

Queensland Transport and Roads Investment Program

2022-23 to 2025-26



Queensland
Government

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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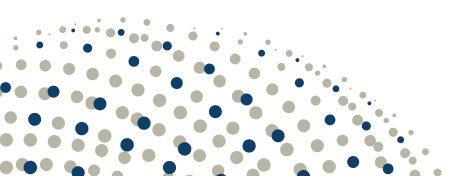
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Ministerial Foreword

The Queensland Government continues its commitment to delivering transport infrastructure that will drive the Queensland Government's plan for shifting from economic recovery to future growth and prosperity. This will help all Queenslanders to benefit in the opportunities flowing from economic development and transformation.

This year's Queensland Transport and Roads Investment Program (QTRIP) 2022-23 to 2025-26 outlines \$29.7 billion in road and transport infrastructure investment, estimated to support an average of 25,200 direct jobs over the life of the program, helping to promote more jobs in more industries, protect our lifestyle and offering better services, as part of the Queensland Government's clear and unified vision.

This QTRIP is the seventh record QTRIP in a row, representing an affordable, sustainable and deliverable pipeline that ensures Queenslanders can be confident that we will continue to productively and sustainably manage growth, recognising challenges including the protracted La Nina weather conditions, labour constraints and supply chain issues.

The timing of the 2022 Federal Election means that QTRIP has been developed in advance of the incoming Australian Government's formal updates to the *National Partnership Agreement on Land Transport Infrastructure Projects Schedule for Queensland*. Regardless, the Queensland Government welcomes the incoming Australian Government's commitment to infrastructure in Queensland and will be working closely with the Australian Government in the coming months to incorporate new commitments into our infrastructure pipeline, such as additional federal funding for the Bruce Highway, Kuranda Range, Boundary Road level crossing (Coopers Plains) and Ipswich Motorway planning.

The Queensland Government will continue its partnership with the Australian Government to ensure the safety and connectivity of the state's transport network, through existing major programs, such as the Bruce Highway (from Brisbane to Cairns) and M1 Pacific Motorway, and other major projects like the Coomera Connector (Stage 1).

Queenslanders are urged to remember the importance of road safety as the road toll continues to grow. Road safety is high on the Queensland Government's agenda, with the QTRIP 2022-23 to 2025-26 continuing to target upgrades to ensure our roads are safer. Our new *Queensland Road Safety Strategy 2022-31* builds on our years of work around creating safer roads and roadsides, safer speeds, safer road users and safer vehicles.

We are also investing in moving freight more efficiently across the state by improving key roads and port connections. The QTRIP 2022-23 to 2025-26 includes a long-term, \$1 billion commitment to the Bruce Highway alternative Inland Freight Route from Charters Towers to Mungindi.

As we work to create a healthy and liveable state for Queenslanders, the Queensland Government continues to invest in active transport infrastructure, with the QTRIP outlining \$268.8 million investment for bike lanes, shared walkways, bridges and rail trails. This includes projects such as the Broadbeach South to Burleigh Heads Cycleway, the Veloway 1 O'Keefe Street bridge, active transport path and crossing along Gympie – Brooloo Road, and the New England Highway Bikeway, Highfields to Toowoomba (Stage 2). In addition to specific active transport projects, the Department of Transport and Main Roads' *Cycling Infrastructure Policy* ensures that other QTRIP projects provide improvements to the active transport network, including infrastructure upgrades associated with Coomera Connector Stage 1, Centenary Bridge upgrade and various projects on the M1 and Bruce Highway.

Passenger transport remains a priority to keep Queenslanders moving efficiently and safely, so they continue to have access to first-class services, no matter where they live. QTRIP includes significant investment for passenger transport, including park 'n' ride upgrades at Beenleigh, Ferny Grove, Carseldine and Coomera train stations and major infrastructure improvements, such as the Northern Transitway and Brisbane Metro Woolloongabba Station.

The Queensland Government continues to invest in rail infrastructure, with work on several network-changing projects underway, including the \$2.598 billion for Logan and Gold Coast Faster Rail (Kuraby to Beenleigh) and the \$550.8 million for the Beerburrum to Nambour (Stage 1) rail upgrade on the Sunshine Coast Line.

Queensland marine infrastructure and facilities will continue to be maintained and upgraded, with continued investment in the \$12 million Yorkeys Knob boat ramp, the \$4.2 million Casuarina Creek boat ramp and the \$3.5 million Rosslyn Bay Boat Harbour reconfiguration.

The Queensland Government continues to work in partnership with all levels of the Government and the private sector to ensure that there is sustainable investment to support our communities and create jobs across Queensland.



Honourable Mark Bailey MP

Minister for Transport and Main Roads

Director-General's Foreword

Transport and Main Roads continues to connect people, places, goods and services safely and efficiently across Queensland in line with our vision of 'creating a single integrated transport network accessible to everyone'.

This QTRIP outlines a \$29.7 billion investment over the next four years into Queensland's road and transport infrastructure across local, state and national networks.

TMR continues to keep pace with this record level of investment and is on track to fully deliver its capital program for the fifth financial year in a row, overcoming significant challenges impacting delivery, such as the COVID-19 pandemic and major weather events across the state.

TMR will continue to deliver an affordable and sustainable program of investment, with a focus on achieving our five customer-focussed 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.

Road safety continues to remain a priority for my department, with a focus on reducing the road toll. This QTRIP 2022-23 to 2025-26 sees an investment of more than \$1.4 billion for targeted road safety improvements and initiatives.

We also continue to invest in our rail infrastructure with work progressing on several important and strategic network changing projects, such as the \$2.598 billion Logan and Gold Coast Faster Rail and the \$1.219 billion Gold Coast Light Rail Stage 3 project.

Passenger transport remains a high priority, with the QTRIP 2022-23 to 2025-26 including investment in affordable, accessible and reliable public transport, such as accessibility upgrades at Dutton Park train station and Upper Mount Gravatt Busway station.

In addition, we are delivering coordinated responses to severe weather events, keeping Queensland connected, moving and safe when disasters occur. We continue to work with the Australian Government to deliver a program of work providing infrastructure restoration and resilience following the impacts from these natural disasters.

This QTRIP outlines the continued work with the Australian Government on key projects across the state such as:

- \$2.163 billion Coomera Connector (Stage 1), Coomera to Nerang
- \$1.065 billion Rockhampton Ring Road
- \$1 billion Pacific Motorway Varsity Lakes to Tugun upgrade
- \$1 billion Bruce Highway Cooroy to Curra Section D
- \$481 million Bruce Highway, Cairns Southern Access Corridor (Stage 3), Edmonton to Gordonvale.

The Roads Transport Alliance continues with local governments, with \$280 million over the next four years invested in the Transport Infrastructure Development Scheme. This scheme provides vital funding to local governments for the delivery of infrastructure improvements on the local network across Queensland.

This QTRIP also outlines \$268.8 million funding for active transport infrastructure including dedicated cycleways, shared paths, bridges and rail trails.

I look forward to my department's continued collaboration with industry stakeholders, government and customers to deliver a single integrated transport network for all Queenslanders.



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

Introduction

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Overview

Transport and Main Roads (TMR) designs, delivers and maintains transport infrastructure with a vision of 'creating a single integrated transport network accessible to everyone' through a transport system that is easily accessible, safe, responsive, efficient and sustainable. The Queensland Transport and Roads Investment Program (QTRIP) enables the department to improve road safety, freight productivity and transport network reliability. It also supports local governments 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. The QTRIP investment tables detail planned cashflows, with the first two years considered firm and years three and four indicative for planning purposes. QTRIP supports sustainable transport solutions and multimodal demands by integrating transport and land-use planning.

QTRIP includes works for TMR, 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

National and state government policy objectives and agendas guide and shape QTRIP's strategic intent. Various Queensland Government strategies and plans establish high level transport objectives and strategic outcomes for the development of QTRIP (see Figure 1).

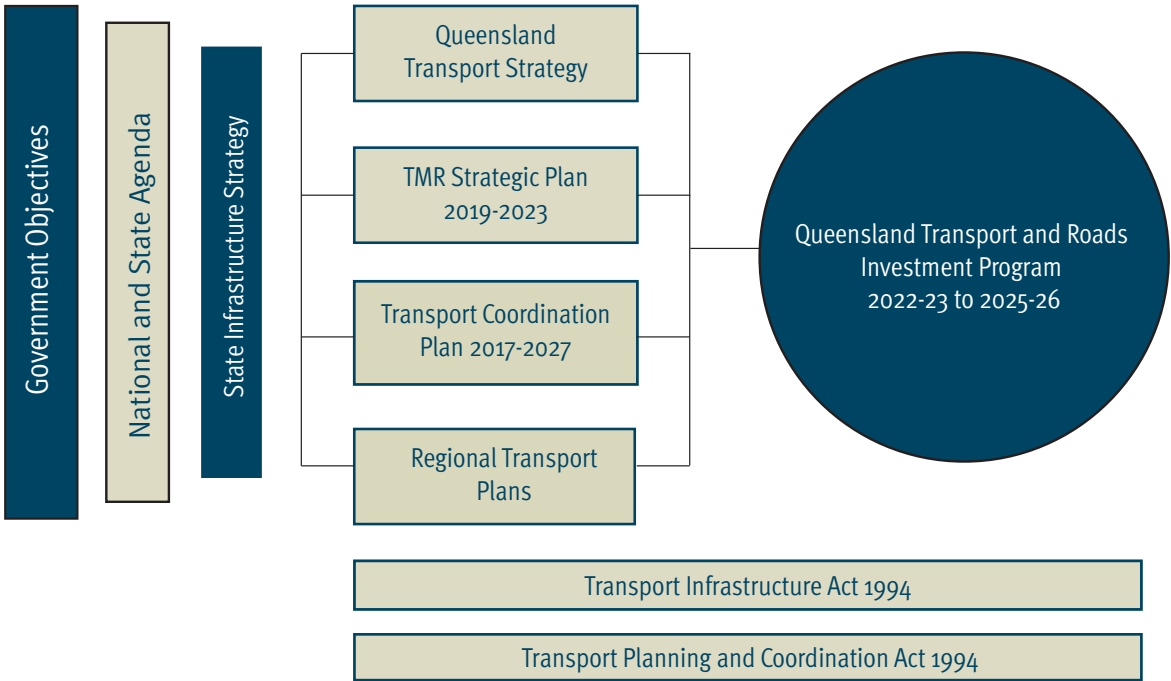


Figure 1: QTRIP guiding strategies and plans

Stakeholders

Transport and Main Roads (TMR) 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. It also provides a platform for new and current transport infrastructure to be planned, funded, built and operated in an integrated manner.

TMR collaborates with a variety of government, community and business partners to ensure Queensland's long-term economic viability. Key stakeholders for QTRIP are outlined in Figure 2. These vital stakeholders provide critical analysis, input and advice that helps 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 (TMR) 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 TMR 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 leads the safe and efficient delivery of transport infrastructure, manages the 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 that 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 during natural disaster events, keeping the network open or re-opening roads.

TransLink Division

TransLink Division leads and shapes Queensland's passenger transport system to deliver safe, cost-effective, customer-focused and accessible services. The division works with a range of service providers and government agencies 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 TMR and Queensland Rail governs the arrangement 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 (GCWA) sustainably manages a network of five rivers, 170 kilometres of navigable channels and more than 750 hectares of lakes to ensure that the local community, visitors and businesses can all enjoy and prosper in our 'Waterways City'.

GCWA does this through evidence-based integrated planning and place making, marine infrastructure creation and management, ongoing engagement with partner agencies, key stakeholders and the wider community, and delivery of the *Gold Coast Waterways Strategy 2021-30* and *Waterways Management Program*.

Opportunities and challenges



Population growth and managing transport demand

Queensland's population is estimated to be around 5.2 million¹ and is predicted to increase to around 6.7 million by 2036 and around 7.2 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 occurred as a result of the COVID-19 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 (TMR) 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. TMR 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 2021, viewed 9 March 2022, www.qgso.qld.gov.au.
² Queensland Government Statistician's Office, Queensland Treasury, Projected population, by series, Queensland, 2016 to 2066, viewed 9 March 2022, 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/Infrastructure-beyond-COVID

TMR 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, enables customers to make more informed transport choices and helps 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 licence. 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 on Queensland's roads through the introduction of a variety of road safety initiatives. However, in 2021, 274 people lost their lives as a result of crashes on Queensland roads. While this is four less people than in 2020, it still 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 reduce the incidence of road trauma through ongoing safety upgrades to the state-controlled road network. The department continues to deliver a program of targeted road safety infrastructure improvement programs delivering high-benefit treatments to reduce crashes.

TMR continues to deliver the additional funding of up to \$783 million that has been committed by the Australian Government for road safety improvements over the three-year period of 2020-21 to 2022-23. This funding is delivering significant safety improvements, including shoulder sealing, audio tactile line marking, intersection improvements and barriers to prevent run-off road crashes.

In addition, the department continues to implement the *Road Safety Policy* and the *Transport and Main Roads Strategic Plan 2019-23* (revised for 2021-22) ensuring road safety standards are actively applied in the planning, design and construction of all road projects undertaken.

Importantly, TMR's *Road Safety Policy* and four-year strategic plan further embeds the Safe System approach to road safety, articulated in the *Queensland Road Safety Strategy 2022-31*.

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

Queensland's freight system is a key enabler for the vital components of our economy and efficient freight movement is integral to Queensland's global competitiveness and economic performance. The state's wide variety of industries presents diverse transport demands, including light goods movement driven by eCommerce, containerised general freight, bulk minerals and agricultural commodities, and over-size and over-mass transport supporting the mining sector. The challenge is to maintain an integrated transport network that meets the growing freight needs of the industry and the community while remaining safe, efficient and dependable, as well as environmentally, socially and economically sustainable.

The *Queensland Freight Strategy - Advancing Freight in Queensland (QFS)*, developed in partnership with the Queensland Ministerial Freight Council, sets a 10-year vision for the state's freight system through a series of 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 is implemented through the rolling two-year Queensland Freight Action Plan (QFAP). The inaugural QFAP, released in 2020, outlines a range of activities that the industry, the community and all levels of government will undertake to ensure logistics movements throughout the agricultural, mining, industrial and retail sectors provides the best outcomes for Queensland. The QFAP is the implementation mechanism for the National Freight and Supply Chain Strategy and National Action Plan.

A significant portion of the road and rail networks in Queensland forms 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 contributes 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 are expected to account for an increasingly larger share of the overall 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. TMR 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.

TMR 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.

Several initiatives expand on prior years' efforts to enhance road surfaces, improve flood immunity to reduce disruptions during the wet seasons 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, TMR will comply with the Indigenous participation policies and frameworks and agrees 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 and transport (including riding bikes and walking), 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.

TMR 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 liveable environment.



Working with local government

TMR works with local governments through the Roads and Transport Alliance - a 20-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 TMR 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 TMR 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 (TMR) 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 6,615 kilometres of track (mainline only, excludes sidings, passing loops and yards) in Queensland.

TMR is responsible for setting the strategic direction of the rail network and works in collaboration with Queensland Rail to deliver key infrastructure investment and network improvements to ensure that the rail network is at the centre of providing safe, reliable, and accessible passenger and freight transport.

The Rail Transport Services Contracts between TMR 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.

Watco East West operate regional cattle rail services, 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

TMR 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

TMR 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 our community users, our Maritime and Marine industries and the shipping network. TMR 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, and floating walkways. Local managing authorities, councils, ports or water authorities provide the land-based infrastructure for these facilities, such as car and trailer parking. Our partners work closely with TMR to ensure efficient day to day operation and maintenance of land-based infrastructure and safe access for community users.

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

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 TMR or local governments, depending on the asset owner.



State-controlled road Infrastructure

TMR manages and operates Queensland's state-controlled road network (33,384 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 state-controlled road network includes the major traffic carrying and linking roads across Queensland. 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) - 5,052 km

TMR 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) - 28,332 km

Other state-controlled roads in Queensland include 4,109 kilometres of state strategic roads and 24,223 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

TMR manages the policy and legislative framework for toll roads in Queensland, under the provisions of the *Transport Infrastructure Act 1994*.

Declared toll roads in South East Queensland include the Gateway Motorway, Logan Motorway, Clem7, Go Between Bridge, Legacy Way and AirportLinkM7. These toll roads are operated by Transurban Queensland (TQ) under long term concession agreements with the Queensland Government or Brisbane City Council.

The Toowoomba Bypass (formerly known as the Toowoomba Second Range Crossing) is a toll road operated by Nexus Infrastructure for TMR under an availability style payment Public Private Partnership. Toll revenue is collected on behalf of TMR by TQ, trading as Linkt. Toll revenue contributes towards TMR's payments for the operation and maintenance of Toowoomba Bypass.