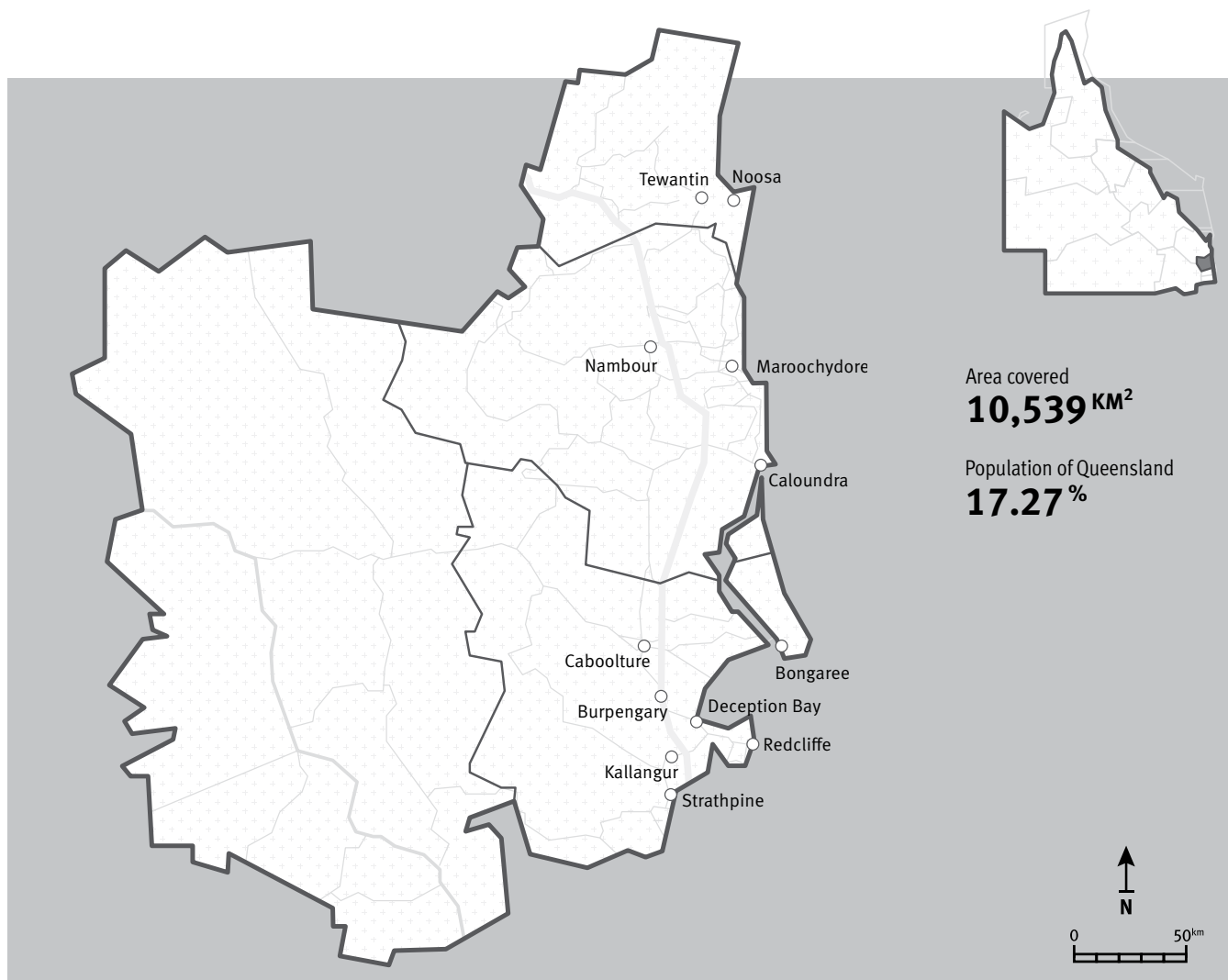
Drivers licence tests conducted

522,234

Customer face-to-face interaction

451

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021

Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completed construction to widen Deception Bay Road between Morris Road and Anzac Avenue.
- Completed construction of bus priority works along Nicklin Way from Mooloolah River to Jessica Boulevard.
- Completed planning to improve safety, capacity, and flood immunity on the Bruce Highway, between the Pine River and Caloundra Road.
- Completed planning to install Smart Motorway technologies on the Bruce Highway, between Pine River and Caloundra Road.
- Completed construction for the Lawnton train station park 'n' ride expansion.
- Continued several projects as part of the Bruce Highway Upgrade Program including commencing work on the Deception Bay Road interchange and expanding the Bruce Highway to six lanes from Caboolture–Bribie Island Road to Steve Irwin Way.

Bruce Highway Upgrade - Caloundra Road to Sunshine Motorway

The 932.2 million Bruce Highway Upgrade from Caloundra Road to Sunshine Motorway project will upgrade the Bruce Highway to six lanes between Caloundra Road and the Sunshine Motorway.

Australia's first Diverging Diamond Interchange at Caloundra Road was completed and opened to traffic in December 2020.

Southbound Bruce Highway traffic was diverted into two lanes of the new highway at Tanawha and onto the new bridge over the Sunshine Motorway in November 2020. An additional third lane was opened south of the Sunshine Motorway in mid-2021. Northbound Bruce Highway traffic moved onto two lanes of the new highway in March 2021, with the third lane opened in mid-2021.

In May 2021, Frizzo Connection Road opened to local traffic on the western side of the Bruce Highway. This road separates Bruce Highway traffic from local traffic movements, allowing the highway to function as a high-speed, high-volume corridor. In April 2021, a newly constructed dedicated pedestrian and bike rider bridge improving safety between Tanawha Tourist Drive and Sippy Downs Drive opened.

Remaining construction was completed in mid-2021.

Beerburrum to Nambour Rail upgrade (Stage 1)

The Beerburrum to Nambour Rail upgrade project covers approximately 40 kilometres of the North Coast Line and will provide additional track capacity and reliability, creating travel

time savings, and increased passenger and freight services to the growing Sunshine Coast region.

The upgrade will be completed in stages to deliver community benefits while investigating funding for future stages.

Stage 1 of the \$550.8 million project will deliver three new bridges, expand three park 'n' ride facilities, and duplicate the section of rail track between Beerburrum and Beerwah. A new bus interchange will also be constructed on the eastern side of Landsborough station.

Pre-construction activities have commenced, property resumptions for early works are complete and resumptions for Stage 1 properties were finalised by the end of June 2021. An additional \$6.5 million has been allocated to plan a 20 kilometre active transport corridor between Beerburrum and Landsborough and to deliver Stage 1 of the corridor between the Glass House Mountains and Beerwah in tandem with the Beerburrum to Nambour Rail upgrade.

Bruce Highway Upgrade Program - North Coast Region

In 2020–21, the department continued delivering several projects in the North Coast Region as part of the Bruce Highway Upgrade Program.

Works began on upgrading the Deception Bay Road interchange and expanding the Bruce Highway to six lanes from Caboolture–Bribie Island Road to Steve Irwin Way. Upgrades are scheduled for completion in early-2023, weather permitting.

Construction of the Bruce Highway to six lanes between Caloundra Road and the Sunshine Motorway, including upgrades to both interchanges and provision of a new western service road was completed in mid-2021.

The Maroochydore Road and Mons Road interchanges project is scheduled for completion in late-2022 and will upgrade both interchanges and provide new service roads either side of the Bruce Highway. These will also improve safety, ease congestion, and cater for future traffic growth in the North Coast Region.

Mooloolah River Interchange

The Mooloolah River Interchange (MRI) project is a major transport infrastructure project that will improve north–south travel between key residential, employment, health, and education facilities supporting population, economic, and tourism growth in the region.

Planning of the project has been completed, which includes:

- Mooloolah River crossing connecting the Sunshine Motorway to Kawana Way at Parrearra
- major new interchange with connections to the Sunshine Motorway, Nicklin Way, and Kawana Way

- upgrade of the Sunshine Motorway from two to four lanes between the existing Kawana Way Interchange and the MRI
- new high-speed connection for the Sunshine Motorway (north to west)
- additional northbound lane on the Sunshine Motorway between the new MRI and Buderim–Mooloolaba Interchange
- new overpass to connect Nicklin Way northbound with Brisbane Road at Mooloolaba
- new local connection between Karawatha Drive at Mountain Creek and Brisbane Road at Mooloolaba
- enhanced active transport connections.

The project will be delivered in stages to improve safety, capacity, and travel times for road users.

Funding of \$320 million has been committed by the Australian and Queensland governments to construct Stage 1 of the MRI.

Nicklin Way Underpass Cycleway

The RoadTek Sunshine Coast team replaced 150 metres of concrete cycleway under a tri-bridge carriageway, including connections to infrastructure and drainage. The timing of works meant RoadTek was working 'below' another contractor who was constructing a bus lane and footpath on the road adjacent. A focus on a good partnership arrangement paid off with RoadTek able to maintain pedestrian access despite two sites working simultaneously.

A coastal management plan and strategy was successfully implemented to reduce impacts to mangroves as the footings were within the tidal zone. RoadTek investigated alternative designs which simplified concrete works at the waterline for the path footing to reduce risk and costs. The project was also a great learning curve for junior members of the team who delivered with outstanding results and compliments from our partners and the community.

Our Regions

Metropolitan

Fast Facts

527 KM

State-controlled road**

90 KM

National Land Transport Network**

1,598,963

Vehicle and machinery registrations

67

Boating infrastructures

28

Community safety events held

18,555

Vehicle and machinery inspections completed

462

Bridges*

45,571

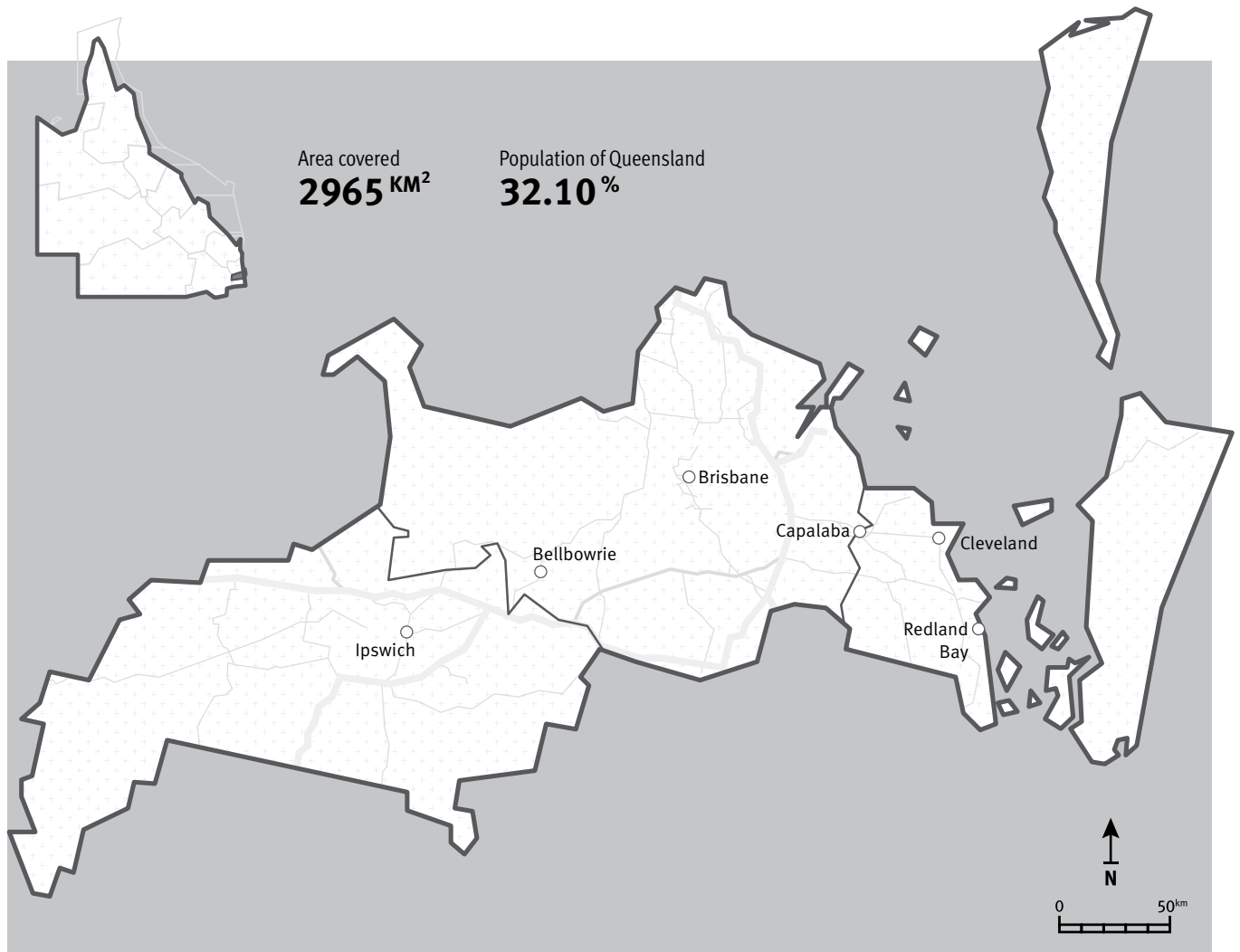
Drivers licence tests conducted

814,445

Customer face-to-face interaction

522

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021
 Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completed Ipswich Motorway (Rocklea – Darra) Stage 1 project, to upgrade the motorway from four to six lanes from just east of the Oxley Road roundabout to the Granard Road interchange at Rocklea, jointly funded by the Australian Government and Queensland Government.
- Completed the Sumners Road Interchange upgrade over the Centenary Motorway.
- Completed strengthening work on the Gateway Motorway Flyover, jointly funded by the Australian Government and Queensland Government as part of the COVID-19 economic recovery response.
- Completed construction of the Everton Park Link Road connecting Stafford Road and South Pine Road.
- Commenced works on the Gympie Arterial Road and Strathpine Road (Bald Hills) intersection improvement project to transform the existing interchange into a diverging diamond interchange.
- Commenced works on the Springfield Central train station park 'n' ride project to increase parking capacity to cater for the growing Springfield area.

On Demand Transport Logan Trial

As the transport environment continues to evolve, the department is constantly adapting new service delivery options. On Demand Transport is a relatively new, flexible form of public passenger transport, and an important part of the department's evolving mobility toolkit.

A trial of On Demand Transport in Logan has highlighted the effectiveness of providing greater public transport coverage and access to nearby destinations in low density areas. The service increases accessibility and decreases social isolation for residents in areas where public transport was not previously available, or where it was not viable to provide a traditional bus service.

Delivered in partnership with 13Cabs, the trial brings together small groups of people who are looking to travel at the same time. It uses advanced technology to plan the most efficient route, picking up each passenger and taking them to major public transport stations and local facilities.

Patronage on the trial has grown steadily with more than 130,000 passenger trips taken since its inception. Feedback indicates that customer satisfaction is high.

The trial has been extended to 30 June 2022 while a new integrated technology platform for On Demand Transport is piloted. On successful completion of the trials, the technology platform will be considered for a number of On Demand services, including in Logan.

This is the first step towards Mobility as a Service in Queensland, where mobility solutions are used as a service, rather than individuals owning and organising their own modes of transport.



For more information:

www.translink.com.au/travel-with-us/on-demand/logan

Captain Cook Bridge maintenance works

The Captain Cook Bridge is a critical link in Brisbane's state-controlled road network servicing up to 140,000 vehicles per day. The refurbishment works was a significant project, with major stakeholders Brisbane City Council, Queens Wharf Development, Transurban, MSQ, and TransLink.

Delivery included an early works contract to facilitate safe access both inside and under the structure, installation of two temporary work platforms, two closures of the bridge (one northbound and one southbound) to facilitate the replacement of the southern span sliding bearings, and strengthening of the eight halving joints at 64 locations.

The Captain Cook Bridge refurbishment works commenced in March 2020 with an estimated completion date of August 2021.

This was a highly complex project requiring integration of capability across the department in areas of design, constructability issues, and traffic management. It also provided value for money and opportunities for technical staff to upskill through the use of national and international best practice materials and processes.

Sumners Road interchange upgrade

The Sumners Road interchange upgrade was completed and fully operational in March 2021, six months ahead of schedule. Providing improved travel times and active transport facilities, the upgrade included:

- replacing existing roundabouts with new signalised intersections
- adding a new two-lane eastbound bridge
- replacing the existing bridge with a new four-lane westbound bridge with access for pedestrians and active transport users
- adding U-turn facilities giving motorists access to local businesses
- a grade-separated cycle track built as an underpass below the western intersection that links with the Centenary Bikeway.

In April 2021, the new overpass was officially named the *Len Waters Overpass* to honour Len Waters, a local identity who was Australia's first known Indigenous fighter pilot in World War II.

The Queensland Government project is part of the master plan for the Centenary Motorway.

Ipswich Motorway upgrade - Rocklea to Darra (Stage 1)

In April 2021, works were completed on the Ipswich Motorway upgrade from Rocklea to Darra (Stage 1), to deliver better road network efficiencies, road safety improvements and active transport facilities.

Works included:

- upgrading the motorway from four to six lanes
- seven new higher bridges over Oxley Creek
- additional 1.5 kilometres of the Boundary Road Connection, linking Boundary Road across the Oxley Creek floodplain through to the Blunder Road intersection at Oxley
- additional 6.5 kilometres of active transport paths
- new northern service road over the Oxley Creek floodplain
- new traffic signals at the Suscatand Street intersection.

The project was delivered in a heavy industrial and constrained corridor with 85,000 vehicles, including 11,000 heavy vehicles using the motorway daily.

The upgrade project was awarded an 'excellent' rating for design, after being used as a pilot program for the Building Infrastructure Modelling and Infrastructure Sustainability Council Australia accreditation. The Queensland-owned Bielby Hull Albem Joint Venture focused on sustainability, recycling and supporting local business, with 97 per cent of businesses employed based in South East Queensland.

The project was jointly funded on a 50:50 basis by the Australian and Queensland governments.

Gympie Arterial Road and Strathpine Road interchange upgrade

In March 2021, works commenced on the Gympie Arterial Road and Strathpine Road (Bald Hills) intersection improvement project at Bald Hills. Works will transform the existing interchange into a diverging diamond interchange with an innovative intersection design that will reduce congestion, improve travel times and address safety concerns.

The innovative interchange design will allow free flowing turns when exiting and entering Gympie Arterial Road, reduce the number of conflicts with opposing traffic on Strathpine Road and reduce traffic signal phases.

The \$30 million project is jointly funded on a 50:50 basis between the Australian and Queensland governments with construction expected to be completed in mid-2023.

North Brisbane Bikeway (Stage 4)

The North Brisbane Bikeway provides safer and improved active transport infrastructure for bike riders and features priority pedestrian and bike crossings along several intersections.

In early-2021, Stage 4 of the construction was completed with pedestrians and bike riders accessing the bikeway after each stage of the project. Stages included:

- Stage 1 (connecting Herston to Windsor) was opened in 2016
- Stages 2 and 3 were opened in March 2020
- Stage 4 (extending from Rigby Street to Price Street in Woolloowin) was opened in late-January 2021.

The completion of Stage 4 brought the length of the bikeway to almost 4.5 kilometres. The safer and separated bicycle lane from the CBD to Woolloowin was delivered in partnership with Brisbane City Council. High-quality dedicated bikeways encourage cycling and walking across all ages, reducing the number of cars on the road.

Everton Park Link Road

The Everton Park Link Road provides motorists with a direct route between Stafford Road and South Pine Road, reducing traffic congestion at the Stafford Road and South Pine Road intersection.

The project has improved bike rider access through dedicated facilities, including a link to the Kedron Brook Bikeway. Pedestrians have greater access to shopping precincts with wider footpaths and additional crossings at the Stafford Road and South Pine Road intersection.

In May 2021, the Queensland Government funded project was completed six months ahead of schedule.

Springfield Central train station park 'n' ride

In September 2020, works commenced on the Springfield Central train station park 'n' ride project, to increase parking capacity to cater for the growing Springfield area. Once completed, the new multi-storey facility will bring the total capacity of car parks to 1100 across the precinct and better vehicle access into and around the car park.

The new facility will improve pedestrian safety, amenities and access to transport services from Springfield Central station. It will have 24-hour access, elevators, additional accessible parking spaces close to the station and security through CCTV and lighting.

The new park 'n' ride is located between the Springfield-Greenbank Arterial Road, Centenary Motorway and the Springfield-Greenbank Arterial Road off-ramp.

The \$44.5 million project is funded by the Queensland Government and is expected to be completed by early-2022.

Our Regions

South Coast

Fast Facts

1048^{KM}

State-controlled road**

179^{KM}

National Land Transport Network**

1,053,667

Vehicle and machinery registrations

8

Boating infrastructures

24

Community safety events held

9152

Vehicle and machinery inspections completed

335

Bridges*

48,837

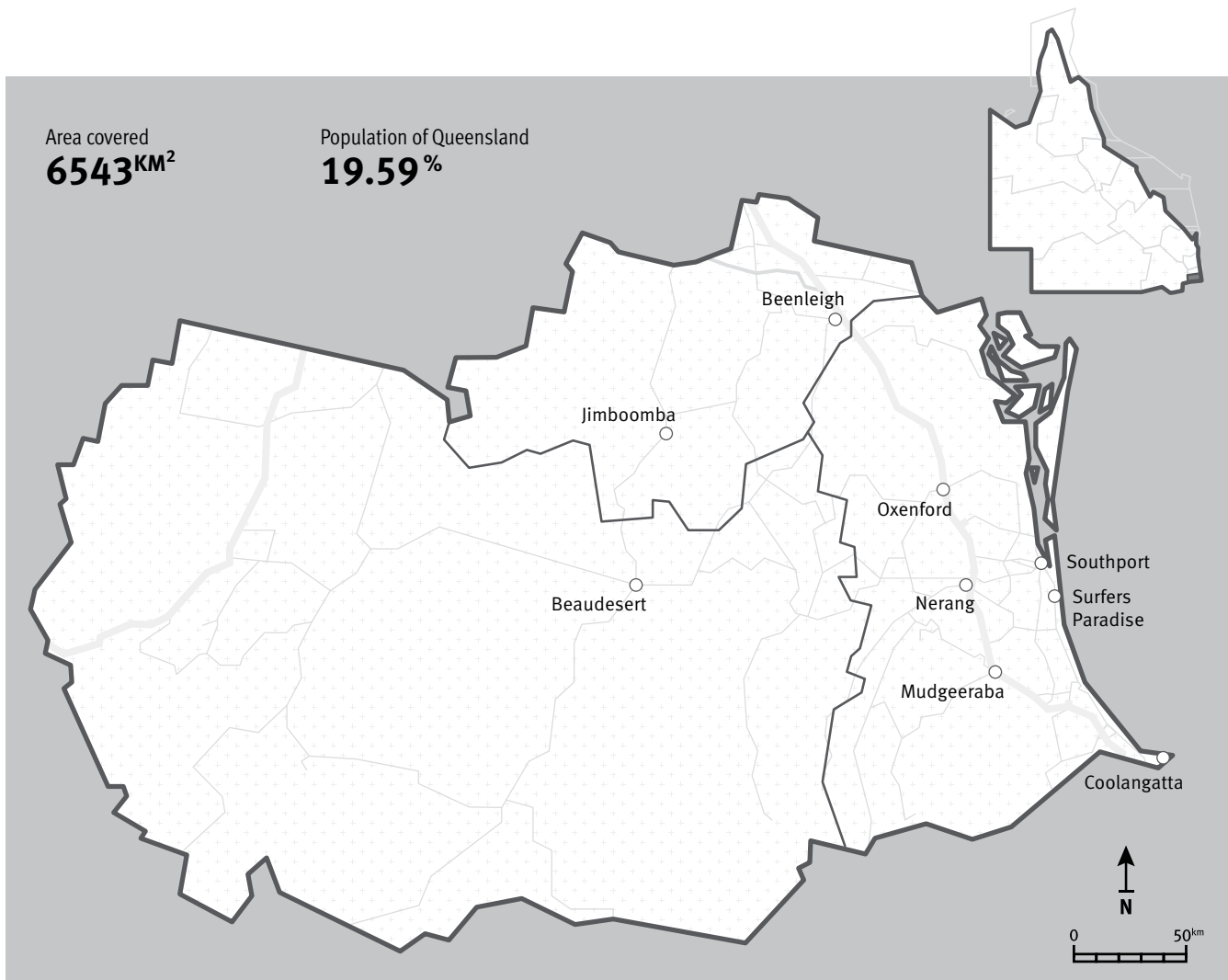
Drivers licence tests conducted

676,756

Customer face-to-face interaction

662

Priority enabled intersections



Data source: *Bridge Information System (BIS), 30 June 2021

Data source: **A Road Management Information System (ARMIS), 30 June 2021

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, March 2021

Highlights

- Completed construction of the four-lane duplication of Mount Lindesay Highway between Rosia Road and Stoney Camp Road interchange at Park Ridge South.
- Completed construction of the Ormeau station park 'n' ride to deliver 125 new car spaces.
- Completed safety improvements along Beaudesert–Beenleigh Road.
- Completed upgrades to the Gold Coast Highway (Brisbane Road) intersection at Labrador–Carrara Road (Olsen Avenue) and Hope Island Road (Oxley Drive).
- Completed construction on the Exit 57 interchange upgrade on the Pacific Motorway at Oxenford.
- Continued work on a number of projects on the Pacific Motorway to increase capacity, improve safety and traffic flow in both directions.

M1 - North and South upgrades

The department progressed a number of projects on the Pacific Motorway (M1) to increase capacity, improve safety and traffic flow in both directions.

Works progressed on eight kilometres of improvements between Eight Mile Plains and Daisy Hill. The \$750 million project includes an extension of the South East Busway from Eight Mile Plains to Springwood, a new bus station and park 'n' ride at Rochedale, and completion of the Veloway 1 cycleway link between Gateway Motorway and Paradise Road.

The Daisy Hill to Logan Motorway project planning is underway. The \$1 billion project is the final stage of the M1 North upgrade program from the Gateway Motorway to Logan Motorway. The planning for upgrades of interchanges on the Pacific Motorway (M1) between Pimpama and Staplyton is underway.

In May 2021, construction commenced on the \$82.1 million Exit 41 project. \$20 million southbound improvements on Exit 45 are scheduled to commence in late-2021, and community consultation on the preliminary design of the \$110.8 million Exit 49 works commenced in June 2021. In September 2020, upgrades to the Oxenford Interchange (Exit 57) were completed.

Construction on all three packages of the \$1 billion Varsity Lakes to Tugun upgrade are underway, including the Gold Coast's first diverging diamond interchange. A fauna exclusion shield trial has also been successfully completed with David Fleay Wildlife Park. These shields will be attached to the rear side of noise barriers being installed along the upgrade alignment, where koala populations are high, to help inhibit fauna climbing onto the noise barriers.

Gold Coast Light Rail (Stage 3)

Light rail continues to be successful and transformative to the Gold Coast region.

Major construction on the \$1.044 billion Stage 3 project will extend the current light rail system by 6.7 kilometres from Broadbeach South to Burleigh Heads with an additional eight new stations. This stage is jointly funded by the Australian and Queensland governments and the City of Gold Coast with an initial early works arrangement in place since June 2021. The construction contractor has commenced implementing a local industry participation plan to engage local workers, support local suppliers and provide skills and training for apprentices. Major construction is expected to start in late-2021.

The Gold Coast Highway (Burleigh Heads to Tugun) Multi-modal Corridor Study was completed in 2020 which identified the Gold Coast Highway as the preferred route for Stage 4 of the light rail—a 13 kilometre extension linking Burleigh Heads to Coolangatta. A preliminary business case is underway following a commitment from the Queensland Government and is jointly funded with the City of Gold Coast. Funding decisions to implement the findings of the preliminary business case are subject to a detailed business case.

Funding has also been committed by the Queensland Government to complete the \$1.5 million corridor study from Tugun to Coolangatta.

Coomera Connector (Stage 1), Coomera to Nerang

The Coomera Connector is a future alternative north-south corridor between Loganholme and Nerang, east of the Pacific Motorway (M1).

Works will address the increasingly high traffic demands and the population growth forecast in the northern Gold Coast region.

Procurement began in late 2020 on the Stage 1 North package between Coomera and Helensvale that includes a new bridge over the Coomera River. Construction is expected to start in late-2021 following business case and finalised environmental approvals.

In late-2020, the department consulted with the local community regarding urban design aspects for Stage 1 of the project. The northern section between Loganholme and Coomera will be progressed in future stages. The Australian and Queensland governments have committed \$1.53 billion on a 50:50 basis for Stage 1 planning and construction between Coomera and Nerang.

Safety Improvements for Mount Lindesay Highway

In July 2020, the Mount Lindesay Highway from the Logan Motorway to Beaudesert was added to the National Land Transport Network which will assist with meeting funding and eligibility requirements for upgrades. It will also ensure Mount Lindesay Highway continues to meet current and future demand, and support population and industrial growth in the area, including the Bromelton State Development Area.

In late-2020, upgrades were completed from Rosia Road to Stoney Camp Road, and Camp Cable Road to Johanna Street. Works included a new two lane bridge across Jimboomba Creek. The bridge operates under contra-flow arrangements during flood events to provide safe and reliable passage for both north and southbound travel.

In March 2021, construction started on the \$75 million Stoney Camp Road to Chambers Flat Road upgrade. The road will duplicate the highway from two to four lanes and construct two new bridges across Norris Creek. The construction also includes environmental initiatives for improved fauna connectivity, safety and habitat creation.

These important highway upgrades form part of the Mount Lindesay Highway 10 Year Forward Program which aims to improve safety and capacity on the highway.

Binna Burra Road reconstruction

The Binna Burra Road reconstruction project started in October 2019, following the catastrophic bushfires in the region.

Multiple sections of Binna Burra Road were reconstructed to stabilise the slope above the road using drape mesh and rock-fall protection. Downslope work was reconstructed by installing and anchoring large rock gabions (rock-filled cages) using long soil nails and rock anchors into the cliff face. Due to the steep terrain and narrow and winding nature of Binna Burra Road, the reconstruction project was complex. Stabilising the slopes required specialist personnel trained in rope access construction, and geotechnical equipment to abseil down the cliff face. Binna Burra Road reopened in late August 2020 and works were completed in mid-November 2020.

Due to heavy rainfall in December 2020 and March 2021 across the Gold Coast hinterland, emergency repairs including temporary pavement repairs, landslip clean up and vegetation, and boulder and rock removal were completed. These significant repairs affected multiple sites in the South Coast region within the City of Gold Coast, Scenic Rim Regional Council and Logan City Council boundaries.

Eligible reconstruction works, including the Binna Burra Road reconstruction project, are jointly funded by the Australian and Queensland governments under Disaster Recovery Funding Arrangements.

Oxenford Interchange (Exit 57) upgrade

In September 2020, construction was completed to improve travel times through one of the busiest interchanges on the Gold Coast and enhance safety for road users.

The Gold Coast RoadTek team constructed additional lanes, yellow box markings to reduce queuing within intersections, improved traffic flow by reducing number of traffic movements, a new U-turn facility, improved overhead signage and on-road directional marking, and installation of next generation signals to integrate

the four intersections (the largest next generation signals installation to date).

New and cost-effective construction methods for lean mix pavement, concrete bases and deck wearing surface removal were used during the works.