

Objective Two

Delivering a fit-for-purpose transport network

Strategies

1. We plan, manage and invest to meet the needs of Queenslanders now and in the future
2. We use ingenuity and innovation to deliver fit-for-purpose and value for money infrastructure and supply chains that contribute to Queensland's economic growth
3. We deliver an integrated modern, safe, efficient, reliable, affordable, and accessible transport system
4. We ensure resilience of the transport system – planning for and responding quickly to disruptive events to support and connect our communities

Performance indicators

- Transport infrastructure investment
- Transport infrastructure condition
- Transport network efficiency

How we performed

Performance Indicator	Performance measure	Notes	2014–15 Result	Status
Transport infrastructure investment	Asset Sustainability Ratio (measure whether assets are being replaced at the rate they are wearing out)	1	112%	▲
	Road system seal age (percentage of the state-controlled road network exceeding the optimal seal age)	2	27.65	▼
Transport infrastructure condition	Road system condition – percentage of urban and rural state-controlled roads with condition better than the specified benchmark			
	Urban		98.5%	▲
	Rural		96.28%	▲
Transport network efficiency	Road network efficiency – average travel time per 10km			
	AM peak	3	11.0	▲
	Off peak	3	9.8	▲
	PM peak	3	11.2	▲
	Road network reliability – percentage of the road network with reliable travel times			
	AM peak	3	79	▲
	Off peak	3	90	▲
	PM peak	3	73	▲
	Road network productivity – percentage of the road network with good productivity			
	AM peak	3	72	▲
	Off peak	3	76	▲
	PM peak	3	71	▲
	Arterial intersection performance – percentage of intersections congested less than 20 minutes per hour			
	AM peak	4	87	▲
	Off peak	4	94	▲
	PM peak	4	82	▲

▲ On track ● slight variance ▼ significant variance

Notes:

- The asset sustainability ratio is calculated annually and is reported in the first quarter. It is a reflection of the asset sustainability ratio as at 30 June 2014.
- The 2014–15 actual of 27.65% indicates an improvement of 2.46% compared to the 2013–14 result. This is due to a combination of the following factors:
 - an increase in the length of seals which have been resurfaced and entered into the asset inventory during 2014–15
 - additional lengths of resurfacing entered into the asset inventory during 2014–15, but physically completed during 2013–14.

Note, the length of the network resurfaced in each quarter fluctuates according to District delivery priorities and weather conditions.

- The 2014–15 results show that efficiency and productivity have remained steady when compared to the previous three years, except for a slight decline in the Off Peak. Reliability, on the other hand, has declined, especially in the AM and PM peaks, however, performance values remain within the green assessment criteria band. This decline in reliability has occurred on both arterial roads and motorways. These gradual downtrends appear to be consistent with corresponding uptrends in the number of registered vehicles and in total vehicle kilometres travelled on the road network.
- This is a new measure. There is no long-term trend data available yet.

Our highlights

In 2014–15, we finalised and released new transport plans, delivered new passenger transport apps and extended our retail network, and continued to build or upgrade road, rail and boating infrastructure. Some of our achievements are listed below.

Transport planning

✓ Roads and Transport Alliance

Transitioned six Aboriginal shire councils to full, participating members of the Regional Roads and Transport Groups through the Roads and Transport Alliance.

✓ *Moving Freight Strategy*

Released the *Moving Freight Strategy* to improve the efficiency and effectiveness of Queensland's freight network.

✓ *REEFVTS Strategic Plan 2015–2020*

Set the direction for more effective and efficient vessel traffic services to assist navigational safety through the plan, which outlines protection of the marine environments of the Great Barrier Reef and Torres Strait.

✓ Commonwealth Games

The Commonwealth Games Federation endorsed the department's planning for the 2018 Games, concluding that our preparations are well on track and praised the quality of TMR's work and partnership approach.

✓ G20

Designed and delivered significant network changes to provide public transport changes during the 2014 Brisbane G20 Summit.

Passenger transport

✓ Reduced public transport fares

Reduced public transport fares across the state by 5 per cent from 3 November 2014, with fares frozen in 2015.

✓ Real-time transport information

Provided customers with access to free real-time information across the TransLink SEQ bus, ferry, and tram network, with trains to follow.

✓ MyTransLink' App

Launched the free mobile MyTransLink app in December 2014, reaching more than 170,000 customers by the end of June 2015.

✓ Light rail passenger services

Commenced light rail passenger services on Stage 1 of the Gold Coast Light Rail project together with integrated bus services. Passengers have taken more than 6.27 million trips on G:link since its launch.

✓ *go card*

Expanded the *go card* retail network to include all 7-Eleven convenience and fuel outlets in south-east Queensland in September 2014 through existing EFTPOS terminals and won a 7-Eleven Supplier Award for this world-first technology.

✓ *go explore card*

Introduced the new Gold Coast *go explore* card to provide tourists and visitors with an easy-to-use all-day pass to get around the Gold Coast on bus and tram services.

✓ Revised school bus network

Revised the school bus network to carry an additional 18,000 school passengers as a result of the Transition of Year 7 students to high school.

✓ Public transport revenue

Commenced implementation of the Revenue Protection Strategy to enhance public transport revenue protection.

✓ New Generation Rollingstock

Reached the financial close of the Public-Private Partnership of New Generation Rollingstock, which will increase the train fleet to meet growing demand for rail services.

Transport infrastructure

✓ Reconstruction of our road network

Completed reconstruction of the state's damaged road network from severe weather events between 2010 and 2014 through the \$6.4 billion Transport Network Reconstruction Program, six months ahead of time and with savings of more than \$400 million.

✓ Bruce Highway upgrades

Continued upgrades and rehabilitation works along the Bruce Highway including the Cooroy to Curra project and interchange projects between Brisbane and the Sunshine Coast.

✓ Pacific Motorway (M1) upgrade

Completed the upgrade of the Pacific Motorway from Worongary (Exit 77) to the southbound off-ramp at Mudgeeraba (Exit 79) in September, four months earlier than expected.

✓ Townsville Ring Road

We began construction on the fourth and final section of the \$200 million Townsville Ring Road in March 2015 to provide a bypass of Townsville.

✓ Warrego Highway upgrade

Continued works to upgrade the Warrego Highway and began construction on the \$110 million Toowoomba to Oakey section in March.

✓ Toowoomba Second Range Crossing

Evaluated proposals for the Toowoomba Second Range Crossing and provided a recommendation to the government on a preferred consortium.

Moreton Bay Rail project

Continued delivery of the Moreton Bay Rail Link project to provide a rail line between Petrie Station and Kippa-Ring Station, and the redesign of the local bus network to fully integrate with the new line.

✓ Recreational boating infrastructure

In partnership with local government, port authorities and private developers, we delivered new and upgraded recreational boating infrastructure under the \$50 million four-year Queensland Government Marine Infrastructure Fund.

✓ Awards

We received:

- the Engineers Australia Queensland Engineering Excellence Awards 2014 'Project infrastructure under \$50 million' Award for restoration of Bundaberg's Don Tallon Bridge
- the Australian Institute of Project Management (AIPM) National Project of the Year Award for 2014 for the Transport Network Reconstruction Program team's project management of the reconstruction following the 2010 natural disaster events. The win also qualified the team as a finalist in the AIPM Australasian awards.

We plan, manage and invest to meet the needs of Queenslanders now and in the future

Transport planning

Long-term transport strategy

We commenced development of a long-term transport strategy for Queensland, preparing a draft vision and set of guiding principles for consultation in 2015–16.

The long-term transport strategy is the department's principal direction setting statement. It informs the development of our strategic plan and shapes other departmental transport system strategies and plans.

State infrastructure plan

The long-term transport strategy will also consider the government's draft State Infrastructure Plan currently under development.

The draft plan is expected to be released in late 2015 with a final version released in early 2016 following targeted consultation.

More information: www.dilgp.qld.gov.au/infrastructure/state-infrastructure-plan.html

Moving Freight strategy

During the year, we continued to implement the *Moving Freight* strategy – a strategy that outlines a 10-year plan for Queensland's freight system. Its objective is to 'facilitate the efficient movement of freight'.

Actions delivered in 2014–15 under *Moving Freight* priority areas are outlined in figure 11 below.

More information: www.tmr.qld.gov.au/business-industry/Transport-sectors/Freight/Moving-Freight.aspx

Figure 11: *Moving Freight* – Key activities delivered in 2014–15

Priority	Actions	Key activities and initiatives	Delivery
Expand the use of rail freight	Identify with industry rail freight and broader supply chain requirements to inform rail planning and development for the North Coast Line, including the need for longer trains and supporting rail freight terminals	Final report and Action Plan have been delivered for the North Coast Line Capacity Improvement Study	March 2015
	Identify freight requirements to inform long-term planning and development of the Mount Isa rail corridor, including contestability options to enhance supply chain integration	Finalised investigation of contestability options for the Mount Isa Rail Corridor	September 2014
	Undertake a pre-feasibility study with industry to inform the redevelopment of the Acacia Ridge Rail Terminal	Completed the SEQ Rail Freight Terminals Study comprising capacity review and assessment of the Acacia Ridge Rail Terminal	March 2015
	Preserve train paths on regional rail lines for non-coal rail services in response to agricultural and broader community freight demands	Paths for non-coal services on the Queensland rail network have been identified and preserved in legislation	May 2015

Priority	Actions	Key activities and initiatives	Delivery
Increase road freight network access	Develop policy and guidelines for industry to undertake route assessments and associated works to inform road network owner access decisions for PBS Class B vehicles	Finalised policy and guidelines following successful trial of industry-funded PBS route assessments	December 2014
Better freight policy and information	Actively contribute to the implementation of the National Land Freight Strategy to ensure alignment with Queensland's freight plans and priorities	Finalised and published the Key Freight Routes maps for road and rail in Queensland	December 2014

During the year, we began implementing findings of the *Parliamentary Inquiry into Agricultural Rail Freight* completed in June 2014, including:

- working with the Australian Government to align the route and develop specifications for the Inland Rail Project
- identifying and preserving paths for non-coal services on the Queensland Rail network through legislation
- finalising negotiations for a new Livestock Transport Services Contract (LTSC) to 2017 with the incumbent operator (with the view to moving to an open market tender process for a future LTSC)
- finalising negotiations for a new Regional Freight Transport Services Contract (RFTSC) to December 2017 with the incumbent operator.

State Planning Program

The State Planning Program (SPP) provides the mechanism to achieve 'one integrated transport system' through planning and investment proposal activities that drive better transport outcomes for Queensland, and promote the right investment at the right time.

In particular, the SPP is a rolling program of planning projects across all modes and all regions with projects ranging from network to link level ([see glossary](#)) to investment proposal activities ([see figure 12](#)).

It includes:

- transport planning aimed at defining the integrated transport system priority needs across Queensland
- investment proposal development aimed at appraisal and selection of the best value investment options, including business case decisions
- contributions to whole-of-government planning.

Development of the 2014–15 SPP was undertaken in consultation with the department's key stakeholders, and included:

- collaborated and innovated across the department to plan and deliver projects and improve governance arrangements to deliver better customer outcomes
- publishing the 2014–15 SPP as part of the *Queensland Transport and Roads Investment Program* for the first time, improving the visibility of the planning program for the department stakeholders
- announcing to industry the metropolitan portion of the 2014–15 program in August 2014, marking a step-forward in the way the department communicates and partners with the private sector. The department received significant positive feedback about the forum, which will be rolled out across the state for the 2015–16 program.

Figure 12: State Planning Program (2015–16) – Key projects

Projects	Work description
Business cases including:	
Bruce Highway – Rockhampton Northern Access four-lane upgrade	Preparing a business case to address safety and congestion caused by high urban and economic growth in northern Rockhampton.
Peninsula Development Rd – initial seal	Preparing a business case to seal various sections of the only road into Cape York Peninsula.

Projects	Work description
Cross River Rail (including reference design)	Identifying improvements to capacity, reliability and safety of the rail network for both freight and passenger rail by unlocking a major rail inner city constraint.
Regional Bridge Renewal Program (including options analyses)	Completing options analyses and business cases to focus on fixing the Top 20 priority bridges across the state.
Warrego Highway – Ipswich to Toowoomba Range	Identifying the corridor and developing a staged upgrading plan for this key road freight route to Surat Basin.
Transport planning including:	
Gold Coast 2018 Commonwealth Games™ Regional transport plan prototype	Developing Transport Operational Plans for more than 20 venues to deliver smooth transport operations during the 2018 Games.
	Identifying and planning customised temporary park ‘n’ ride facilities – a key component of the transport strategy.
Statewide active transport planning	Developing a Regional Transport Plan prototype that builds upon robust planning principles and best practice business models to facilitate stakeholder consultation and determine an agreed departmental way forward for the development of 10-year Regional Transport Plans across the state.
	Completing Principal Cycle Network Plans across the state to guide cycle infrastructure investment on a statewide basis to maximise value for money.
Transport studies including:	
South-east Queensland Rail Freight Terminals	Undertaking a feasibility study for a possible future northern south-east Queensland rail freight terminal.
Planning for road network operations in Logan City and Ipswich City – Central Road Network	Undertaking planning studies to optimise road network operations (normally for a low cost) to improve the safety, efficiency and reliability for all modes.
Strategies including:	
Proserpine Shute Harbour Road	Identifying a flood immunity upgrade strategy to improve wet season access between the Whitsundays tourism precinct, Proserpine Airport and the Proserpine Community Cyclone Shelter.
Statewide maintenance dredging strategy	Addressing key threats, and the health and resilience of the Great Barrier Reef.
Modelling and mapping – TMR statewide transport corridors noise contours	
	Producing noise contours along key routes to facilitate the incorporation of noise mitigation measures into new developments to reduce amenity conflicts between the department’s transport infrastructure and adjacent land uses.
Statewide safety reviews	
	Undertaking safety audits of those roads across the state with the highest crash rates and identify low-cost, high-benefit treatments for future implementation.

Queensland Transport and Roads Investment Program 2014–15 to 2017–18

The *Queensland Transport and Roads Investment Program (QTRIP) 2014–15 to 2017–18* is a rolling four-year program released annually. The QTRIP outlines the department's planned investment for transport infrastructure across Queensland over the four-year period.

The QTRIP is predominantly funded by the Australian and Queensland Governments, and investment is provided for public transport, roads, rail, marine and active transport infrastructure across local, state and national networks in Queensland.

Interested parties can review QTRIP and provide comment to the department or seek further information about specific projects at any time throughout the year.

The department also engages with a wide range of industry groups, such as the Civil Contractors Federation, Queensland Major Contractors Association, Consult Australia, Roads Australia, Road Freight Industry Council and Drive Tourism through a variety of forums.

During the year, we extended participation in Regional Roads and Transport Groups (RRTGs) to Indigenous councils through our Roads and Transport Alliance Board.

More information www.tmr.qld.gov.au/About-us/Corporate-information/Publications/Queensland-Transport-and-Roads-Investment-Program.aspx

Roads and Transport Alliance

As Chair of the Roads and Transport Alliance Board, our Director-General extended participation in the RRTGs to six Indigenous councils during the year.

Their participation in the RRTGs – comprised of local governments that wish to jointly participate in the Roads and Transport Alliance and Transport and Main Roads' district representatives – will help maximise the economic, social and environmental benefits of roads and transport investments in their communities.

Gold Coast 2018 Commonwealth Games™ transport planning

The Gold Coast 2018 Commonwealth Games™ (GC2018), to be held from 4 to 15 April 2018, will be the biggest event ever hosted on the Gold Coast.

The department is responsible for planning and delivering public domain transport for the games, and in April 2015, we finalised the strategic planning

phase and 'Concepts of Operation' for key elements of the games transport task. It outlines how the transport network services and management systems will operate at games time.

The GC2018 transport plans and strategies have been developed with significant engagement and input from across the department and strong partnerships with other agencies, in particular, the GC2018 Corporation (GOLDOC) and the City of Gold Coast.

National remote and regional transport strategy

During the year, we contributed to the development of the draft National Remote and Regional Transport Strategy to inform the way transport is managed in regional areas to drive economic growth.

Queensland activities highlighted in the draft strategy include:

- improving transport access for Aboriginal and Torres Strait Islander (ATSI) communities and supporting development in the regions through the \$8.2 million ATSI component of the department's broader Transport Infrastructure Development Scheme funding program
- the department's enduring partnership with local government through Queensland's 17 RRTGs (under the Roads and Transport Alliance) to jointly invest in transport infrastructure improvements
- working with local governments in jointly managing 35,923km of lower order state-controlled roads and higher order local government roads through the Roads and Transport Alliance
- providing access to more than 54 certified or registered aerodromes in northern Queensland, about 30 with regular passenger services recording more than 9.7 million passenger movements.

Submissions on the draft strategy were invited in June and will inform the development of the final strategy to be considered by the Transport and Infrastructure Council (operating under the Council of Australian Governments) in November 2015.

Managing the transport system

Heavy vehicle road safety and compliance

In April, we attended the National Compliance and Enforcement Operations Forum to develop a national approach to heavy vehicle safety and compliance.

The Brisbane forum brought together decision makers from Australia's road transport agencies, police services and the National Heavy Vehicle Regulator to set national priorities for heavy vehicle road safety to benefit all road users.

The national approach will facilitate sharing of knowledge, safety and compliance systems across agencies and across borders to better target enforcement operations, and provide the best value spend for the safety and compliance dollar.

We worked closely with industry during the year to discuss and develop actions to improve heavy vehicle road safety and develop a Heavy Vehicle Safety Action Plan, which will be released in 2015–16.

From July 2014, we also began hosting the Remote Areas Consultative Group (RACG) for two years. The RACG was formed in mid-2004 and comprises representatives from Queensland, the Northern Territory, South Australia and Western Australia. They act as an advisory body and represent the interests of regional and remote areas on proposed and existing heavy vehicle reforms.

The RACG also works toward resolving cross border issues between jurisdictions at an operational level for the heavy vehicle industry.

Simplifying registration processes

During the year, we modified the registration renewal process by removing registration labels for light vehicles.

The initiative included delivery of a new online tool and the Qld Rego Check mobile application, which allows drivers to check a vehicle's registration expiry date before they plan to drive.

We also simplified approval processes for:

- vehicle modifications for drivers with a disability, driving schools and the owners of individually constructed vehicles
- pre-1972 imported vehicles by removing a 'Qld only' modification code
- rally vehicles in Queensland by replacing a permit system with a guideline
- Individually Constructed Vehicles by replacing a permit system with a guideline.

In addition, we improved and/or simplified the processes we use to enforce vehicle offences.

Following the introduction of paperless registration labels in 2014, we began using the department's automatic number plate recognition camera network to enforce the offence of driving an unregistered and uninsured vehicle and introduced (see page 43). The technology removes the requirement for the department to produce and distribute registration labels.

We also introduced a new offence for carrying a placard load of dangerous goods in a tunnel where a placard load prohibited sign is displayed.

Improving the journey for motorcycle riders

From 1 February 2015, we introduced changes to road rules affecting motorcycle riders in Queensland.

The changes were based on community feedback, road safety research and practices in other jurisdictions and allow riders with an open licence to:

- lane filter (move between stationary or slow moving vehicles travelling in the same direction as the rider) provided they are not travelling at more than 30km/h and it is safe to do so
- ride on the road shoulder under certain conditions for motorcycle riders

The new rules also give motorcycle riders a greater choice of helmets.

The changes were made to help relieve congestion, making our road network safer and more efficient.

More information: www.tmr.qld.gov.au/Safety/Queensland-road-rules/Changes-to-road-rules.aspx

Enhancing the practical driving test

We introduced an enhanced Q-SAFE (see glossary) practical driving test across Queensland, placing a stronger emphasis on high-risk manoeuvres and safe driving skills and behaviours.

Enhancements to the test included:

- the introduction of zero tolerance to speeding
- increasing the significance of not maintaining an appropriate following distance
- placing a greater emphasis on hazard perception
- introducing highly desirable drive situations, such as a high-speed merge or entering a high speed area.

The enhanced test also places a greater emphasis on providing meaningful feedback to the candidate at the end of the test.

Improved traffic management

We continued to work closely with our customers to develop a new approach to traffic management at roadworks.

Delivered in partnership with the department's regions and industry, the Traffic Management Improvement at Roadworks project aims to improve the safety of road workers (including traffic controllers) and improve driver compliance with speed limits in roadwork sites.

Under the project, we have:

- encouraged staff to become ‘speed ambassadors’ by always obeying the speed limit through roadwork sites, and calling 13 19 40 to report any inappropriate speed signage
- conducted industry awareness sessions in 14 locations around the state, delivering information to more than 600 department and industry representatives
- placed a greater focus on after hours speeds at roadworks ensuring speed is actively increased (where practical) when roadworks are not active
- revised our Provision for Traffic guideline to allow for innovation.

Enhancing road access for agricultural vehicles

In December, we began implementing a 14-month trial to evaluate enhanced road access for oversize agricultural vehicles operating in Queensland's Heavy Vehicle Zone 1, between Gympie and Cairns.

The trial also reduces red tape for industry through reduced numbers of permits required for travel.

Transport system investment

Road Safety Infrastructure Investment

In July 2014, the department established the Targeted Road Safety Program (Investment Group) to deliver heightened levels of road safety infrastructure investment planning and coordination, aligned with the strategic direction at federal and state levels.

The Investment Group comprises the:

- \$96.38 million Safer Roads Sooner program ([see page 41](#))
- \$22.18 million Federal Government Blackspot funding
- \$21.75 million Road Safety Minor Works
- \$2.8 million Flashing School Zone program ([see page 41](#), [see glossary](#))
- \$0.8 million Speed Limit Reviews initiative ([see glossary](#)).

New Generation Rollingstock project

During the year, we progressed earthworks and construction of a new purpose-built train maintenance centre at Wulkuraka, Ipswich West in partnership with contractor Laing O'Rourke and Queensland Rail.

Part of the New Generation Rollingstock (NGR) project, the maintenance centre will service a new fleet of 75 six-car trains over the next 30 years, with the first train scheduled for delivery in late 2015.



Interior of the New Generation train.

Construction of a mock-up design of the new train carriage to assess factors such as ergonomics, accessibility and appearance, commenced in August 2014. The mock-ups have been progressively reviewed and modified throughout the year as part of the design process, which is in its final stages.

To enable the rail corridor to integrate with Wulkuraka, Queensland Rail has begun connection works around the Wulkuraka train station.



An artist's impression of the exterior of the New Generation train.

Bombardier Transportation, part of the Bombardier Consortium, was awarded the contract in December 2013 and began manufacturing initial components for the new trains in Savli, India, in November 2014. Manufacture of the first train is now well advanced.

The trains will undergo testing prior to beginning service on the network from mid-2016 with the remaining fleet progressively rolled out onto the network until late 2018.

More information: www.tmr.qld.gov.au/ngr

We use ingenuity and innovation to deliver fit-for-purpose and value for money infrastructure and supply chains that contribute to Queensland's economic growth

Rail infrastructure

Moreton Bay Rail Link

During the year, major construction continued on the Moreton Bay Rail Link – a 12.6km dual-track passenger rail line between Petrie and Kippa-Ring.

The project includes six new stations along the route, which are being constructed using prefabricated standard parts that can be used across a number of stations and installed onsite. The approach ensures both efficiency and value for money during construction.

A number of major milestones were achieved including the completion of bulk earthworks, and commencement of upgrades to local roads, track and station construction.

It is expected the link will be operational by late 2016, weather permitting.

More information:

- www.moretonbayrail.qld.gov.au
- call 1800 096 821

Lawnton to Petrie upgrade project

Major construction continued on the 1.5km rail upgrade between Lawnton to Petrie stations. The upgrade is required to provide connecting passenger services from the Moreton Bay Rail Link and support Queensland's freight network.

Managed by the Moreton Bay Rail project team, the project will deliver a new quad track bridge ([see glossary](#)) being built across the North Pine River and will provide extra capacity on the line.

A number of major milestones completed including all bridge piling, pier construction, beam installation and concrete deck pours.

More information: www.tmr.qld.gov.au/Projects/Name/L/Lawnton-to-Petrie-upgrade-project.aspx



The Murrumba Downs Station is one of six new stations under construction along the Moreton Bay Rail Link.

Road infrastructure

Toowoomba Second Range Crossing progresses to next stage

Preparations for construction of the \$1.6 billion Toowoomba Second Range Crossing progressed during the year.

Federal and state government funding arrangements have been agreed and the procurement process has been underway through 2014–15. The Queensland Government is aiming to announce a preferred tenderer and award a contract in July/August 2015.

The Toowoomba Second Range Crossing is one of the state's highest infrastructure priorities, with \$321.172 million allocated in the 2015–16 Budget to commence construction. The project will improve road safety, increase freight efficiency by reducing travel times and remove heavy vehicles from the city streets of Toowoomba.

The preferred proponent will finance, build, operate and maintain the \$1.6 billion Toowoomba Second Range Crossing in a 25-year public-private partnership.

Reducing the Cost of Infrastructure program

During the year, we continued a suite of initiatives under the Reducing the Cost of Infrastructure program.

The program has delivered significant savings through working with other states, embedding innovation into the business, and providing greater guidance to industry on how to use specifications and standards.

It includes projects, such as:

- introducing traffic management improvements at roadworks
- introducing Quarry Specific Testing Frequencies, expected to save the department at least \$1 million a year while also saving the quarry industry millions
- using Bluetooth to collect travel time data, saving around \$900,000 a year
- introducing the Pavement Design Supplement. The supplement has already saved the department approximately \$5 million on the Bruce Highway (Cooroy to Curra) Upgrade ([see page 64](#)), and a further \$2 million on Smith Street Motorway ([see page 66](#)), without loss of quality
- developing a scheme with ARRB Group that provides a path for acceptance of new innovative products. Under the scheme, there are seven

polymer road modification products currently under evaluation, with the potential to open up another option for stabilisation in specific cases.

More information: www.tmr.qld.gov.au/business-industry/Business-with-us/Reducing-the-cost-of-infrastructure

Renewing bridge infrastructure

Sixteen bridges across Queensland will be upgraded under the first tranche of the Australian Government's five-year \$300 million Bridges Renewal Programme.

The successful Queensland Government projects will replace six bridges at a total project cost of \$94 million (\$47 million each from the Australian and Queensland Governments).

Ten local government projects were also successful with a total project cost of \$10.753 million, with the Australian Government committing \$5.376 million and local governments providing the balance of funding.

Round One of the programme will see bridges upgraded from, for example, one-lane timber bridges to two-lane concrete bridges.

The upgrades are designed to improve access for local communities across regional Queensland and drive greater efficiency in road freight.

More information: www.investment.infrastructure.gov.au/publications/reports/pdf/BRP/BRP_Round_1_QLD_projects.pdf

Contract management

During the year, we completed the 3PCM ([see glossary](#)) business case to implement a portfolio, program, project and contract management system for implementation in 2015–16.

The project will:

- improve efficiency in planning, managing and delivering the Transport Infrastructure Portfolio
- improve decision making enabled through timely access to accurate data
- allow a move away from a reliance on ageing technologies.

The successful consortium will provide an ICT solution, implementation services and a ten-year managed service from July 2015.

Marine infrastructure

In partnership with local government, port authorities and private developers, we continued to deliver new and upgraded recreational boating infrastructure under the \$50 million four-year (2012–13 to 2015–16) Queensland Government Marine Infrastructure Capital and Maintenance Program. The program incorporates the Marine Infrastructure Fund as the capital component.

Infrastructure delivered during the year is shown on the map of Queensland' ([see this page and next page](#)).

In December, the \$1.5 million northern breakwater extension and entrance channel widening at Manly Boat Harbour was completed to provide boaties with better access and protection from wind and waves. The upgrade complements the installation of two new floating walkways on the two public boat ramps in 2014.

Karumba ramp replacement
\$685,000

● Karumba

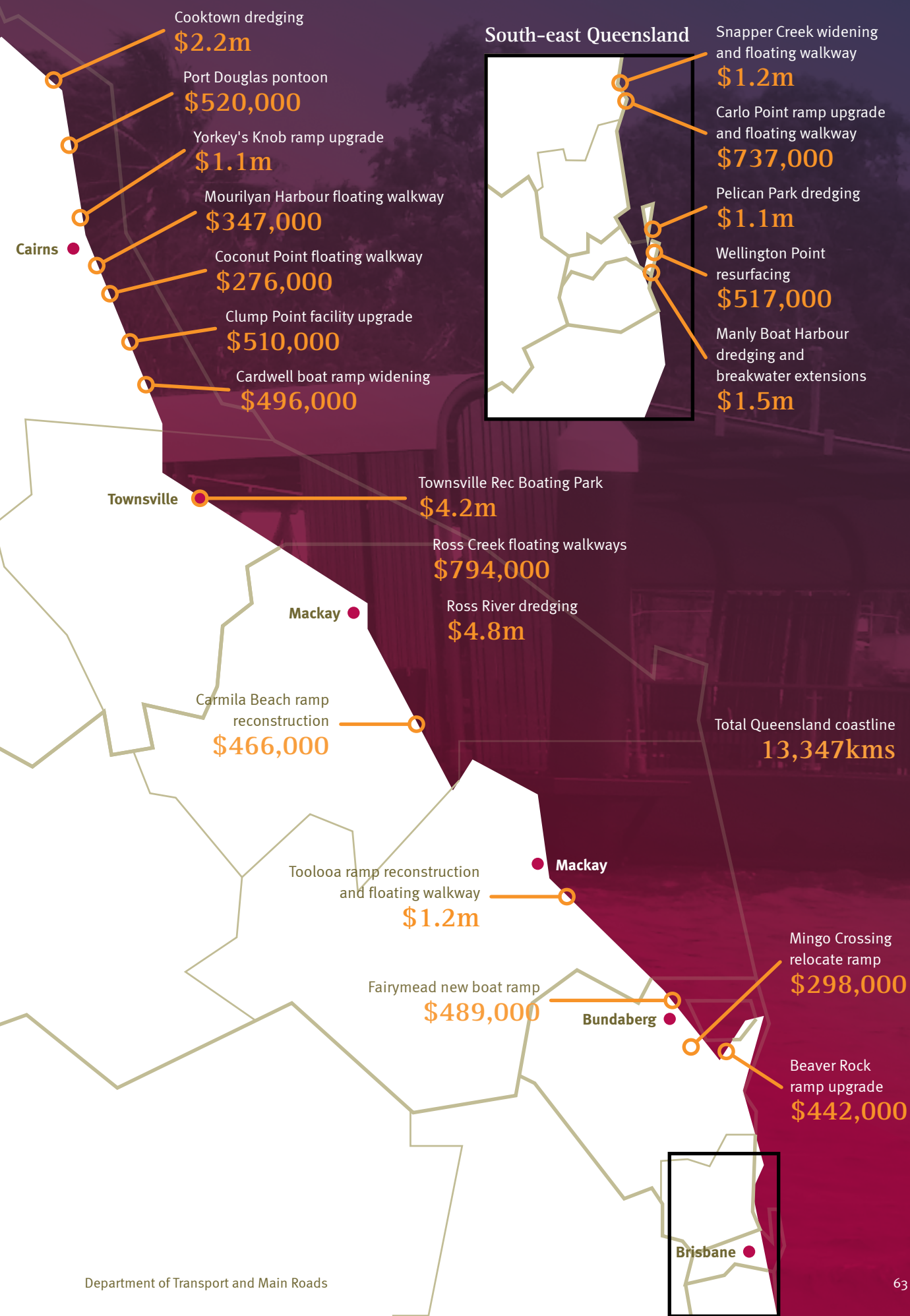
Stage 1 of the Townsville Recreational Boating Park was completed in April, which saw two four-lane boat ramps and a pontoon open to the public. Another two four-lane boat ramps and another pontoon will be completed in 2015–16, which will assist in meeting the future demand within the Townsville area.

A new boat ramp was also constructed on the Burnett River at Fairymead and opened to the public in April.

In June, a major upgrade to the Karumba, Gilbert Street boat launching facility was completed.



The Townsville Recreational Boating Park provides a sheltered all-tide facility for the recreational boating community.



We deliver an integrated modern, safe, efficient, reliable, affordable, and accessible transport system

Bruce Highway upgrade

The Bruce Highway upgrade remained a priority in 2014–15. In collaboration with the Australian government, \$8.5 billion over 10 years has been committed to improve safety, flood immunity and capacity, with \$768 million invested for works during the year.

They included:

Cooroy to Curra from Cooroy Southern Interchange to Sankey's Road (Section A). (See this page for more information).	\$177.3 million
Townsville Ring Road Section 4 (See page 68).	\$80.4 million
Interchange upgrades between Caboolture and Caloundra, including Roys Road/Bells Creek Road and Pumicestone Road and interim safety works at Boundary Road. (See this page for more information).	\$80.3 million
Four lanes between Vantassel Street and Stuart Drive in Townsville. (See this page for more information).	\$66 million

Major works on the Bruce Highway included:

- **the Vantassel to Cluden upgrade (south of Townsville)** – progressing construction of a rail overpass at Cluden and the new Stuart Creek Bridge, as well as earthworks and paving to construct a new higher and wider Bruce Highway. Services relocations and drainage works, including culvert installations and levee works, were also progressed
- **the Roys Road and Bells Creek Road interchange, (Beerwah)** – completing construction of the new interchange in March 2015, providing a two-lane overpass over the Bruce Highway near the Bells Creek Road intersection
- **the Sandy Corner to Collinsons Lagoon realignment (north of Ayr)** – completing the realignment and raising of the 4km section in March 2015
- **Cooroy to Curra (Section A) realignment** – completing the realignment of an 800m section of Black Mountain Range Road and constructing an overpass over the new highway to maintain the connection to the existing

highway in April 2014. Work also continued on upgrading the highway between Cudgerie Drive and Sankeys Road, and the Cooroy southern interchange and Cudgerie Drive, which is expected to be completed in mid to late 2016

- **Cooroy to Curra (Section C) upgrade** – seeking tenders for an early works package as part of the \$624 million Cooroy to Curra – Section C project, south of Gympie in April. The works package will upgrade the highway between Woondum Road and the Six Mile Creek rest area and will be delivered in advance of further major works. Early works include:
 - widening the existing highway and building a raised median to separate opposing directions of traffic
 - building dedicated right and left-turn lanes at the Keefton Road and Six Mile Creek rest area intersections to provide protection for turning vehicles



The Cooroy to Curra upgrade and realignment will separate long distance traffic from local traffic movements.

- **Sandy Gully Bridge upgrade** – commencing the design phase with the announcement of the successful contractor, Aurecon Australasia. The \$58 million upgrade, near Bowen in north Queensland, will deliver:
 - a 3.6km section of road able to withstand a 50-year flood event
 - a new two-lane bridge
 - improvements to three key intersections.

The Australian Government and Queensland Government jointly-funded project is expected to commence in mid-2016

- **Mackay Ring Road design** – progressing the detailed design phase, which is expected to take at least two years to complete (see page 66)
- **Glenorchy Straight upgrade** –commencing new works on the \$5.2 million Glenorchy Straight upgrade on the Bruce Highway, as part of the broader pavement widening project between Caboolture and St Lawrence. The Australian and state government-funded works will widen the road to 11 metres to allow for a wide centre median with audible tactile line markings.

Intersections at Old Gympie Road and Seven Mile Road, south of Maryborough, will also be upgraded with protected right-turning lanes.



We also continued planning works to improve flood immunity on the Bruce Highway including:

- on the **Haughton River Floodplain** at an estimated \$515 million. It includes constructing new high level bridges at Haughton River and Pink Lily Lagoon, and a higher flood immunity road across a 14km floodplain from south of Horseshoe Lagoon to Palm Creek, south of Townsville
- the \$488 million **Cattle and Frances Creeks** upgrade, which includes constructing a new high-level bridge at Cattle Creek and a higher flood immunity road south of Ingham.

More information: visit www.tmr.qld.gov.au/Projects/Name/B.aspx



Bruce Highway upgrade – Cabbage Tree Creek- Carman Road – looking north.

Warrego Highway upgrade

Queensland's principal east-west route, the 714km Warrego Highway, was also upgraded during the year.

Construction on the \$110 million Toowoomba to Oakey duplication began in March and will see the highway extended to four lanes from Nugent Pinch Road to west of Charlton.

Construction on the \$36 million Brigalow to Chinchilla upgrade, which will widen 11km of the highway on the eastern approach to Chinchilla, is expected to begin in August 2015.

The projects are part of the 'Warrego is go' upgrade program, which comprises 15 projects to be delivered between Toowoomba and Miles under a \$635 million funding arrangement between the Australian and Queensland Governments.

The upgrades will increase the efficiency, safety and reliability of the Warrego.

More information: www.tmr.qld.gov.au/About-us/Corporate-information/Publications/Warrego-Highway-Upgrade-Strategy.aspx

Mackay Ring Road moves to next stage

Progress continued on the Mackay Ring Road Stage 1, with AECOM announced as the preferred contractor to deliver the detailed design of the \$565 million project.

Part of the Bruce Highway upgrade, the project is expected to take two years to finalise. It includes:

- an 11.3km two-lane rural highway bypass (circumventing 10 signalised intersections from Stockroute Road to Bald Hill Road)
- 14 new bridges, including local road overpasses and major waterway crossings of the Pioneer River and the Fursden Creek floodplain.

Construction for Stage 1 is expected to begin in 2017 and take about two and a half years to complete, weather permitting.

When completed, the Mackay Ring Road will reduce the amount of heavy vehicles carrying hazardous loads through built-up areas and improve efficiency and safety on the highway.

More information: www.tmr.qld.gov.au

Other road infrastructure projects

Road infrastructure ([see glossary](#)) works were undertaken during the year to enhance efficiency and safety on our roads.

They included:

- the Gateway Additional Lane project, which delivered an additional northbound lane for 2.5km between Sandgate Road and the Deagon Deviation. The new lane widens the motorway to three lanes, increasing capacity, easing traffic congestion and improving travel times for motorists
- Smith Street Motorway free-flowing ramp and widening works – a new free-flowing loop ramp on the Smith Street and Olsen Avenue interchange on the Gold Coast, allowing motorists to merge onto the motorway without stopping at traffic lights. Widening works on the Smith Street Motorway and Olsen Avenue were also completed, with additional lanes opened by mid-2015 were also completed with additional lanes opened by mid-2015.
- Kin Kora intersection upgrade ([see page 67](#)).

We also completed the detailed design phase for the Coomera (Exit 54) interchange upgrade on the Pacific Motorway.

The state government has committed \$47.4 million in addition to a \$10 million commitment from the Australian Government and \$17.3 million commitment

from the developers of the Coomera Town Centre to fund the upgrade.

It will cater for continued growth of the Coomera area, and increase safety for motorists, pedestrians and cyclists.

The project is expected to be completed in late 2016.

Royalties for the Regions program

During 2014–15, we delivered the following projects under the Australian Government's Royalties for the Regions (R4R) program on behalf of the Department of State Development, Infrastructure and Planning.

Monto and Bundaberg upgrades

During the year, works were carried out to seal 11km of gravel road in sections between Monto and Bundaberg (Burnett River and Eastern Creek), providing about 18km of continuous bitumen road.

Funded by the department, North Burnett Regional Council and the Queensland Government's Royalties for the Regions (R4R, [see glossary](#)) program, the \$15.2 million road link will:

- provide a consistent sealed road to improve traffic efficiency and drivability
- minimise the impact of extreme wet or dry weather conditions
- provide wider traffic lanes and sealed shoulders to reduce the potential for conflict on the existing single-lane roadway
- improve the vertical and horizontal alignment at some locations to reduce the number of tight curves and crests
- improve roadside clear zones.

The project is expected to be completed in October 2015.

Bear's Lagoon Road

Works to upgrade the concrete floodway crossing on Maloney's Gully, Bear's Lagoon Road, south of Rockhampton, were completed during the year.

The project involved raising the existing floodway level to improve vertical alignment and visibility, and now provides a reliable haul and access route for gas companies. The route will also accommodate heavy vehicles.

The project was funded under the R4R program (\$275,260), with a \$100,000 contribution from Banana Shire Council and \$124,740 from Santos.

Arcadia Valley Road

Works were undertaken to upgrade 23.5km of the Arcadia Valley Road, north of Roma, during the year to support increased traffic associated with the Santos Gladstone Liquefied Natural Gas (GLNG) project ([see glossary](#)).

The works will deliver an upgraded sealed road with a 20-year design life, providing safe access for up to 120 heavy vehicles along with the local community. They are expected to be completed by June 2016.

The project received \$8 million under the R4R program (\$8 million) with funding of \$396,000 from Central Highlands Regional Council, other Queensland Government funding of \$396,000 and a further \$3 million from Santos.

Northern Strategic Link Road – Panorama Drive (Yeppoon Western Bypass, Stage 2)

Works on the Northern Strategic Link Road – Panorama Drive (Yeppoon Western Bypass, Stage 2) commenced during the year.

The new bypass will connect the area north of Yeppoon, which is experiencing rapid growth, with the Yeppoon CBD, airports, resource sector sites and industrial hubs within the wider region.

The road will also provide residents and tourists with an important alternative transport route during natural disasters and reduce peak time congestion.

The \$30 million project has been jointly funded by the R4R program and Livingstone Shire Council. It is expected to be completed in mid-2015.

Kin Kora Roundabout Upgrade Project – Gladstone – commenced in April 2015

During the year, we commenced works to upgrade the Kin Kora roundabout in Gladstone to a four-way signalised intersection.

The works will address traffic congestion and improve safety at the junction of Philip Street and the Dawson Highway, supporting increased traffic associated with a growth in new residents servicing the resources sector.

The signalised intersection is expected to take up to 12 months to construct, opening to traffic in mid-2016.

The \$25.4 million project has been jointly funded by the R4R program and the Commonwealth Government.

Bohle River Crossing, Dalrymple Road

Townsville's local road network will be further flood-protected with construction underway on the \$40 million upgrade of the Bohle River crossing on Dalrymple.

The Dalrymple Road crossing will be upgraded to a Q50 all-weather access ([see glossary](#)) into the city, ensuring it serves a vital and dependable role in the Townsville road network.

The Australian Government contributed \$20 million towards the works, with the Queensland Government contributing \$5 million and the Townsville City Council contributing \$15 million.

O'Mara Road duplication, Toowoomba

During the year, the initial phase of the duplication of O'Mara Road between the Warrego Highway and Toowoomba-Cecil Plains Road commenced.

The project will upgrade the O'Mara Road connection to the Warrego Highway, which will enhance its capacity to support increased traffic, especially heavy vehicle traffic.

It will also improve road safety and access to the Charlton Wellcamp Enterprise Area, which is being established as a major service hub for the Surat Basin.

The Queensland Government has provided \$10 million towards the total project cost of \$21 million and the project is due to open in November 2015.

Blakey's Crossing Bridge, Townsville (Townsville City Council)

Delivered by Townsville City Council, flood mitigation works were undertaken during the year to improve the floodway at Blakey's Crossing on Ingham Road.

Ingham Road is an important link between Townsville's city centre and its northern outskirts. The \$24 million project realigned and raised about 800m of roadway and included two new bridges, and significant earth and drainage works.

The upgrade ensures access to Townsville's industrial area is maintained during the wet season improving efficiency, capacity and traffic flow during wet weather.

It opened in November 2014.

National Highway Upgrade Programme

Under the National Highway Upgrade Programme (NHUP), we secured funding for priority improvement works on Queensland's key highways.

Funded by the Commonwealth and Queensland governments on an 80:20 basis with the Queensland Government contributing \$12.3 million.

Projects included:

- the construction of a new overtaking lane, pavement widening, intersection upgrades and improved line-marking on the New England Highway
- pavement rehabilitation on the Cunningham Highway between Mutdapilly and Warrill View
- pavement widening and strengthening on the Flinders Highway between Hughenden and Cloncurry
- strengthening and widening of pavements on the Landsborough Highway between Morven and Kynuna.

More information: www.investment.infrastructure.gov.au/fundingNationalHighwayUpgrade/index.aspx

Gateway Upgrade North – Nudgee to Bracken Ridge

Early works for the Gateway Upgrade North project are currently underway and are expected to be completed by October 2015.

An interactive tender process closed in March with the contract for the Gateway Upgrade Northern major works package to be awarded in July 2015.

The Gateway Upgrade North project is expected to be completed in late 2018.

More information: www.tmr.qld.gov.au/Projects/Name/G/Gateway-Motorway-North-Nudgee-to-Bracken-Ridge.aspx

Townsville Ring Road Section 4

We began work on the Townsville Ring Road Section 4 this year, which will deliver 11.5km of new highway connecting the Northern Beaches with the existing Ring Road at Kalynda Chase.

The \$200 million joint federal and state-funded project will improve flood immunity for the highway network, providing a freight bypass, better access to the Townsville Port and improved travel times and reliability for industry and motorists using the highway.

It will also deliver:

- traffic lights at the Veales Road and the Bruce Highway intersection
- an overpass of Geaney Lane
- two grade-separated intersections at the southern and northern ends of the new section of highway via an overpass
- dedicated pedestrian facilities at the Mount Low Parkway intersection.



The Vantassel to Cluden upgrade, south of Townsville, duplicated the Bruce Highway to four lanes, increasing capacity and efficiency along the highway.

Works commenced in March with the entire project expected to be completed by mid-2017.

More information: www.tmr.qld.gov.au/Projects/Name/T/Townsville-Ring-Road-Section-4.aspx

Addressing traffic congestion

The department continued to address traffic congestion on our metropolitan roads through:

- assets such as traffic systems, video cameras and resources to handle notifications from the public to detect incidents and coordinate responses with partnering agencies
- tools to quantify excessive congestion, and using the data to prioritise the network (through intersection and route ranking – [see glossary](#)) and quantify the causes of congestion
- the Emergency Vehicle Priority system ([see page 43](#)), and improved traffic management at roadworks ([see page 58](#))
- the Queensland Government's Project Assurance Framework ([see glossary](#)) in investment decision making maximising the benefits returned to government from project investments
- improved incident management through traffic incident response services, including traffic response units, quick clearance towing and the removal of abandoned and stationary vehicles.
- management of motorways ([see page 58 to 59](#)).

The department reports on the Brisbane state-controlled network performance using Austroad's National Performance Indicators* (see performance statement page 43).

* While indicators are national, a lack of published road network data from other similar agencies and jurisdictions limits the department's ability to effectively benchmark its performance.

Disability Parking Permit Scheme

During 2014–15, we commissioned the development of a new IT system to administer the Disability Parking Permit Scheme.

The nationally-aligned scheme assists members of the community disadvantaged by severe mobility impairment to access community facilities and services.

It is jointly administered by the department and local governments—we issue permits while local governments ensure parking spaces are available and along with the Queensland Police Service, conduct enforcement on the misuse of parking spaces.

At 30 June 2015, there were 169,000 parking permits in use in Queensland.

Cycling infrastructure

We continued to deliver quality cycling infrastructure throughout Queensland, investing \$22 million in 2014–15 towards the delivery of more than 30km of cycle network.



Safe and accessible cycle networks encourage new riders.

Major projects included:

- Stage 1A.1 of the North Brisbane Bikeway (\$2 million), providing a link between Gilchrist Avenue at Victoria Park and the RNA showgrounds at Bowen Hills (see next story)

- the Perry Irwin Bridge (Brown Street Bridge) in Moreton Bay, jointly funded by TMR (\$1.6 million) and Moreton Bay Regional Council, who delivered the facility across Lagoon Creek, Caboolture
- Cairns Northern Cycleway, jointly funded by TMR (\$993,830) and Cairns Regional Council, who delivered the facility connecting Whitfield Street, Aeroglen to Passchendaele Street, Stratford.

Major cycling projects

The North Brisbane Bikeway

In April, we completed the first section of the North Brisbane Bikeway between Gilchrist Avenue at Victoria Park, Herston and the RNA showgrounds at Bowen Hills.

The North Brisbane Bikeway will link Brisbane's Central Business District with the northern suburbs. Future stages will include:

- the RNA Showgrounds to O'Connell Terrace at Bowen Hills
- an 865m pathway from Federation Street, Bowen Hills to Somerset Street, Windsor, following the alignment of Enoggera Creek to a new connection at Somerset Street, Windsor
- a 710m pathway from Victoria Park at Gilchrist Avenue, Herston to O'Connell Terrace, Bowen Hills, via the heritage-listed Victoria Park, RNA showgrounds and Bowen Park.

Project works include road widening and/or removal, kerb realignment, installation of cycle signals, landscaping, and the connection of existing shared paths to the new cycle way.

More information: www.tmr.qld.gov.au/Projects/Name/N/North-Brisbane-Bikeway.aspx



The dedicated North Brisbane Bikeway reduces the need for interaction between motorists and cyclists on roads, and cyclists and pedestrians on footpaths.

Samford to Ferny Grove Cycle Link

We progressed planning for the \$3.3 million Samford to Ferny Grove Cycle Link project Stage 1 during the year to provide an 8.3km cycle link between Samford Village and Ferny Grove Rail Station.

The department worked with representatives from peak cycling bodies, local cycling groups, regional councils and other government agencies during the detailed design phase to identify existing and potential cycle routes, cycle network gaps and areas of concern on state-controlled roads.

Stage 1 includes a cycle link connecting the Ferny Grove Rail Station with Peterson Road, Samford with \$3.3 million allocated for construction.

Works are due to start in the second half of 2015.

More information: www.tmr.qld.gov.au/Projects/Name/S

Cycling improvement works

In July, we completed on-road cycle lanes on the Southport–Nerang Road from Ashmore Road to Moora Street. The new lanes will link to existing cycle lanes along Southport–Nerang Road connecting to North Street at Nerang.

We also completed safety improvement works along Old Cleveland Road from Carindale to Capalaba West in June 2015 to improve safety for cyclists.

Works included:

- installing green bicycle markings on Old Cleveland Road
- widening of Old Cleveland Road
- linemarking
- Victoria Park, RNA showgrounds and Bowen Park.

Project works include road widening and/or removal, kerb realignment, installation of cycle signals, landscaping, and the connection of existing shared paths to the new cycle way.

More information: www.tmr.qld.gov.au/Projects/Name/N/North-Brisbane-Bikeway.aspx

Bus infrastructure

In February, we began construction of a new bus link between Warrigal Road and Logan Road at Eight Mile Plains in Brisbane to improve the efficiency and reliability of bus services in the area.

The \$9 million state-funded project will allow buses to bypass the intersection at Miles Platting, Logan and Padstow roads, and improve access through the Miles Planting, Logan and Padstow roads intersection for private vehicles by removing bus traffic from the intersection.

Works include:

- a two-lane, bus-only extension road from Warrigal Road through to Logan Road at the Pacific Motorway intersection northbound off-ramp
- provision of bus stops, including indented bus bays and shelters to the in bound side of the link near the existing Bleasby Road townhouse community
- a new service road from Logan Road to provide access for properties to the north of this new link
- a pedestrian and cyclist link to access the V1 bikeway.

The project is expected to be completed in early July 2015.

Accessible transport infrastructure

We continued to provide grants to councils across Queensland to help them meet accessible public transport obligations under the *Commonwealth Disability Discrimination Act 1992* (see [glossary](#)).

We provided councils with a recommended statewide standard, which outline a compliant bus stop design and technical advice.

By 31 December 2017, 90 per cent of bus stops must comply with the standards. All public transport infrastructure built after 2002 must be compliant.

Taxi Subsidy Scheme

In March 2015, the Taxi Subsidy Scheme implemented a new Customer Relationship Management database.

The new system significantly reduces manual processing in areas such as membership management, trip data management and enquiries.

Since its implementation, there has been significant improvements in the consistency and quality of reporting related to trip data and membership.

Under the Taxi Subsidy Scheme, the department provided more than \$14 million in taxi subsidies to ensure an affordable and accessible transport option for people with a disability who experience profound difficulties using other modes of public transport.

Taxi Subsidy Scheme members receive a 50 per cent subsidy for taxi fares up to a maximum subsidy of \$25 a trip.

More information: www.translink.com.au/tickets-and-fares/concessions/taxi-subsidy-scheme

Rail infrastructure

Open level crossing replacement projects

Open level crossing replacement projects in Geebung and Bracken Ridge in Brisbane were completed during the year.

Jointly funded by the Queensland Government and Brisbane City Council, the projects delivered new road-over-rail infrastructure for pedestrians and road users to improve safety and reduce congestion in the areas.



The new road-over-rail overpass, which connects Robinson East and Robinson West roads at Geebung, has improved safety, connectivity and travel times.

Rail service improvements upgrade

Coomera to Helensvale Rail Duplication

The department worked closely with Queensland Rail during the year on the rail duplication project, between Coomera and Helensvale on the Gold Coast.

The project will increase network capacity for customers and tourists, and provide for increased demand as a result of the Gold Coast 2018 Commonwealth Games™.

Queensland Rail tendered for the design and construction of the rail duplication and are on schedule to deliver the project by mid-2017 to meet the Gold Coast 2018 Commonwealth Games™ timeframes.

Marine infrastructure

New and upgraded ferry and boat facilities

We worked closely with Redland City Council and the local community during the year to deliver jointly funded \$6.9 million ferry facilities, including:

- the new \$4.2 million Coochiemudlo Island facilities. The final design was influenced by Coochiemudlo Island residents and includes a new fixed jetty with a covered lookout area and gangway, and a floating pontoon to rise with the tide



The new jetty and pontoon design reflects the unique island lifestyle.

- the \$2.7 million Victoria Point ferry terminal improvements, which included a new pontoon, hinged gangway, resurfacing of the existing deck and upgrades to the existing covered waiting area.



The improved jetty and new pontoon ensure all-abilities and all-weather access for services between Victoria Point and Coochiemudlo Island.

We also improved access to the Burnett River at Fairymead, north of Bundaberg, with a new two-lane boat ramp, providing another access point along the river for recreational boats.

The \$476,000 project, jointly funded by the Queensland Government and Bundaberg Regional Council, included a car park, access roads, amenities and landscaping.

We ensure resilience of the transport system – planning for and responding quickly to disruptive events to support and connect our communities

Annual preparedness program

During 2014, we conducted an annual Preparedness Program in 12 locations across the state in preparation for disruptive events.

The program attracted 340 internal and external participants from the department, Queensland Police Service, Queensland Fire and Emergency Services, Queensland Rail and local governments, and provided an opportunity to reconnect, clarify changes and consolidate relationships and processes.

Business continuity

In 2014, we reviewed the currency of the department's Continuity Process (CP) and facilitated exercises at selected locations to test our ability to manage disruptions.

The exercises included a review of Continuity Network Response Planning Arrangements (CNRP).

The engagement program, which covers CNRP and the CP, ensured a base level for continuity management within the department and provided the opportunity to improve the standardisation of continuity management and its application across the department.

In 2014, our internal auditors conducted an audit of the department's Business Continuity Management (BCM) to evaluate the economy, efficiency and effectiveness of the BCM. The audit aimed to ensure value for money, and identify opportunities for improvement and streamlining of processes in preparing for, managing, responding to and recovering from disruptive events.

The audit report identified strengths and opportunities for improvement to enhance the current processes and ensure the continuation of our resilient level of readiness.

Tropical Cyclone *Marcia* recovery

In the wake of Tropical Cyclone *Marcia*, which crossed the Capricorn Coast near Shoalwater Bay as a Category 5 on Friday 20 February 2015, representatives from across the department worked rotating 24 hour/7 day shifts to manage the re-opening and recovery of the state-controlled road network.

Working from the State Disaster Coordination Centre at Kedron in Brisbane, emergency management staff liaised with all impacted regions to collect, collate and disseminate information on the status of the transport network in partnership with our Disruptive Event Leadership Team, who coordinated operational activities and response across the business.

Our staff also worked as part of a whole-of-government Community Recovery 'Ready Reserve' team alongside a range of government and non-government agencies to provide services to affected communities.

During the severe weather event, TransLink Division helped tens of thousands of customers with their travel on public transport through social media.

Following *Marcia*, our recovery workers were at the frontline, helping people impacted by the cyclone and staffing community recovery hubs in Rockhampton, Yeppoon and Biloela.

Through our actions in the Transport and Main Roads North Coast District, almost all affected roads were reopened two days after the event (reduced from 25 to six closures), including the Maryvale link road off the Cunningham Highway near Warwick and the Bruce Highway at Gympie.



Tropical Cyclone Marcia brought torrential rain to Brisbane and the Sunshine Coast causing flash flooding in low lying areas.

The Burnett Highway was reopened the following day, as were all trading ports apart from the Port of Bundaberg and Port Alma, which remained closed to commercial shipping until flood water receded and damage was assessed.

Throughout March, our structural engineers continued to work to assess the full extent of the damage to our roads and bridges, and develop options for repairs.

Social media engagement

In the lead-up to Tropical Cyclone *Marcia*, we relaunched our Twitter account to provide up-to-date traffic and travel information, service information and works updates to the public.

Our Twitter statistics included almost 100 tweets, 3833 visits to our page, 96 mentions and almost 500 new followers.

There were 30 proactive social media posts informing customers of service interruptions and TransLink responded to more than 70 customer enquiries on Twitter while calls peaked at more than 1300 over the anticipated volume on the day the cyclone struck.

Over the weekend there was significant traffic to the 131940 traffic and travel information website with a record breaking 299,107 visitors accessing the site on Friday 20 February.

In total, from Thursday 19 February to Sunday 22 February, there were 519,692 visits to the site.

Figure 13a: Calls to 131940 phone hotline by month /year

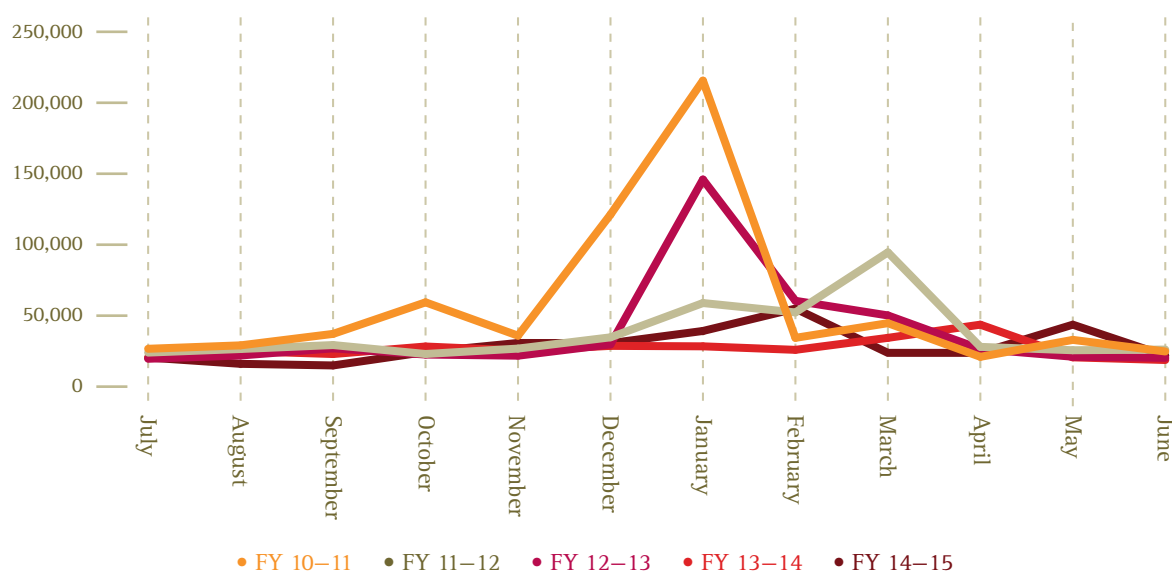
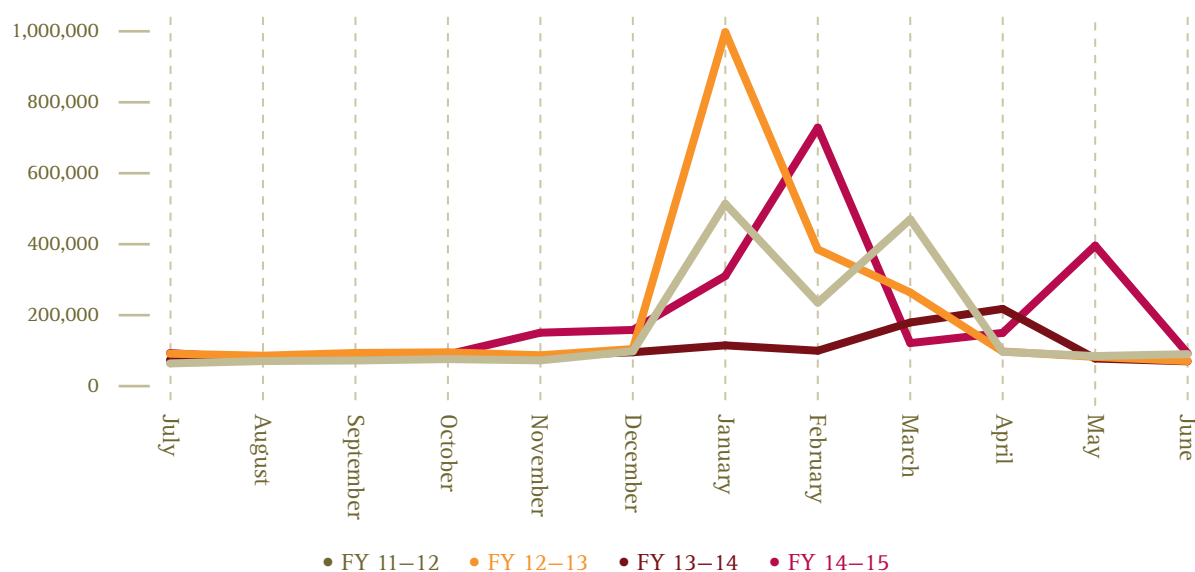


Figure 13b: Visits to 131940 website by month/year

Queensland reconstruction program reaches completion

Work to restore Queensland's transport infrastructure following the unprecedented natural disaster events of 2010 to 2013 were completed during the year.

The reconstruction program – the largest of its kind in Queensland's history – began in February 2011 and involved reconstructing an unprecedented 8741km of state roads and more than 1700 structures (including bridges and culverts) to reconnect communities impacted by the disasters.

The four-year program delivered more than \$6.4 billion in reconstruction works statewide, achieved savings of over \$400 million and finished six months ahead of schedule.

While the program was underway, additional disaster events further impacted the state-controlled road network. They resulted in damage requiring the removal of silt and debris from 3335 locations; the repair of earthworks and batters at 1419 locations, and the reconstruction of more than 1700 structures, including bridges and culverts.

Highlights in 2014–15 included:

- Burke Developmental Road (Normanton to Dimbulah) – gravel re-sheeting and heavy formation grading
- Warrego Highway (Jondaryan to Dalby) – pavement reconstruction
- Tamborine Mountain Road – slope works.



Repairing the Burke Developmental Road, near Normanton in north-west Queensland.

The department's Transport Network Reconstruction Program team were recognised for their project management of the 2010 disaster events, winning the Australian Institute of Project Management (AIPM)' National Project of the Year Award for 2014. The win also qualified the team as a finalist in the AIPM Australasian awards held in November.



The Goat Track on Tamborine Mountain Road was destroyed following Cyclone Oswald in 2013.



Stabilising the Goat Track on Tamborine Mountain Road, prior to its reconstruction.



Undertaking cement stabilisation works on the Warrego Highway near Jondaryan, north-west of Toowoomba.