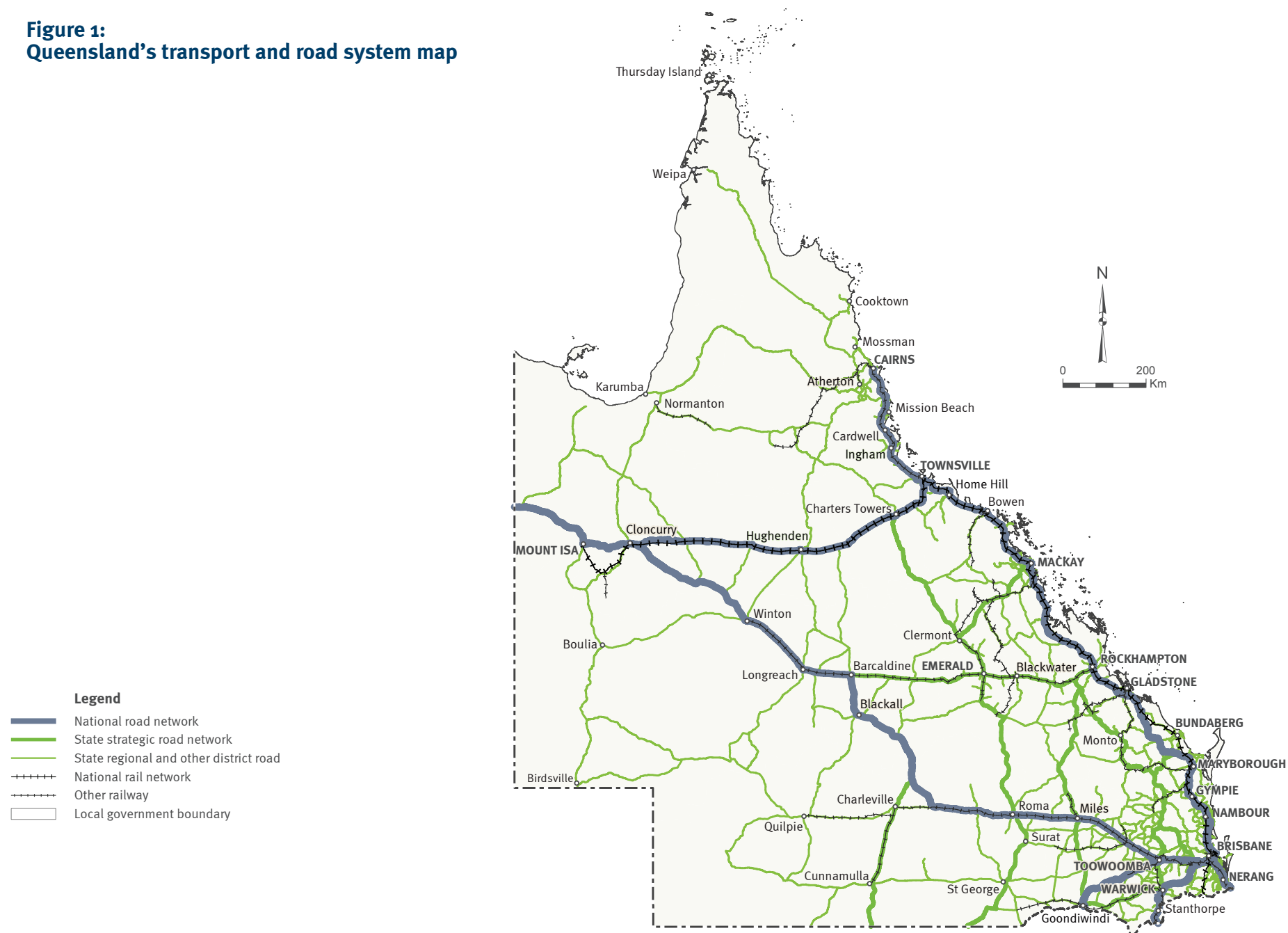




State overview

Figure 1:
Queensland's transport and road system map



State-controlled transport and road infrastructure

Rail

Transport and Main Roads promotes efficient and effective passenger and freight services through its Transport Service Contracts with Queensland Rail and Aurizon Network Pty Ltd (Aurizon). These contracts support both passenger and regional freight rail services, as well as the maintenance and construction of rail assets such as track, bridges, signalling equipment, stations and rollingstock.

Transport and Main Roads sub-leases rail corridor land in Queensland to railway managers including Queensland Rail and Aurizon. The department purchases urban and inter-urban passenger (Citytrain) services, inter-city regional passenger (Traveltrain) services and rail infrastructure services from Queensland Rail under the Rail Transport Service Contract, and regional freight and livestock services from Aurizon under separate Transport Service Contracts.

Queensland Rail operates and manages 6,585km of rail network in Queensland, which supports the movement of more than 55 million passenger trips annually, providing both the Citytrain and Traveltrain passenger services. Privately-owned Aurizon operates and manages approximately 2,670km of heavy haul rail infrastructure in Queensland. Queensland's rail network is shown in Queensland's transport and road system map (Figure 1).

Details of rail projects are listed under the Statewide commitments section or the relevant District tables where applicable.

Maritime

Transport and Main Roads owns, manages and operates maritime infrastructure across Queensland, including boat ramps, pontoons, jetties, floating walkways, dredging works and navigation aids. The department also funds the construction and ongoing structural maintenance of recreational boating facilities. The local managing authority provides the land-based infrastructure, such as car and trailer parking, manages the operations at the facility, and conducts day-to-day maintenance. The department also owns and maintains navigation aids.

Details of maritime infrastructure projects are listed under the Statewide commitments section or the relevant District tables where applicable.

Cycleways

Transport and Main Roads plans, constructs, operates and also provides grants to local governments for cycleways. Cycleways provide a safe and efficient form of transport with direct economic, health and other benefits for individuals and for the community. Investment in cycling infrastructure provides direct connections that link people to work, education, recreation and services. Responsibility for ongoing asset management lies with either the department or local governments, depending on the asset owner.

Details of cycling infrastructure projects and programs are listed under the Statewide commitments section or the relevant District tables.

Passenger Transport

Transport and Main Roads plans and delivers reliable, safe and accessible passenger transport infrastructure solutions across Queensland. As part of an integrated network, passenger transport infrastructure supports network efficiency, sustainability, growth and modal choice. The department provides integrated solutions while responding to changing public passenger transport drivers and demands.

Busways

Transport and Main Roads plans, delivers and owns busways in South East Queensland, which currently extends to about 28km. Busways remove buses from roads, easing traffic congestion and leading to improved services.

Details of busway projects are listed under the Statewide commitments section or the relevant District tables.

State-controlled roads

Queensland's state-controlled roads are managed and operated by the department. Queensland has the longest state-controlled road network of any Australian state or territory, with 33,343km of roads. Queensland's state-controlled roads consist of roads on the National Land Transport Network (National Network) and other state-controlled roads. The different classes of roads are shown in Figure 1.

The state-controlled road network includes the major traffic carrying and linking roads across Queensland – 80% of Queensland's road traffic is carried on state-controlled roads. State-controlled roads carry traffic volumes ranging from less than 50 vehicles per day to more than 145,000 vehicles per day. These roads are used for a wide range of purposes including freight, tourist trips, daily commutes, access to services and recreation. The estimated gross replacement value of Queensland's state-controlled road network is \$66.23 billion (as per the department's financial statements 2013-14) making it the Queensland Government's largest publicly owned physical infrastructure asset.

National Network roads

Transport and Main Roads owns, manages and operates the National Network in Queensland, including 5,017km of roads. The National Network is a single integrated network of land transport linkages of strategic national importance and is based on national and inter-regional transport corridors including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity.

Details of road projects on the National Network can be found under the Statewide commitments section, and are listed under each District in the National Network section.

Other State-controlled roads

As shown in Figure 1, other state-controlled roads in Queensland include:

- state strategic roads (excluding National Network identified above) – 4,086km
- regional and district roads – 24,243km.

Local government-controlled roads

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

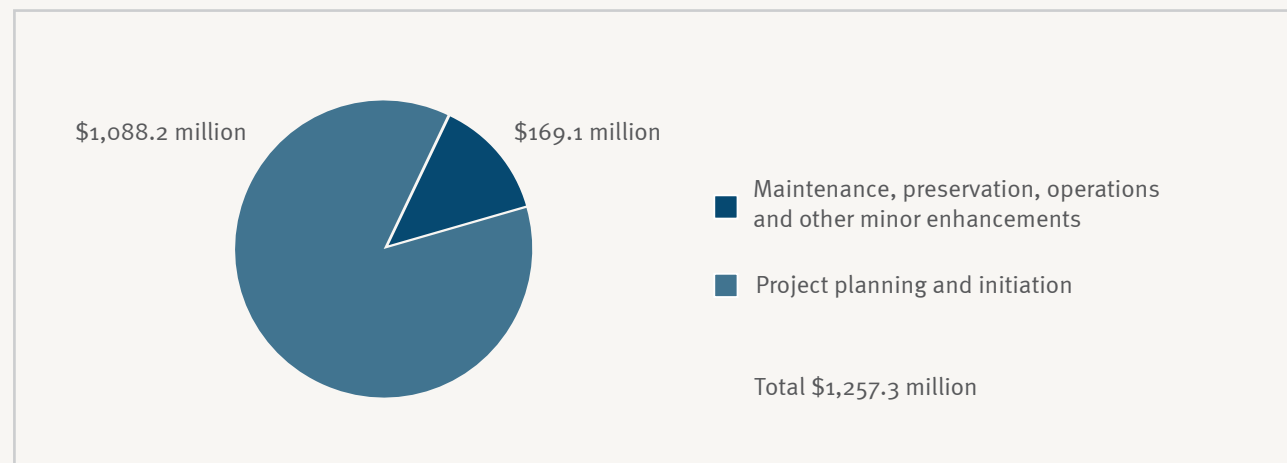
Details of projects on local government-controlled roads are listed under each District in the Local Network section.

Program Allocation

National Network

Figure 2 depicts the 2015-16 program allocation to the National Network, including construction and maintenance, preservation and operations.

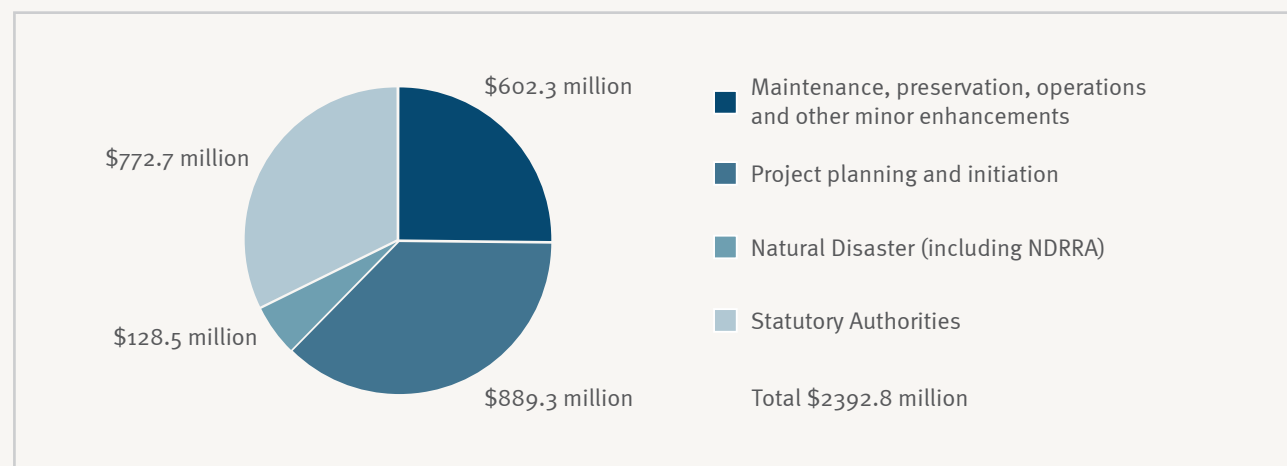
Figure 2. 2015-16 Program Allocation – National Network



State Network

Figure 3 depicts the 2015-16 program allocation to the State Network, including an estimate of road recovery and restoration works as part of Natural Disaster Relief and Recovery Arrangements (NDRRA).

Figure 3. 2015-16 Program Allocation – State Network



Local Network

Figure 4 depicts the 2015-16 program allocation to the Local Network, comprising of grants to local governments in accordance with the Black Spot Programme, Transport Infrastructure Development Scheme (TIDS) and other transport grants programs.

Figure 4. 2015-16 Program Allocation – Local Network

