

About this document

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

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Ministerial Foreword

Major road and transport infrastructure projects across Queensland will drive the Queensland Government's plan for economic recovery and jobs, with a significant pipeline of investment planned over the next four years.

This year's Queensland Transport and Roads Investment Program (QTRIP) 2021–22 to 2024–25 outlines \$27.5 billion in road and transport infrastructure investment, estimated to support an average of 24,000 direct jobs over the life of the program. This investment will continue to provide economic recovery and road safety benefits, while supporting more jobs and delivering critical infrastructure across the state.

The Queensland Government continues to work closely with the Australian Government to ensure our transport network – vital to the connectivity of Queensland – is maintained and upgraded.

We continue to deliver major projects under the jointly funded Bruce Highway Upgrade Program to improve safety, flood immunity and capacity along this important link. The Australian Government and Queensland Government have committed a further \$500 million to upgrade the Bruce Highway, bringing the Bruce Highway Upgrade Program to \$13 billion over a 15-year period (2013–14 to 2027–28). The Queensland Government's priorities for this additional investment include improvements to sections between Gladstone and Rockhampton, and between Mackay and Proserpine.

Also, the QTRIP 2021–22 to 2024–25 includes an additional \$200 million in state funding in 2024–25, which represents the Queensland Government's contribution towards continued joint investment on the Bruce Highway of \$1 billion per annum (80:20 funding basis). The Queensland Government's priorities for this funding include duplication of sections between Gladstone and

Rockhampton and further capacity upgrades (including to the north of Townsville), subject to negotiation with the Australian Government and in consultation with the Bruce Highway Trust Advisory Council.

We are also committed to taking trucks off the Bruce Highway by investing in the alternative Inland Freight Route from Charters Towers to Mungindi. We will be working with the Australian Government to identify and deliver projects under the joint funded \$500 million upgrade on this corridor to encourage more trucks to move freight inland via the Carnarvon, Dawson and Gregory Highways.

We are also continuing delivery of more than \$3.4 billion in major upgrades on the M1 Pacific Motorway, including upgrades between Eight Mile Plains and Daisy Hill, Daisy Hill and Logan Motorway, and Varsity Lakes and Tugun. We will also commence the \$1.53 billion Coomera Connector (Stage 1) project between Nerang and Coomera to provide a key route for residents making local trips without having to get on the M1.

The QTRIP includes \$320 million for the Mooloolah River Interchange (Stage 1) project on the Sunshine Coast, funded in partnership with the Australian Government.

Queenslanders have been urged to keep road safety front of mind as the road toll continues to increase. We are committed to building better roads, improving driver education and training, and developing policies designed to reduce road crashes and trauma. This QTRIP outlines over \$1.6 billion across four years to improve our roads and make them safer through dedicated and targeted road safety initiatives, including an additional funding boost under the Road Safety Program in partnership with the Australian Government.

There is also significant investment for rail infrastructure under the Rail Network Strategy package, with key projects such as the \$255 million New Generation

Rollingstock - European Train Control System fitment and the \$600 million Rollingstock Expansion Project. There is also funding for preconstruction activities for capacity improvements on the Gold Coast rail line between Kuraby and Beenleigh, as well as additional funding for the Gold Coast Light Rail (Stage 3) project.

Public transport improvements are also continuing to be delivered with the Beerburrum to Nambour (Stage 1) rail upgrade on the Sunshine Coast Line, along with various park 'n' ride upgrades across South East Queensland. In addition, there is funding to make our train stations more accessible.

Our \$250 million investment in active transport over the next four years continues to bring economic benefits through improved health, reduced congestion and more jobs. Projects include the Smith Street Connection Road cycleway between Olsen Avenue and Kumbari Avenue, and the David Low Way Cycle Facility (Sections 1 and 2) between Runway Drive and Keith Royal Drive.

We also continue to invest in marine infrastructure, with projects such as the Yorkeys Knob boat ramp and floating walkways, the Molongle Creek channel deepening, and the Scarborough Boat Harbour boat ramp.

Investing in road and transport infrastructure supports jobs and businesses in the community over this economic recovery period, and I look forward to the year ahead.



A handwritten signature in blue ink, appearing to read 'Mark Bailey'.

Honourable Mark Bailey MP
Minister for Transport and Main Roads

Director-General's Foreword

Transport and Main Roads is committed to our vision of 'creating a single integrated transport network accessible to everyone'. We move and connect people, places, goods and services safely, efficiently and effectively across Queensland.

This QTRIP outlines \$27.5 billion of road and transport infrastructure works over the next four years across the local, state and national networks, and across multiple modes of transport.

One of our key priorities continues to be around road safety and reducing the number of people injured or killed on our roads. This year, there have been far too many families and communities impacted already. Across the next four years, we are investing over \$1.6 billion for dedicated and targeted initiatives critical to reducing road trauma and saving lives, including an additional funding boost under the Road Safety Program in partnership with the Australian Government.

Rail infrastructure continues to be high on our agenda, with the department progressing work on procuring the next generation of passenger rollingstock for South East Queensland with \$600 million committed to build 20 six-car trains.

In addition, we continue to provide responsive and coordinated efforts to help keep communities and industries stay connected, moving and safe when Queensland experiences severe weather events. We are continuing to deliver a program of work in partnership with the Australian Government that provides infrastructure restoration to help communities recover from the effects of these natural disasters.

We continue to work in cooperation with local governments under the Roads and Transport Alliance, with \$280 million invested over the next four years to the Transport Infrastructure Development Scheme. Under this scheme, funding is provided to local governments for the development of transport-related infrastructure on the local network across the state.

We also continue to work in partnership with the Australian Government to deliver key projects across the state, including the:

- \$662.5 million Bruce Highway, Caboolture - Bribie Island Road to Steve Irwin Way upgrade
- \$514.3 million Bruce Highway, Haughton River Floodplain upgrade
- \$359 million Cairns Ring Road (Cairns CBD to Smithfield)
- \$350 million Mackay Port Access (Bruce Highway to Mackay - Slade Point Road)
- \$301.3 million Bruce Highway, upgrades to Maroochydore Road and Mons Road interchanges
- \$244 million Centenary Bridge upgrade
- \$110.8 million Pacific Motorway Exit 49 interchange upgrade.

Investing in integrated passenger transport infrastructure is important to enhancing public transport services and access for our customers. Through QTRIP, we will be delivering passenger transport infrastructure projects such as stops, stations, park 'n' rides and bus priority measures. Projects being delivered include the Northern Transitway and Eastern Transitway (Stage 1), as well as various

upgrades to park 'n' rides such as Beenleigh, Carseldine, Ferny Grove and Coomera train stations. We are also delivering the Gold Coast Light Rail Stage 3 project between Broadbeach South and Burleigh Heads.

In addition, we continue to provide for marine infrastructure such as boat ramps, pontoons, jetties, floating walkways and dredging across Queensland.

This QTRIP outlines \$250 million in funding for bike-riding, walking and active transport infrastructure such as cycleways, shared paths, green bridges and rail trails. Safe and convenient active transport infrastructure improves accessibility to the transport network and helps keep Queenslanders moving.

I look forward to my department continuing to work collaboratively with industry stakeholders, government and customers to connect Queensland through a single integrated transport network.

Neil Scales



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

The background features a network of thin white lines connecting various points, overlaid with several gear icons of different sizes and colors (white, light blue, and dark blue). The gears are scattered across the frame, with some appearing as simple outlines and others as filled or semi-transparent shapes. The overall aesthetic is clean and technical.

Introduction

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Overview

Transport and Main Roads (TMR) plans, manages and delivers transport infrastructure with a vision to ‘create a single integrated transport network accessible to everyone’ through an accessible, safe, responsive, efficient and sustainable transport system. Through the QTRIP, the department enhances road safety, increases freight productivity and improves reliability of the transport network. It also supports local government and Indigenous communities in delivering local transport infrastructure upgrades.

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

QTRIP includes works for Transport and Main Roads, Queensland Rail and Gold Coast Waterways Authority. QTRIP investment spans road, rail, bus, cycling and maritime infrastructure on freight, commuter and recreational networks.

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

Strategic intent

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

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

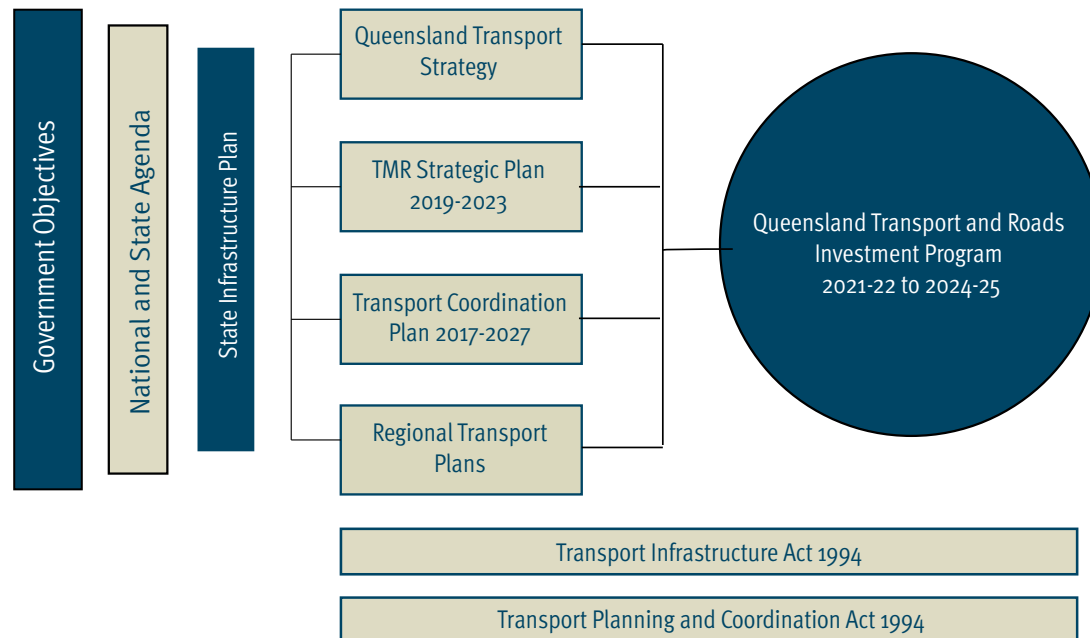


Figure 1: QTRIP guiding strategies and plans

Stakeholders

Transport and Main Roads engages with stakeholders throughout the program and project lifecycles, from strategy and planning to development and delivery. Stakeholder engagement includes one-on-one engagement, community engagement, industry briefings, as well as alliances and partnerships with external organisations.

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

Key stakeholders for QTRIP are outlined in Figure 2. These vital stakeholders provide critical analysis, input and advice that help refine departmental policies, programs, investment decisions and services.



Figure 2: QTRIP stakeholder engagement

Operating environment

Transport and Main Roads' decentralised operations have provided a strong local presence in Queensland communities for many years. Key entities in the management of QTRIP are outlined below.

Department of Transport and Main Roads

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

Policy, Planning and Investment Division

The Policy, Planning and Investment Division defines key strategies, policies and plans for an integrated transport system that supports the safe, sustainable and efficient movement of people and goods, while driving value for the community.

The division positions Transport and Main Roads for the future, supporting decision-makers with strategic policy and transport economic advice and analysis to achieve the vision of an integrated transport system accessible to all.

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

Infrastructure Management and Delivery Division

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

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

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

The division includes RoadTek, the department's commercial business arm, which is instrumental in the delivery and maintenance of road and transport infrastructure throughout regional and remote Queensland, where its presence adds value to the way products and services are delivered. It is also the first responder in keeping open or re-opening roads during natural disaster events.

TransLink Division

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

Customer Services, Safety and Regulation Division

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

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

Other

Queensland Rail

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

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

Gold Coast Waterways Authority

The Gold Coast Waterways Authority sustainably manages a community asset with a natural capital value of \$26 billion. The Gold Coast Waterways Authority proactively works with key stakeholders and the community to ensure the five rivers, 170 kilometres of navigable channels and more than 750 hectares of lakes and dams under its management remain safe and accessible.

The Gold Coast Waterways Authority achieves its objectives through a 10-year Gold Coast Waterways Management Strategy focused on access, connections and destinations. The Strategy is delivered through a waterways management program guided by evidence-based integrated planning and community and stakeholder engagement.

Opportunities and challenges



Population growth and managing transport demand

Queensland's population is estimated to be around 5 million¹ and is predicted to increase to around 6.68 million by 2036 and around 7.16 million by 2041². Most of this increase is likely to continue to be in South East Queensland, coastal communities and regional centres with industry growth. An acceleration of growth in regional centres has recently occurred as a result of the COVID19 pandemic³, with more Australian households moving away from capital cities to regional areas.

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



Embracing technology

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

¹ Queensland Government Statistician's Office, Queensland Treasury, Population growth, June quarter 2020, viewed 12 March 2021, www.qgso.qld.gov.au.

² Queensland Government Statistician's Office, Queensland Treasury, Projected population, by series, Queensland, 2016 to 2066, viewed 12 March 2021, www.qgso.qld.gov.au.

³ Infrastructure beyond COVID-19: A national study on the impacts of the pandemic on Australia, Australian Government, December 2020, www.infrastructureaustralia.gov.au/publications.

Transport and Main Roads will also build upon the recommendations of Transport and Public Works Parliamentary Committee report into Transport Technologies, released in 2020.

Transport and Main Roads can use new technologies to position the transport system to meet future needs – creating a single integrated transport system that anticipates, rather than just responds to, customers' needs. Smart and connected technologies, and access to real time information, enable customers to make more informed transport choices and help to optimise transport network operations, leading to improved transport reliability. These technologies also enable improved management of transport infrastructure by providing the department with greater awareness of asset use, performance and condition. Technologies will be used to optimise freight journey times and keep costs low, particularly by improving first and last mile access.

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



Road safety

Significant progress has been made over many decades to reduce road trauma and serious injury on Queensland's roads through the introduction of a variety of road safety initiatives. However, last year (2020), 278 people lost their

lives as a result of crashes on Queensland roads. This is 59 more people than in 2019, and illustrates the magnitude of road fatalities in Queensland, along with the socio-economic impacts of road trauma upon our community.

TMR is steadfast in its commitment to address road trauma through continuous improvement to the safety of the state-controlled road network. The department continues to roll out a program of targeted road safety infrastructure improvement programs that aim to deliver high-benefit treatments to address known and potential crash sites.

Additional funding of up to \$783 million has been committed by the Australian Government for road safety improvements over the three year period of 2020–21 to 2022–23. This will deliver extra key safety improvements including shoulder sealing, audio tactile line marking, intersection improvements and barriers to prevent run-off-road crashes.

In addition, the department has implemented a Road Safety Policy and the Transport and Main Roads Strategic Plan 2019–23 (revised for 2020–21) to ensure road safety standards are actively applied in the planning, design and construction of all road projects undertaken.

Importantly, TMR's policy and four-year strategic plan embeds the Safe System approach to road safety, which is set out in the Queensland Government's Safer Roads, *Safer Queensland – Queensland's Road Safety Strategy 2015–2021*.

This means that the department has applied the principles, processes and practices of the four pillars of the Safe System approach: Safer Roads and Roadsides, Safer Speeds, Safer Road Users and Safer Vehicles. This Safe System approach to road safety is represented in Figure 3.



Figure 3: The Safe System approach



Freight needs

Current projections indicate the Queensland freight task will grow by approximately 20 per cent over the next decade⁴. This growth will continue to place increasing pressure on the road, rail and seaport networks. In particular, land-based networks that provide key inter- regional and urban links to support agricultural, mining and major industrial areas, sea and airports, commercial business parks and major retail centres will be affected.

⁴ Queensland Freight Strategy - Advancing Freight in Queensland (2019)

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

The QFS will be implemented through a rolling two-year Queensland Freight Action Plan. The inaugural Action Plan, released in 2020, outlines a range of activities that industry, the community and all levels of government will undertake. This will ensure logistics movements throughout the agricultural, mining, industrial and retail sectors provide the best outcomes for Queensland.

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

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



Funding arrangements

Works on the Queensland transport network are primarily funded by the Queensland government and Australian Government. The Australian Government has primary

responsibility for funding and maintaining the National Land Transport Network and also contribute funding to projects off the National Land Transport Network through programs like the Roads of Strategic Importance and the Urban Congestion Fund. The state funded component includes revenue from motor vehicle registration and proceeds from infringements (such as camera detected offences). Some projects are partly funded by local government and developer contributions.

Transport agencies worldwide are all facing significant challenges in providing financially sustainable transport solutions. New transport technologies like electric vehicles will impact on traditional revenue sources, such as fuel taxes, as they make up an increasing share of the vehicle fleet. Moreover, the growth of shared mobility services may reduce car ownership in the future, impacting on vehicle registration revenue. At the same time, population growth is increasing the demand for transport services.

Consequently, there remains a high expectation from the community that government will continue to address transport costs and accessibility through the integration of land-use planning and transport infrastructure. Transport and Main Roads will continue to work on this integration, ensuring that the department delivers the right projects at the right time for the right cost.

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



Rural, remote and Indigenous communities

Queensland’s regional prosperity, and associated transport network, is heavily influenced by the vast distances between regions and cities, the concentration of the population in South East Queensland, isolated resource production areas and export driven markets. To address these challenges, the Queensland Government continues to explore funding options for transport infrastructure improvements within rural, remote and Indigenous communities.

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

A number of initiatives build upon previous years’ work to further improve the surface of roads, improve flood immunity to reduce disruptions in the wet season, and maintain or upgrade maritime infrastructure. QTRIP serves local communities through a project delivery approach that, where possible, engages Indigenous and local businesses, and creates employment and training opportunities for residents.

Consistent with these objectives, Transport and Main Roads will comply with the Indigenous Participation Policy and agree to Indigenous employment and supplier use targets for road projects committed by the Australian Government and Queensland Government, where applicable.



Environment, climate change and heritage management

Queensland’s environment is under increasing pressure as a result of the state’s growing population, climate change, land use changes, habitat fragmentation and invasive species.

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

Queensland is the most at-risk state in Australia from the impacts of extreme weather and climate change. The climate is already warming and Queensland’s transport system can be severely disrupted from these events, cutting off access to people and goods. Improving the network’s resilience and ensuring the transport system adapts to the impacts of climate change will need to be considered in all planning, design and delivery decisions.

The transport system also has a significant role in achieving a net-zero carbon economy by 2050. This includes encouraging the adoption of zero emission vehicles, facilitating the use of more efficient modes through transport infrastructure and using low emission materials and energy to build and maintain the transport system.

A sustainable transport system that integrates environmental considerations will not only improve the environment but lead to cleaner, healthier and more liveable communities.

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



Working with local government

Transport and Main Roads works with local governments through the Roads and Transport Alliance – a 19-year partnership with the Local Government Association of Queensland (LGAQ), for the stewardship of Queensland’s regional road and transport network.

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

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

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

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

State-controlled transport and road infrastructure



Passenger transport infrastructure

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



Rail

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

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

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

Aurizon and Watco East West operate regional rail services for livestock, with Linfox providing general freight rail services under separate Transport Service Contracts.



Light rail

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



Busway

Transport and Main Roads owns, manages and operates 29 kilometres of busways across South East Queensland. Busways are an essential part of the integrated passenger transport network and provide dedicated road space to help improve bus journey times and reliability. The busways also increase overall network capacity and facilitate more efficient movement of people across our network.



Other passenger transport infrastructure

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



Maritime infrastructure

Improving safety through a whole of network approach to the operation of Queensland's waterways ensures a safe and efficient marine environment for industry and the shipping network, as well as recreational users.

Transport and Main Roads owns, manages, operates and maintains maritime infrastructure across Queensland, including State Boat Harbours and a ferry terminal (Nelly Bay, Magnetic Island). Within State Boat Harbours TMR funds, constructs and maintains infrastructure including amenity blocks, car and car trailer parking, pile and buoy moorings.

The department funds the construction and ongoing structural maintenance of recreational boating facilities including boat ramps, pontoons, jetties, floating walkways. Local managing authorities, councils, ports or water authorities provide the land-based infrastructure for these facilities, such as car and trailer parking. These partners work closely with TMR to ensure efficient day to day operation and maintenance of land-based infrastructure.

Other maritime infrastructure key service areas include dredging work and condition assessments, as well as the delivery of a statewide aid to navigation network which includes technical operations, maintenance and construction, as well as redesign and expansion activities.



Cycling infrastructure

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

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



State-controlled road infrastructure

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

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

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



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

Transport and Main Roads owns, manages and operates the National Land Transport Network in Queensland. The National Land Transport Network is a single integrated network of land transport linkages of strategic national importance and is based on national and inter-regional transport corridors including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity.



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

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



Local government-controlled road infrastructure

Local government-controlled roads are owned, managed and operated by various local governments across Queensland.



Toll roads

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

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

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