

Integrated Transport Network

Highlights

- Released the *Queensland Transport Strategy*, which provides a 30 year vision for the transformation of the state's transport system to provide flexibility in responding to customer preferences, global trends, and emerging technologies.
- Continued to address sustainability by targeting maintenance to the highest priority needs and making better use of the existing transport network (a priority Queensland Government directive in the State Infrastructure Plan).
- Established a special Queensland Ministerial Freight Council to engage directly with the freight industry.
- Developed Regional Transport Plans supporting the department's vision of 'creating a single integrated transport network accessible to everyone'.
- Partnered with CSIRO's Data61 to develop sophisticated, quantitative, evidence-based scenarios of what transport could look like out to 2048.
- Held a Youth Fare Evasion Roundtable with 30 representatives from the transport industry, policing, youth justice, education, and community organisations at Parliament House to address a growing trend of deliberate fare evasion by young people.
- Commenced construction of the Bruce Highway – Cairns Southern Access Corridor (Stage 3) (Edmonton to Gordonvale) project and the Cairns Southern Access Corridor (Stage 4) (Kate Street to Aumuller Street).
- Commenced construction of additional lanes of the Bruce Highway between Ron Camm Bridge and Mackay Ring Road (Stage 1), as part of the Mackay Northern Access Upgrade project.
- Completed construction of the Veloway1 (V1) Cycleway (Stage E) project between Birdwood Road in Holland Park West and Gaza Road at Tarragindi.
- Continued delivering the Ipswich Motorway (Rocklea–Darra) (Stage 1) project, to upgrade the motorway from four to six lanes from just east of the Oxley Road roundabout to the Granard Road interchange at Rocklea.
- Completed construction of additional southbound lanes on the merge between the Gateway Motorway and the Pacific Motorway at Eight Mile Plains and Rochedale.
- Completed widening of the Pacific Motorway, from four to six lanes, between Mudgeeraba and Varsity Lakes.
- Continued widening of the Bruce Highway, from four to six lanes, between Caloundra Road and the Sunshine Motorway, and upgrading interchanges at Caloundra Road and Sunshine Motorway.
- Completed installing barriers on various sections of the Bruce Highway between Brisbane and Gympie.
- Continued duplicating, from two to four lanes, a section of the Capricorn Highway (Rockhampton–Duarina) between Rockhampton and Gracemere.
- Completed paving and sealing sections of the Kennedy Developmental Road between The Lynd and Hughenden in the North West region.



To read more about the strategies and indicators of success linked to these strategic priorities, see pages 011–013.

Planning best value investments for our future transport needs

Queensland Transport Strategy

Queensland's vast and diverse transport network continues to grow and plays a fundamental role in the state's economic growth and prosperity. Designing a transport network for the future requires the development and implementation of long-and medium-term strategies and integrated plans, which prioritise investments that ensure that Queensland's long-term transport needs can be met.

The *Queensland Transport Strategy* was released in early 2020 and provides a 30 year vision for the transformation of the state's transport system to provide flexibility in responding to customer preferences, global trends, and emerging technologies. It puts customers first and articulates the department's plan for maximising the benefits of future changes for all Queenslanders.

The Strategy details how the department will plan to harness emerging trends to continue to move people and products safely and efficiently into the future. It will be accompanied by a two year Action Plan that will be released in late-2020 and updated biennially.

Five customer focused outcomes to support a future focused transport system include:

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



For more information, visit:

www.tmr.qld.gov.au/QueenslandTransportStrategy

Queensland Road System Performance Plan

The Queensland Road System Performance Plan 2019–23 is a rolling four year plan for the maintenance, preservation and operation of the state-controlled road network. The plan covers investment programs that focus on:

- long-term sustainability of transport infrastructure assets and connectivity
- safe, reliable, and efficient operation of the state-controlled road network.

The current plan builds upon the previously approved plan, which provided \$4.13 billion over four years, including an allowance of \$334.29 million provided by the Australian Government towards maintenance of National Land Transport Network.

The plan includes performance targets using network-level, life-cycle costing analysis across 23 investment categories which were refined in consultation with department districts and their tactical asset management strategies.

State Infrastructure Plan

The State Infrastructure Plan, which aligns to the Queensland Government's priority of creating a strong economy by creating jobs, outlines a \$12.9 billion statewide capital works program for 2019–20. Of this, \$5.6 billion was for road, rail, active transport, marine infrastructure, and public transport solutions.

The purpose of the plan is to:

- set strategic direction and foster innovation in government's planning, investment, and delivery of infrastructure
- identify the anticipated service needs and infrastructure investment opportunities for a prosperous Queensland
- develop a sustainable and credible program of investment for industry and independent advice from Building Queensland
- provide context to enable greater coordination between public and private infrastructure.

The transport response (for the next 15 years) is to invest in:

- maintenance and rehabilitation of existing infrastructure
- identification and improvement of the freight network
- innovation and technology solutions
- public transport solutions including demand management
- digitally connected smart infrastructure
- regional community access to essential services and opportunities.

Infrastructure Australia 2020 Infrastructure Priority List

The department continued to have its nationally significant infrastructure proposals recognised by Infrastructure Australia in the Infrastructure Priority List (IPL) – a reference point for nationally significant infrastructure investments Australia needs over the next 15 years.

In 2019–20, nine new department projects and seven new department initiatives were included in the IPL. Altogether, the June 2020 IPL recognises 10 Transport and Main Roads projects and 17 initiatives.

The nine new *Priority Projects* include:

- Gold Coast Light Rail Stage 3
- M1 Pacific Motorway:
 - Eight Mile Plains to Daisy Hill
 - Varsity Lakes to Tugun.

- Bruce Highway:
 - Deception Bay Road Interchange
 - Caboolture-Bribie Island Road to Steve Irwin Way
 - Maroochydore Road Interchange
 - Cooroy to Curra Section D: Woondum to Curra
 - Cairns Southern Access Corridor Stage 3: Edmonton to Gordonvale.
- Peak Downs Highway Realignment: Walkerston Bypass.

The seven new Initiatives include:

High Priority Initiatives

- Queensland National Land Transport Network Maintenance
- Queensland Regional Road Network Safety Improvements
- Brisbane Northern Suburbs Corridor Capacity, which recognises the congestion pressures experienced on Gympie Arterial Road.

Priority Initiatives

- Queensland Inland Freight Route Capacity and Safety
- Mooloolah River Interchange Capacity and Safety
- Browns Plains to South East Busway Public Transport Connectivity
- Browns Plains to Beaudesert Road Capacity and Safety, which highlights upgrades to the Mount Lindesay Highway to address current capacity and safety issues as nationally significant.

Further, the existing Priority Initiative for Gold Coast Rail Line Capacity improvements: Kuraby to Beenleigh has been renamed the Gold Coast Rail Line and Station Improvements, in recognition of the rail station constraints currently being experienced in this corridor, such as at the Loganlea Station. The existing High Priority Initiative M1 Pacific Motorway capacity: Eight Mile Plains to Tugun also now recognises that planning is underway for the Coomera Connector – Stage 1 between Coomera and Nerang as an alternative route to relieve pressure on the M1 Pacific Motorway.

Investment approach addressing network sustainability

The department is focused on delivering a sustainable transport system by prioritising funding towards running and maintaining existing transport infrastructure to ensure service standards on the transport network are maintained or improved.

Prioritisation of transport infrastructure investment means getting the most out of existing assets and using infrastructure smarter and more efficiently than before, while balancing growing transport demand and customer expectations within a constrained funding environment.

In 2019–20, the department continued to address sustainability by targeting maintenance to the highest priority needs and making better use of the existing transport network (a priority Queensland Government directive in the State Infrastructure Plan).

This includes:

- increased funding for road routine maintenance, programmed maintenance, pavement rehabilitation, and bridge/culvert rehabilitation over the forward estimates period
- increased funding for roads operations traffic incident services and maintenance of Intelligent Transport Systems and signals over the forward four year period
- funding for the statewide LED lamp replacement program and the next generation traffic system controller program
- continued funding of maritime dredging of recreational boat harbours and channels
- continued funding of off-road cycleways programmed maintenance and rehabilitation.

Queensland Freight Action Plan

COVID-19 has highlighted the importance of Queensland's freight system as a key enabler for the vital components of our economy including production, distribution, and trade.

The Honourable Mark Bailey MP, Minister for Transport and Main Roads, established a special Queensland Ministerial Freight Council to engage directly with the freight industry. These meetings along with a dedicated supply chain working group have ensured that any unnecessary barriers to freight movement were minimised during COVID-19.

To further support Queensland's freight task in a safe, equitable and collaborative way moving forward, the department is delivering a two year rolling Queensland Freight Action Plan.

The Action Plan will detail ways to achieve greater economic benefit from the freight system, including how to address latent capacity and maximise productivity during peak demand periods, along with investigating innovative investment models and opportunities. It will identify opportunities for joint investment and support industry efforts to invest in efficient transport systems aligned with government priorities.

Inland rail agreement

The most significant freight infrastructure project has taken a major step forward with the Queensland and Australian governments signing a Bilateral Agreement to deliver inland rail to ensure Queensland's future growth is supported by a robust freight rail network capable of servicing the long-term liveability and productivity of Queensland's regions, towns and cities.

This freight infrastructure project will improve the national freight network by connecting communities, creating jobs, reducing supply chain costs and making Queensland businesses more competitive.

Regional Transport Plans

For the first time ever, Queensland has developed Regional Transport Plans that cover the entire state. The plans support the department's vision of 'creating a single integrated transport network accessible to everyone'.

They consider all modes of transport, regional demographic and industry changes, local government land use and transport planning, and respond to relevant regional plans and the State Infrastructure Plan. They define the priorities for developing the state's transport system by outlining planning actions that will guide future investment over the next 15 years.

Plans for Mackay Isaac Whitsunday, North West, Central West, South West, Far North, Northern, Fitzroy, Wide Bay Burnett and Darling Downs were finalised in 2018–2020 and have been published on the department's website. The remaining draft Regional Transport Plan for South East Queensland is anticipated for release in 2020 subject to government consideration.



For more information, visit:

www.tmr.qld.gov.au/regionaltransportplans

Bridges Renewal Program

The Bridges Renewal Program has been a part of the Queensland Transport and Roads Investment Program since 2015–16 to fund bridge projects contributing to increasing productivity or community access across Queensland. The program is jointly funded with the Australian Government contributing 50 per cent (capped at \$5 million) towards total project costs for the life of the project. Rounds 3 and 4 are currently active.

Under Round 3, five Queensland Government projects (at a total program cost of \$46.282 million) were successful in receiving \$20.35 million of Australian Government funding. These bridge replacement projects are:

- Beames Brook bridge (John Yanner Milmarja Ngarnara Bridge) replacement - construction completed late-2018
- Bowen Road bridge upgrade - construction due to be complete late-2020
- Lochaber Creek bridge replacement - construction due to be completed by mid-2020
- Valentine Creek bridge replacement - completed in December 2019
- Three Moon Creek bridge replacement - construction due to commence mid-2020.

Round 4 of the Bridges Renewal Program (only open to local government) was announced in April 2019, with the Australian Government committing \$19.12 million to 37 Queensland local government projects across 23 local government areas, for a total program cost of \$68.06 million. The balance of program funding is being provided by local government.

Seventeen projects commenced construction in 2019–20, and the remaining 20 are in design phase with construction due to commence mid-to-late 2020.

Mobility as a Service

In 2018, a dedicated program office was established to explore and test Mobility as a Service (MaaS) models and concepts in Queensland. The model describes a shift away from personally owned modes of transportation towards aggregated mobility solutions that are used as a service.

Fully implemented, these customer-centric integrated service options (with real-time information) can be planned, booked and paid via an app, enabling customers to make informed personalised transport choices. It also creates new opportunities for government to partner with industry and potentially reduces the requirement for road-based (non-public transport) infrastructure and improves network optimisation.

To realise these benefits and vision, the department has been collaborating with industry and key stakeholders to explore a government-enabled business model for MaaS. In this model, government could play the role of the regulator, network steward, and data broker for the mobility ecosystem. A range of targeted research projects and proofs-of-concept are also underway to identify, co-design, prototype, and test MaaS elements in urban, regional, and remote communities.

Priority Ports Master Planning

The department is delivering master plans to ensure the long-term growth of Gladstone, Townsville, Hay Point/Mackay and Abbot Point priority ports. Priority port master planning supports sustainable development of critical economic infrastructure while balancing growth, job creation, environmental values, and community interests.

Master planning processes ensure:

- the outstanding universal value of the Great Barrier Reef World Heritage Area is an intrinsic consideration in future port development, management, and governance
- optimisation is pursued for the use of infrastructure at the long-established major ports
- transparent decision making
- meaningful engagement with stakeholders.

Master planning for priority ports is a port-related action of the Reef 2050 Long-Term Sustainability Plan and mandated under the *Sustainable Ports Development Act 2015*.



For more information, visit:

www.tmr.qld.gov.au/business-industry/Transport-sectors/Ports/Sustainable-port-development-and-operation

Ports of Townsville and Gladstone port overlays

The final master plan for the priority Port of Townsville was released on 4 November 2019.

Gladstone and Townsville draft port overlays, a regulatory instrument that implement a port master plan, were released for public consultation in late-2019. The department is now considering the public submissions received to prepare final overlays for the ports, anticipated for release in late-2020.

Marine Infrastructure Investment Program

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

The program provides:

- public recreational boating facilities for launching and retrieving recreational trailer boats
- maintenance of channel depths to ensure access to high-use recreational boating facilities
- new and upgraded pontoons and floating walkways at or near boat ramps
- pontoon and jetties for deeper-draught vessels for pick-up and set-down of passengers and supplies.

The department owns 471 recreational boating assets across Queensland and owns and maintains the public boating infrastructure assets (boat ramps, floating walkways, pontoons, jetties and breakwaters) in 10 state boat harbours. It is also responsible for maintaining the entrance and internal public navigation channels to those harbours.

Local governments manage boating facilities outside the state boat harbours.

Table 4: List of completed projects in 2019/20.

Completed Projects in 2019/20	Electorate	Project Value	Completion Date
Uhlmann Road, Burpengary, floating walkway	Bancroft	\$1,137,954	31/10/2019
Brighton Road, Macleay Island Boat Ramp, construction	Redlands	\$1,804,229	21/12/2019
Banksia Road, Stanage Bay, boat ramp upgrade	Mirani	\$3,104,762	22/10/2019
Riedel Road (Carbrook), construct boat ramp and floating walkway	Macalister	\$1,611,000	24/06/2020
Dohles Rocks Road boat ramp upgrade	Murrumba	\$1,163,821	16/04/2020
Grasstree Beach boat ramp upgrade to two lanes plus floating walkway*	Mirani	\$887,651	24/05/2019
Dingo Beach boat ramp upgrade	Whitsunday	\$651,622	18/12/2019
Cabbage Tree Creek new boating facility	Sandgate	\$1,139,230	15/06/2020
Cairns Bluewater Marina new floating walkway*	Barron River	\$1,170,531	5/04/2019
Bowen Boat Harbour breakwaters extension	Burdekin	\$3,614,000	20/02/2020

*Grasstree Beach and Cairns Bluewater projects were completed in 2018/19 but the defects liability completed in 2020.

Marine Infrastructure Fund

One in 19 Queenslanders are recreational boating enthusiasts.

The Queensland Government committed to a \$30 million two year extension from July 2018 to June 2020 of the Marine Infrastructure Fund, a capital component of the Marine Infrastructure Investment Program.

The department works in partnership with local government and port and water authorities to provide new and improved recreational boating facilities and infrastructure throughout Queensland.

Responding to Climate Change

The department is meeting the Australian and Queensland governments' climate change considerations, reflected in Building Queensland and Infrastructure Australia business cases and funding expectations.

Embedding sustainability will ensure that Queensland's transport network is resilient to the current and future impacts of climate change. Reducing emissions and responding to a changing climate means that the department needs to consider how and what to build while encouraging Queenslanders to use low emission options where possible.

There are several projects underway, including using the Infrastructure Sustainability Council of Australia's rating system on all projects over \$100 million and investing in new and upgraded active and shared transport modes. As an action under the *Queensland Climate Transition Strategy*, the department is also developing a Zero Net Transport Emissions Roadmap which will guide the transport system to a low emission future in line with the Queensland Government's climate change targets.

The identification, assessment, and management of future climate-related hazards during project planning and design phases maximises safety, reliability, and connectivity. When previous extreme climate events are considered in project planning, the greater capacity there is to mitigate and avoid associated risks.

The development and use of frameworks, methodologies, and tools for undertaking climate change risk assessments and adapting them for infrastructure projects is delivering multiple benefits including:

- the promotion of effective and efficient use of resources
- future-proofing projects by considering future climate trends
- providing assurance and economic confidence to decision makers that climate change risk and uncertainty has been actively considered and addressed delivering a resilient and fit-for-purpose transport network.

The department is working with the Department of Environment and Science to help improve its climate risk management framework and better identify and plan for the impact of climate change on its physical assets.

Preparing for an autonomous transport future

The department has partnered with CSIRO's Data61 to develop sophisticated, quantitative, evidence-based scenarios of what transport could look like out to 2048. The scenarios build on several years of work done to grapple with the uncertainties posed by the changes on our transport horizon. Changes like the potential for many more people to use digital platforms to work from home or for autonomous vehicles to replace conventional vehicles.

The scenarios identify the range of transport challenges and opportunities facing transport over the next 30 years. By doing so, they allow decisions about long-term investments in infrastructure and services to be resilient across the range of futures the department may encounter.

Some of the work that supports the new scenarios developed by Data61 include the first of its kind transport modelling showing how the different ways of deploying the new mobility technologies would impact key transport outcomes.

The project will be finalised in mid-2020 and the report will be available by the end of 2020.

Queensland Rail

The department has continued to support the provision of passenger rail services and the delivery of transport infrastructure projects through the Rail Transport Service Contract with Queensland Rail.

From 2 March 2020, 32 weekly Citytrain services were added to the South East Queensland timetable to improve offerings to customers. These services, which provide extra morning peak services, are in addition to the 462 weekly services added in 2019.

In South East Queensland, works to improve accessibility were completed at Morayfield, Boondall, and Strathpine stations as part of the Station Accessibility Upgrade Program. In regional Queensland, the Timber Bridge Elimination Program on the North Coast Line is replacing several life expired timber structures with new concrete deck bridges, improving reliability and reducing maintenance costs. In addition, the delivery of the North Coast Line Capacity Improvement Project is facilitating signalling improvements and the extension of eight passing loops between Rockhampton and Townsville to enable access for longer freight trains, providing a vital increase in freight capacity.

In late 2019, Queensland Rail completed the Toowoomba Range Clearance Upgrade project, which involved tunnel floor lowering works at 11 tunnels on the Toowoomba Range and Little Liverpool Range.

Regional air services

In 2019–20, the department continued to provide seven regulated air routes in Queensland via service contracts. The regulated air service contracts set minimum service levels, maximum airfare prices, minimum aircraft size and on-time performance standards along regulated routes to ensure an appropriate level of service is provided to regional Queensland at an affordable price.

COVID-19 had a large impact on the regional airlines that provide essential services to rural and remote communities in Queensland. The department assisted QantasLink, Regional Express Airlines (Rex), Hinterland Aviation, and Skytrans through COVID-19 State Government Funding arrangements to ensure that regional and remote communities continue to have access to essential services during COVID19.

This year, a total of 141,213 passengers travelled on these Queensland Government regulated air services providing valuable access to our rural and remote customers.



For more information, visit:

www.tmr.qld.gov.au/regionalconnect

Personalised transport horizon

During the year, the department progressed the implementation of the Queensland Government's reform program *Queensland's Personalised Transport Horizon – Five Year Strategic Plan for Personalised Transport Services 2016–2021*. The reforms have contributed to the delivery of a modern, safe, affordable, and accountable personalised transport industry for all Queenslanders.

Engagement with industry has continued through two meetings of the Personalised Transport Industry Reference Group, where the department sought feedback on opportunities to assist the industry to continue to innovate and identify issues that have arisen from the reforms.

The department continued monitoring and evaluating the implemented reforms which aim to strengthen safety standards, provide customers with greater choice and flexibility, support innovation, and customer service through a regulatory framework for the personalised transport industry. Research was undertaken, through surveys and focus groups with personalised transport industry representatives and customers, into how the changes made under the personalised transport framework have impacted industry and customers.

In September 2019, the *Personalised Transport Ombudsman Act 2019* was enacted. Work has progressed to establish the Personalised Transport Ombudsman, which is in its final stages.* The department also published an industry guideline on driver conditions in the personalised transport industry to support drivers in understanding common obligations that may apply to them.



For more information, visit:

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

Investing in passenger transport

Passenger Transport Infrastructure Investment Program

This year, the Passenger Transport Infrastructure Investment Program delivered over \$50 million of investment across Queensland to enable a more accessible, efficient, and integrated network that offers better value to customers and makes passenger transport an attractive option for everyone.

Key initiatives included:

- completion of detailed design for the Northern Transitway project, which will deliver reduced travel times and improved reliability for customers using bus services along Gympie Road between Kedron and Chermside
- progression of design for the Eastern Transitway project, which will improve travel time reliability for customers using bus services along Old Cleveland Road between Coorparoo and Carindale

- commencement of design for the upgrade of the Southern Moreton Bay Islands passenger ferry terminals, which will be delivered in partnership with Redland City Council
- continued design and construction activities for the expansion of park 'n' ride facilities at key stations
- delivery in August 2019 of the new lift at Queen Street bus station, making Platform 2 accessible to everyone
- opening in December 2019 of the new Victoria Point Central bus station on Cleveland-Redland Bay Road
- completion in February 2020 of the new Cairns Raintrees Shopping Centre bus interchange upgrade with an improved waiting environment to provide a better customer experience
- installation of over 100 new braille identifiers at bus stops in Brisbane to assist customers locate the right bus stop and access relevant real-time information on smart phones
- commencement of the Queen Street bus station Help Phone project delivering six new accessible devices to inform a wider rollout across all future Busway stations
- provision of over \$5 million in grant funding to assist local governments in upgrading their bus stops to meet accessibility standards
- provision over \$5 million in grant funding to local governments to provide new bus stop shelters to improve customer experience.

Park 'n' ride program overview

Park 'n' ride facilities are an important part of the South East Queensland transport network. Investment is prioritised in park 'n' rides where it will create the largest positive impact to enable more people to connect with public transport to access jobs, education, and other essential services in their communities. Park 'n' ride, delivered in the right locations, also helps to manage congestion on the road network in our growing south-east region.

Over the next few years, the department will deliver more than 3000 new park 'n' ride spaces, adding to the 31,500 plus spaces already available to customers across the network.

Delivery of the park 'n' ride program throughout 2019–20 included the following key milestones:

- Eight Mile Plains bus station park 'n' ride expansion, providing an additional 340 spaces for commuters completed in December 2019
- Cannon Hill train station park 'n' ride expansion, providing an additional 80 spaces completed in May 2020
- construction underway at Ebbw Vale and Ormeau train stations
- construction tenders awarded for Virginia, Geebung, and Lawnton park 'n' ride expansions
- construction tenders released for the new multi-level facility at Springfield Central train station
- design substantially complete for park 'n' ride expansion at Greenbank bus station and Darra, Salisbury, and Varsity Lakes train stations.

*In September 2020, it was announced that the establishment of the Personalised Transport Ombudsman would be deferred until 2021 due to the impacts of COVID-19.

Planning is also progressing for park 'n' ride expansion at strategic locations across South East Queensland, including sites announced by the Australian Government in late 2019.



For more information, visit:

www.translink.com.au/travel-with-us/parking

New bus service to Yarrabilba

On Monday 29 June 2020, a new bus route, 587 to Yarrabilba, was introduced replacing the previous Tamborine to Beenleigh Logan coaches private bus route, connecting Yarrabilba residents to Loganlea station.

To ensure the new bus service met the travel needs of the community, community consultation with Yarrabilba residents was conducted between 30 July and 12 August 2019, with feedback helping inform the new route and timetable. While the new service differs in some respects to the old service, the department has retained and improved several aspects including:

- more trips
- better service frequency
- improved hours
- lowered fares
- maintained local stops and access in Yarrabilba.

Residents of Yarrabilba will also gain access to other benefits including integrated ticketing and access to additional savings with *go* card, real-time information, the online journey planner, and 24/7 call centre.



For more information, visit:

www.translink.com.au/sites/default/files/assets/timetables/200629-587.pdf

20 New buses for Townsville

In the 2019–20 financial year, the department invested in the upgrade of the bus fleet in Townsville. The department has worked with delivery partner Townsville Sunbus, to replace 20 buses for the Townsville bus network. All of the 20 buses have been delivered to Townsville and are in service. The new buses will not only provide customers with a more reliable and comfortable passenger transport experience, it has supported Queensland jobs with the buses built locally in Queensland. This roll out follows on from the department's overall improvements to Townsville's bus network in the 2018–19 financial year.



For more information, visit:

www.translink.com.au/about-translink/projects-and-initiatives/townsville-bus-hub

Fare Evasion Project

Fare evasion across the South East Queensland public transport network costs Queenslanders approximately \$25 million per year. In April 2019, a Youth Fare Evasion Roundtable with 30 representatives from the transport industry, policing, youth justice, education, and community organisations was held at Parliament House to address a growing trend of deliberate fare evasion by young people.

One of the key outputs of this first roundtable was the development of an Action Plan with the three focus areas of Education and Prevention, Detection and Enforcement, and Penalties and Deterrents. A Youth Fare Evasion Cross Agency Working Group was established with representatives from key state government agencies to progress the investigation and implementation of initiatives in the Action Plan. A second roundtable event was held in December 2019 to review progress and consult on potential longer-term recommendations.

Achievements to date include:

- undertaking an in-depth research piece to understand the behaviours and attitudes contributing to youth fare evasion, that included youths, parents, bus drivers, a jurisdictional analysis of current fare evasion rates, enforcement approaches and penalty frameworks
- provided a simplified student concessional product and online parents' guide
- continued delivery of the Step-Up program. In addition to delivery, the fare evasion project redesigned the program using principles from the field of behavioural science, current data and research to contextualise the message for each school community
- completed targeted operations at the top 20 locations with reported high rates of fare evasion
- collaborated with the Department of Education to develop a pilot program to be delivered at selected schools
- implemented a new revenue protection dashboard with integrated datasets to improve the effectiveness of enforcement and officer deployment
- launched a trial of customer service officers on Westside and Park Ridge bus services
- commenced a new annual network-wide Fare Compliance Survey
- recruited eight new senior network officers who commenced in December 2019 with a further round of recruitment now underway.

Several longer-term recommendations to reduce fare evasion have been identified and will be provided to the government for consideration in 2020–21.

Investing in an active Queensland

Active Transport Investment Program – helping guide the delivery of a connected cycle network

Principal Cycle Network Plans provide a blueprint for a connected network of core cycling routes across Queensland. The maps show more than 10,400 kilometres of Principal Cycle Network and cover 53 local government areas and more than 99 per cent of Queensland. Priority Route Maps help guide delivery of a connected cycle network and assist in prioritising grants for infrastructure available under the Cycle Network Local Government Grants Program.

The department's Active Transport Investment Program has been in place since 2006 and is a major funding initiative to accelerate delivery of the Principal Cycle Network and encourage people to ride bikes more often. More people riding benefits everyone through better health, a better transport system, and better communities. On average, every \$1 invested in bike infrastructure returns about \$5 in economic benefits to Queensland through better health outcomes and congestion reduction.

Over \$73.8 million was committed through the Active Transport Investment Program for bike riding infrastructure, planning and programs, and for walking initiatives across Queensland in 2019–20.



For more information, visit:

www.tmr.qld.gov.au/travel-and-transport/cycling

Active transport rail trails

This program provides funding to 2020–21 to support local governments to develop trails for bike riding, walking and horse riding on disused rail corridors. The program has funded eight feasibility studies, five have been completed. The 2019–20 program included the following feasibility studies:

- \$48,000 to South Burnett Regional Council for the Murgon to Proston rail trail, completed in 2019–20
- \$97,688 to Mareeba Shire Council for the Mareeba to Walkamin rail trail, completed in January 2020
- \$200,000 to Logan City Council for Logan Village to Yarrabilba rail trail, due for completion in 2019–20
- \$131,650 to Moreton Bay Regional Council for Wamuran to Woodford rail trail, due for completion in 2019–20
- \$225,354 to Livingstone Shire Council for the Pineapple (Yeppoon to Mount Chalmers) rail trail, due for completion in 2020
- \$66,000 to Fraser Coast Regional Council for the Mary to the Bay (Urraween to Colton) rail trail, completed in July 2019.

Cycling Works program – building bike infrastructure

This program provides on going capital funding for the development of bike infrastructure on the state-controlled Principal Cycle Network. It has funded more than 40 major state bike riding facilities since 2006, delivering more than 64 kilometres of network with over \$150 million invested. Examples of projects that have either started construction or were delivered in 2019–20 under the Cycling Works program are:

- Veloway 1 Stage E, Brisbane completed in June 2020
- North Brisbane Bikeway Stages 2 and 3, Brisbane completed in March 2020
- New England Highway (CBD–Highfields) cycleway, Toowoomba commenced construction in October 2019
- Ron Camm Bridge to Bluewater Trail connection, Mackay completed in July 2019.

Cycle network local government grants

This program provides capital grant funding to local governments for the development of cycling infrastructure on the locally controlled Principal Cycle Network. Funding is provided on a dollar-for-dollar matched basis (50 per cent) with local government responsible for delivery and ownership of the facilities. This program has funded 593 projects since 2006, delivering around 524 kilometres of network through a commitment of more than \$194 million from the Queensland Government.

Examples of projects that have either started construction or were delivered by local governments in 2019–20 are:

- Livingstone Shire Council for the design and construction of the Kemp Beach shared path, Rosslyn, Mulambin Road–Wildin Way, completed in December 2019
- Redland City Council for the construction of the Moreton Bay Cycleway Victoria Point (Cameron Court–Point O'Halloran Road) Stage 1, completed in October 2019.

The Community and Stakeholder Engagement Guide was developed to support the delivery of consistent and effective community and stakeholder engagement for projects funded by the Active Transport Investment Program.

The guide was developed following comprehensive public participation involving local governments, bicycle user groups, members of the Queensland Cycling Advisory Group, bike riders, and department staff.

Cycling action plan delivers for Queenslanders

The Queensland Government is two years into the delivery of the 10 year *Queensland Cycling Strategy 2017–2027* and the vision of 'more cycling more often'.

The first cycling action plan was released with the strategy, containing practical, targeted actions for communities across

Queensland. In collaboration with bike riders, local governments, and other stakeholders 60 actions have been delivered.

Investment in connected infrastructure is just one of the many achievements under the action plan. Over \$63.6 million was committed towards building, connecting and promoting riding networks in 2019–20 with more than 27 kilometres of new infrastructure built.

The department has collaborated with stakeholders to develop the second cycling action plan, building on the actions delivered under the Queensland Cycling Action Plan 2017–2019. The new plan will be published with a new report on the state of cycling in Queensland.



For more information, visit:

www.tmr.qld.gov.au/cyclingstrategy

Queensland walking strategy – on the path to more walking

Queensland's first walking strategy was launched in August 2019, supported by an investment of \$2 million over three years.

The Queensland Walking Strategy 2019–2029 provides the framework for promoting walking as an accessible, active transport mode, delivering health benefits for Queenslanders, and access to important destinations such as schools, shops, and public transport.

The strategy was developed following extensive consultation with community members and stakeholders including groups representing people with disabilities.

It harnesses efforts across government to deliver the plan and its 44 initiatives across four priority areas – planning, building, encouraging, and working together.

Several actions have been completed including releasing neighbourhood design and planning guidance for healthy, liveable communities, and a pilot of the use of inclusive mapping methods to provide better accessibility information for people with mobility impairments.



For more information, visit:

www.tmr.qld.gov.au/Travel-and-transport/Pedestrians-and-walking/Queensland-Walking-Strategy



For more information, visit:

www.tmr.qld.gov.au/Travel-and-transport/Disability-access-and-mobility

Marine Infrastructure

Uhlmann Road, Burpengary boat ramp upgrade

Construction commenced in July 2019, to upgrade the boat ramp at Uhlmann Road, Burpengary, on the southern bank of the Caboolture River. This prime location provides direct access to Moreton Bay from the mouth of the river.

Completed in October 2019, the upgraded facility now features a wider ramp with an extra lane and a new floating walkway.

The installation of the floating walkway on the downstream side has the added benefit of providing some shelter from wave action coming up from the river mouth.

Stanage Bay boat launching facility upgrade

Stanage Bay's public boat ramp accesses the pristine waters around Broad Sound, Shoalwater Bay, Percy Isles, Duke Island, and Thirsty Sound.

The upgrade was completed in October 2019 and the facility now features a widened boat ramp with two, four metre wide lanes, a new 2.5 metre wide floating walkway, and a new breakwater to provide protection from wave action.

Riedel Road, Carbrook new boat ramp

On-site works commenced in March 2020 to construct a new public boat launching facility at Riedel Road, Carbrook.

Completed in late-June 2020, the new two-lane boat ramp with floating walkway is located on the northern bank of the Logan River.

Mission Beach Clump Point boating facility

Construction on the Mission Beach Clump Point boating facility project continues. This project was divided into two elements:

- civil works for an additional boat ramp lane, car park expansion, and large new detached breakwater were completed in April 2020
- in-water works behind the breakwater for an access jetty, two floating walkways, two berthing pontoons, six pen berths, and five swing moorings. Works commenced in March 2020 with completion planned for late-2020.

The upgraded facility will cater for both commercial and recreational vessels.

Major Projects

Bruce Highway Trust Advisory Council

In 2019–20, the department continued implementing the Queensland Government's Future-proofing the Bruce policy. The policy commits to establishing a Bruce Highway Trust with a total investment remit of \$1 billion annually, based on 80:20 Australian and Queensland governments funding arrangements, to identify investment priorities for the Bruce Highway—Brisbane to Cairns.

The policy outlined specific project commitments and state funding for:

- targeting productivity-boosting, safety and flood resilience projects
- addressing safety hot spots
- reducing the distance between electric charging stations
- the Bruce Highway Trust to develop a 15 year vision and rolling five year Action Plan.

In northern Queensland, a key commitment of the policy was to deliver the Townsville Ring Road Stage 5, which includes duplication of the remaining six kilometre two-lane undivided section of the Bruce Highway between Vickers Bridge and Shaw Road in Thuringowa. Construction is expected to commence by mid-2021, with completion in early 2023, weather permitting.

Bruce Highway Upgrade Program

The Australian and Queensland governments are committed to delivering the \$12.6 billion Bruce Highway Upgrade Program over 15 years (2013–14 to 2027–28) based on an 80:20 funding arrangement. The program, which began in 2013, is aimed at improving safety, flood resilience, and capacity between Brisbane and Cairns.

The program is now in its seventh year with:

- 363 projects completed
- 121 projects in the design phase or under construction (34 construction, 87 design)
- 50 projects in the planning phase.

Highlights include:

- 164 kilometres of wide centre line treatment installed (in addition to 667 kilometres of wide centre line treatment delivered on the Bruce Highway under other funding programs)
- 75 kilometres of shoulder sealing/pavement widening completed
- 320 kilometres of audio tactile line marking installed (in addition to 378 kilometres of audio tactile line marking delivered on the Bruce Highway under other funding programs)
- 27 new rest area/stopping places built, and seven existing locations upgraded

- 125 protected right-hand turns installed
- 18 signalised intersections installed
- 260 kilometres of roadside barriers installed
- 75 overtaking lanes installed
- 31.6 kilometres of highway has been duplicated.

QTRIP Industry Briefing 2019

In August 2019, the department hosted the annual Queensland Transport and Roads Investment Program (QTRIP) statewide industry briefings in Brisbane, Toowoomba, Maroochydore, Mackay, Rockhampton, and Townsville.

Events provided industry with an overview of the QTRIP 2019–20 to 2022–23 and detailed insight into the projects to be released to market during the financial year, contract types, procurement processes, and the Transport System Planning Program. This targeted regional approach enabled industry partners to gain valuable insight into the upcoming project opportunities, with regional department representatives strengthening partnerships by providing specific project details directly to local industry stakeholders and business owners.

Survey results from the industry briefings showed a positive response rate, with 89 per cent of participants satisfied with the event, over a 90 per cent improvement in attendees' knowledge of QTRIP, and almost 70 per cent of respondents extremely likely to attend future events.

Our Regions

Far North

Fast Facts

3156^{KM}

State-controlled
road**

217^{KM}

National Land
Transport Network**

304,615

Vehicle and machinery
registrations

79

Boating
infrastructures

9

Community safety
events held

4657

Vehicle and machinery
inspections completed

324

Bridges*

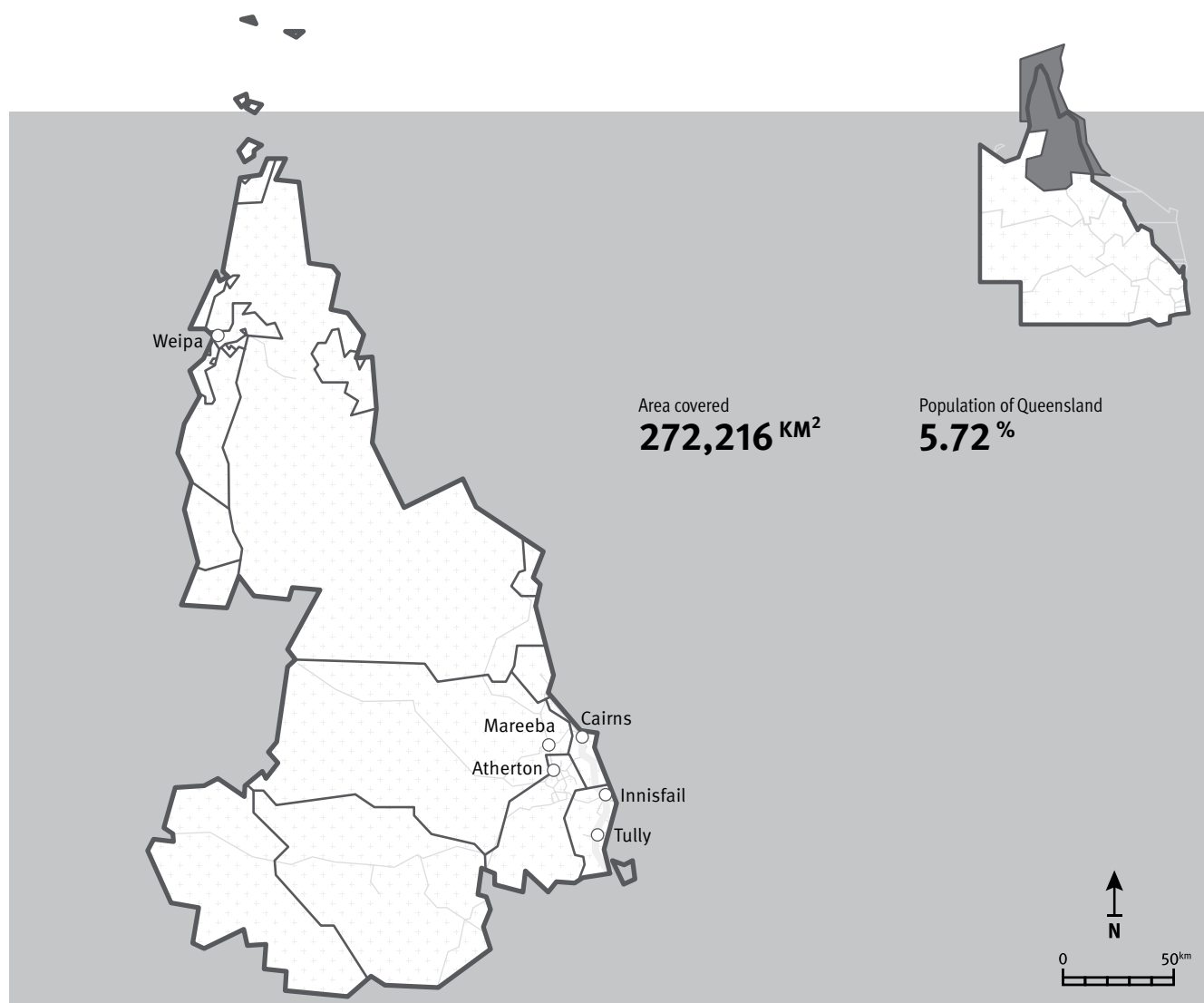
7239

Drivers licence tests
conducted

220,286

Customer face-to-face
interaction

125

Priority enabled
intersections


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Commenced construction of the Bruce Highway – Cairns Southern Access Corridor (Stage 3) (Edmonton to Gordonvale) project, jointly funded by the Australian and Queensland governments.
- Continued construction of the Bruce Highway – Cairns Southern Access Corridor (Stage 4) (Kate Street to Aumuller Street), jointly funded by the Australian and Queensland governments.
- Commenced intersection upgrade works on Cairns Western Arterial Road at Harley Street intersection, to improve safety and capacity.
- Continued widening and sealing works on Burke Developmental Road between Chillagoe and Almaden, jointly funded by the Australian and Queensland governments.
- Completed upgrading six rest areas and installation of two new rest areas on the Bruce Highway between Cardwell and Cairns funded by the Australian Government.

Cape York Region Package

In late 2019, the finishing touches were applied to the program of works to upgrade the Peninsula Developmental Road between Laura and Weipa. The works were part of the \$276 million Cape York Region Package (CYRP) Stage 1, a five year program of infrastructure upgrades jointly funded by the Australian and Queensland governments.

The program sealed 173 kilometers of the road between Laura and Rio Tinto Boundary, south of Weipa, and as part of the CYRP Stage 1, the department progressed a five year package of projects to upgrade priority community infrastructure in eight Aboriginal and Torres Strait Islanders council areas on Cape York.

In mid-2019, the Australian and Queensland governments announced a further \$237.5 million program of works to deliver CYRP Stage 2 which will continue upgrading priority roads and transport infrastructure connecting to some of Queensland's most remote and disadvantaged communities.

The CYRP Stage 1 and CYRP Stage 2 programs are developing safe and sustainable land transport infrastructure on Cape York, empowering local communities across generations through training, employment, business development, and education scholarship opportunities.

Review of Sustainable Ports Development Act 2015 capital dredging provisions for the Port of Cairns

The *Sustainable Ports Development Act 2015* provides a legislative framework for sustainable port development in Queensland and implementing the government's key port-related commitments

and other actions of the Reef 2050 Long-Term Sustainability Plan. Restrictions on capital dredging form part of these commitments.

For the Port of Cairns, the Act includes specific provisions that permit limited capital dredging for a port facility within the inner harbour of the Port of Cairns. Up to 50,000 cubic metres of material can be approved to a limit of no more than 150,000 cubic metres of material in a four year period. The Act also includes a requirement for the review of these provisions.

Public consultation for the review was undertaken from 3 December 2019 to 7 February 2020. All submissions are being considered during the preparation of a report about the review. The outcome of the review will be published on the department's website and tabled in the Legislative Assembly of Queensland.



For more information, visit:

www.tmr.qld.gov.au/SustainablePorts-Cairns

Smithfield Bypass Project

In early-2020, additional funding was announced to increase the scope of works for the Smithfield Bypass Project.

Additional works will upgrade the northern extent of the Cairns Western Arterial Road to four-lanes, from the Captain Cook Highway to the traffic signals at Caravonica State Primary School. It will improve safety for the tourism precinct at Caravonica, with the installation of new traffic signals at the intersection of the Cairns Western Arterial Road and Skyrail Drive.

Major works include:

- upgrading the Caravonica roundabout to a signalised intersection at the Captain Cook Highway and Cairns Western Arterial Road
- bridge works on the new overpass spanning McGregor Road roundabout
- a new bridge at Avondale Creek
- major culverts along the new bypass road.

The \$164 million Smithfield Bypass Project will deliver increased safety and improved traffic flow for motorists between McGregor Road and Cairns Western Arterial Road. Construction is expected to be completed by late-2021, weather permitting.

Cairns Western Arterial Road – Harley Street Intersection upgrade

In early-2020, the department commenced upgrading the intersection of Cairns Western Arterial Road (CWAR) and Harley Street at Kamerunga. CWAR is one of Cairns' important strategic transport corridors, linking some of the city's most heavily populated residential areas. The \$16.3 million Harley Street intersection upgrade project is funded by savings achieved from the nearby Bill Fulton Bridge duplication, which was completed in late-2017.

The upgrade includes duplication of a 1.35 kilometre section of CWAR between Kamerunga Road and Hythe Street, new pathways for pedestrians, clearer cycle lanes, and better access to public transport. The result will be a safer intersection for all road users with an improved traffic flow, particularly during peak hours.

The works are expected to finish in early-2021, weather permitting.

Bruce Highway – Cairns Southern Access Corridor

The department is currently progressing the delivery of two critical projects to improve traffic flow and safety on the Bruce Highway, south of Cairns.

In May 2020, works started on Stage 3 to duplicate a 10.5 kilometre section of the Bruce Highway between Edmonton and Gordonvale.

This \$481 million project will bolster economic activity by improving access to Cairns for key industries, a growing population, and deliver long-term safety improvements.

Construction is expected to be completed by mid-2023, weather permitting.

Delivery is forging ahead on Stage 4 between Kate Street (renamed Links Drive) and Aumuller Street.

The new three-lane bridge at Chinaman Creek is nearing completion. Upgrades to the intersections of Lyons Street and Aumuller Street have commenced and progress is well advanced. The upgrade of Kenny Street and Draper Street roundabout to a signalised intersection progressed with the first of two new outbound slip lanes opened in late-May 2020.

This \$104.1 million project will deliver significant long-term improvements to traffic flow and safety and increase capacity to service the principal route for Cairns' industrial and ports precinct. A new off-road shared pathway will also connect with the Cairns Southern Access Cycleway.

Project completion is expected by August 2021, weather permitting.

Innisfail Intersection Safety Improvements

This \$4.7 million project included works conducted at two sites.

Works conducted on the Bruce Highway – Innisfail–Japoon Road intersection, included the removal of traffic islands, drainage and old underground services with the realignment and construction of an upgraded intersection with traffic signals, and the installation of new overhead street lighting.

The second site was the McGowan Drive roundabout, requiring the resurfacing of the road with mill and fill asphalt and drainage improvements to the Claire Street intersection.

The works were completed in October 2019.

Local Fare Scheme

The Local Fare Scheme was established in July 2015 and aims to improve the standard of living and connectivity in remote parts of far north Queensland. The scheme is administered in collaboration with participating airlines and partnerships with local councils throughout Cape York, selected ports in the Gulf of Carpentaria, and the Torres Strait.

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

In early 2020, the Local Fare Scheme (LFS) was also used to enable the repatriation of several displaced people who had left the Far North Queensland community of Aurukun to Cairns during unrest.

In 2019–20, 17,892 LFS trips were booked, a decline on the prior year of 9666 trips. This drop in travel is the direct consequence of COVID-19 travel restrictions.

The scheme was extended in 2019 for a further two years providing airfare assistance for the foreseeable future to the far north.



For more information, visit:

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

Regional ferries connecting communities

The department partners with five operators to deliver regional ferry services facilitating year-round government guaranteed community service through concessional agreements and service contracts. These ferries service islands with limited public transport options for residents to ensure communities can connect to essential services on the mainland.

The communities serviced are:

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

The department is also working closely with delivery partners to ensure that regional communities continue to have access to essential services during COVID-19.

In 2019–20, approximately 2 million passengers travelled on contracted regional ferry services; a decrease of approximately 200,000 passengers from the previous financial year.



For more information, visit:

www.translink.com.au/travel-with-us/bus-train-ferry-tram/non-translink-services

Our Regions

North West

Fast Facts

3575^{KM}

 State-controlled
road**

1024^{KM}

 National Land
Transport Network**

36,895

 Vehicle and machinery
registrations

4

 Boating
infrastructures

6

 Community safety
events held

1457

 Vehicle and machinery
inspections completed

87

Bridges*

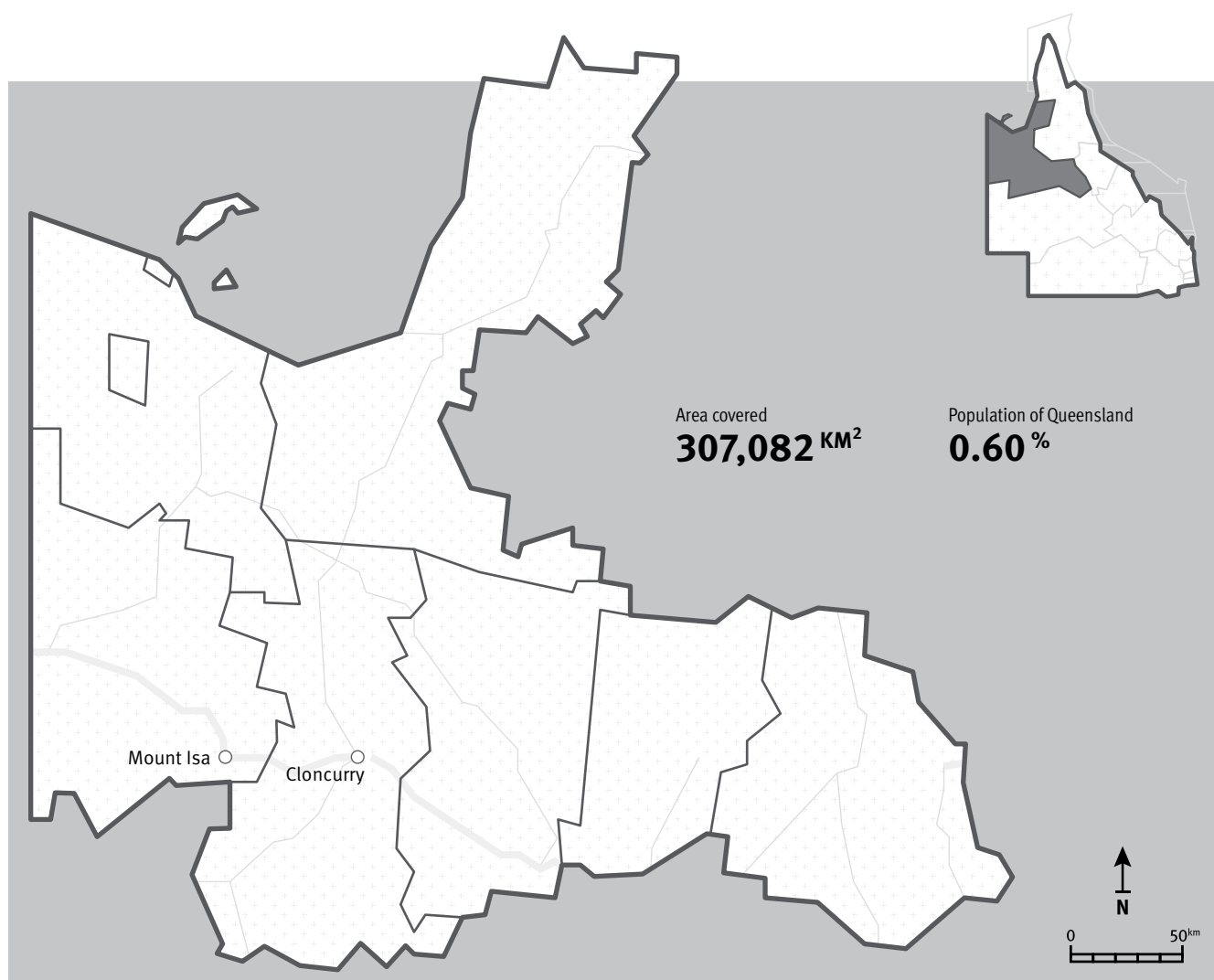
850

 Drivers licence tests
conducted

10,536

 Customer face-to-face
interaction

4

 Priority enabled
intersections


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

 Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Completed paving and sealing sections of the Kennedy Developmental Road between The Lynd and Hughenden, jointly funded by the Australian and Queensland governments.
- Completed paving, sealing and minor floodway upgrades on sections of the Gregory Downs–Camooweal Road.
- Undertook a district reseal program across the state-controlled network.
- Undertook a district reseal program across the national network.
- Commenced replacement of a culvert at Boundary Creek on the Flinders Highway (Richmond–Julia Creek).

Carl Katter Bridge and Isa Street Bridge

The department worked closely with the Cloncurry Shire Council and Mount Isa City Council to replace two bridges as part of a package of projects jointly funded through the Bridge Renewal Program.

The Carl Katter Bridge in Cloncurry was opened on 17 February 2020. This bridge replacement was jointly funded by the Australian Government contributing \$2.5 million, the Cloncurry Shire Council contributing \$1.67 million, and the Queensland Government contributing \$800,000. Due to a road realignment, increased width and lane capacity, and new barriers on the bridge approaches, the new bridge has improved flood immunity and safety for road users.

The Isa Street Bridge in Mount Isa was opened on 13 December 2019 replacing the old structure originally built in 1932. This bridge replacement was funded by the Australian Government contributing \$3.5 million, Mount Isa City Council contributing \$2.87 million, and the Queensland Government contributing \$635,000.

The Bridges Renewal Program is an Australian Government initiative to upgrade and replace bridges to improve access for local communities and facilitate higher productivity vehicle access.

Mount Isa intersection upgrades

The department delivered major intersection upgrades on the Barkly Highway in the Mount Isa urban area from Abel Smith Parade intersection to Camooweal Street intersection, which was completed in September 2019.

This project upgraded nine intersections and was jointly funded by the Australian and Queensland governments (80:20) under the Northern Australia Roads Program.

This project addressed intersection safety and traffic performance issues for local road users.

Kennedy Developmental Road (Lynd to Hughenden)

As part the Northern Australia Roads Program, the Kennedy Developmental Road upgrade progressively sealed an additional 42.15 kilometres of road from Lynd to Hughenden.

The department worked with Etheridge and Flinders Shire Councils and works were completed in March 2020. Road users have improved reliability and efficiency of this key link between towns.

The progressive sealing and widening works have boosted economic productivity in northern Queensland by creating jobs and enhancing rural and regional liveability through improved access for essential services.

This project was jointly funded 80:20 by the Australian and Queensland governments.

Flinders Highway reconstruction works

Reconstruction works to improve 22 kilometres of the Flinders Highway between Hughenden and Julia Creek (to repair damage from the 2019 floods) included works to stabilise damaged pavement, shoulder repairs, and drainage works.

In addition to the disaster repairs, betterment works were completed to improve flood resilience on this critical route from Mount Isa through to Townsville. These works included full-width road reconstruction and a modified seal to reduce the risk of damage in future floods.

During construction the department worked closely with transport industry stakeholders to facilitate road access and ensure the continued movement of vital freight and resources across north and north-west Queensland.

These works were jointly funded by the Australian and Queensland governments under the Disaster Recovery Funding Arrangements.

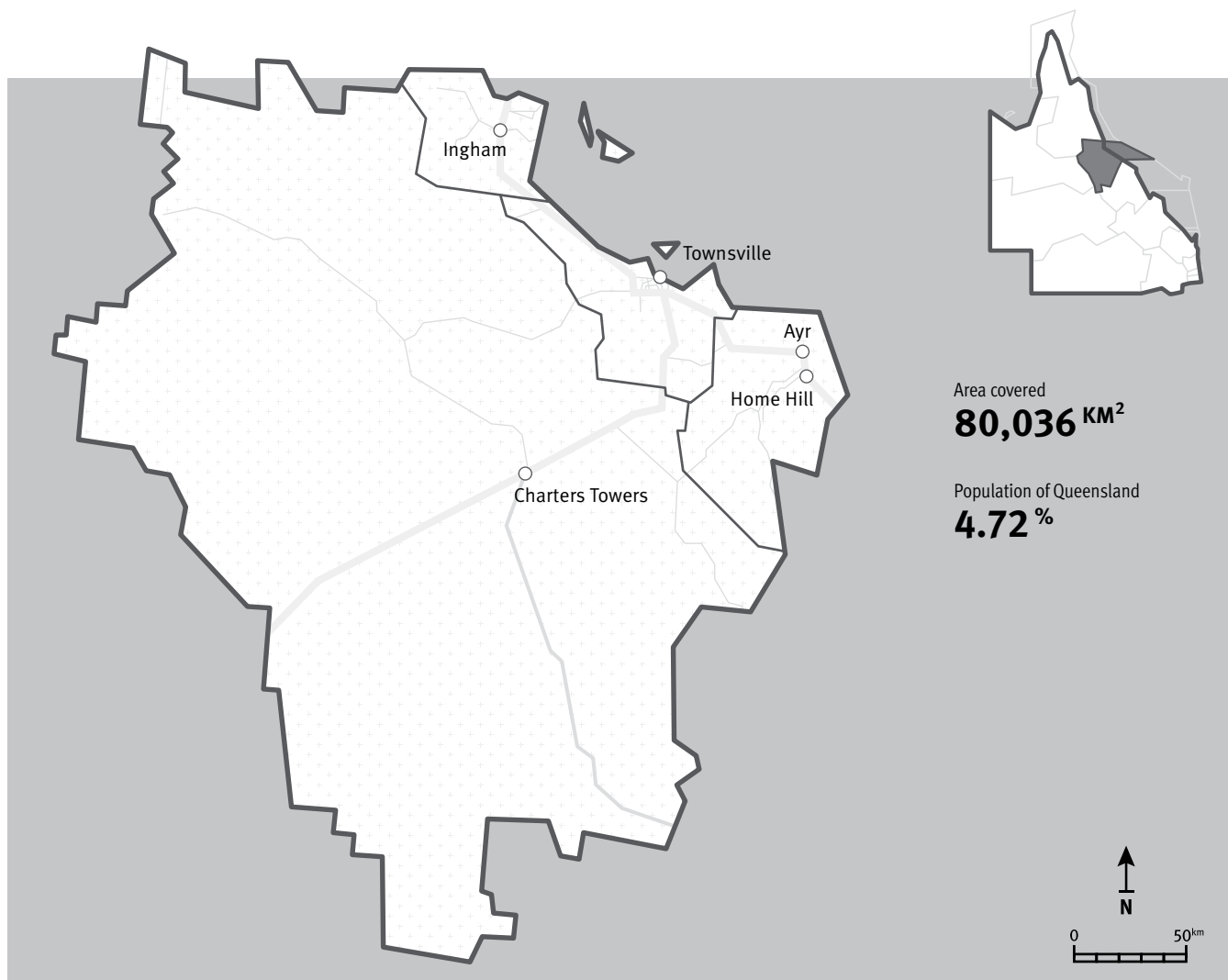
Our Regions

Northern

Fast Facts

1661^{KM}State-controlled
road****521^{KM}**National Land
Transport Network****264,211**Vehicle and machinery
registrations**49**Boating
infrastructures**18**Community safety
events held**4221**Vehicle and machinery
inspections completed**218**

Bridges*

5635Drivers licence tests
conducted**164,566**Customer face-to-face
interaction**156**Priority enabled
intersections

Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Continued construction of the Haughton River Floodplain upgrade project on the Bruce Highway between Horseshoe Lagoon and Palm Creek, jointly funded by the Australian and Queensland governments.
- Continued pavement widening and safety improvements on the Bruce Highway between Mailman Road and Mackenzie Creek, jointly funded by the Australian and Queensland governments.
- Continued pavement widening on the Bruce Highway (Townsville–Ingham) between Deep Creek and Bluewater Creek (north of Townsville), jointly funded by the Australian and Queensland governments.
- Continued intersection upgrades on the Bruce Highway (Townsville–Ingham) at the intersection of Bluewater Station Road, and the intersection of Forestry Road and Toolakea Beach Road (north of Townsville), jointly funded by the Australian and Queensland governments.
- Continued safety improvements on the Bruce Highway (Townsville–Ingham) between Two Mile Creek and Sleeper Log Creek (north Townsville), funded by the Australian Government.

Townsville Ring Road Stage 5

This \$230 million project, jointly funded by the Australian and Queensland governments, will duplicate the remaining six kilometre two-lane section of the Townsville Ring Road between Vickers Bridge and Shaw Road. It also provides a new connection between the Ring Road and Beck Drive, which links to the Upper Ross area.

During 2019–20, the department shortlisted two preferred tenderers in preparation for awarding a design and construct contract in August 2020. Construction is expected to start by mid-2021.

Townsville Ring Road Stage 5 will deliver improved efficiency, reliability and safety for freight and passenger vehicles on the Bruce Highway through Townsville and will ease congestion on the surrounding road network. It will also improve local connectivity to important employment hubs and essential services in Townsville, including Lavarack Barracks, James Cook University, and the Townsville Hospital.

Haughton River Floodplain upgrade project

Throughout 2019–20 construction progressed on the Bruce Highway–Haughton River Floodplain upgrade project, approximately 50 kilometres south of Townsville.

The package of safety and flood resilience upgrades will see:

- the construction of five bridges
- two overpasses of open-level cane train crossings
- a series of intersection upgrades
- 13.5 kilometres of pavement upgrades (including the installation of wide centre line treatments).

Works continue to progress since construction started in April 2019. These works include:

- wider and higher bridges at Horseshoe Lagoon, Haughton River, and Pink Lily Lagoon
- new crossings at Healey's Lagoon and Ironbark Creek
- new overpasses at Upper Haughton-Hodel Road and Shirbourne Road will improve safety by eliminating interactions between cane trains and highway traffic
- laying the first section of realigned Bruce Highway pavement.

Safety upgrades at local road intersections with the Bruce Highway have commenced with work underway to extend Sarri Road and realign the Woodstock Giru Road intersection.

The upgrades will greatly improve safety and flood resilience, reducing the likelihood of severe weather-related closures.

The \$514.3 million project is jointly funded by the Australian and Queensland governments and is due to be completed in mid-2021, weather and construction conditions permitting.

Bruce Highway – Mailman Road to Mackenzie Creek project

Throughout 2019–20, construction continued on the Bruce Highway safety upgrades between Mailman Road and Mackenzie Creek, approximately 40 kilometres south of Townsville.

The package of safety upgrades includes:

- constructing three overtaking lanes
- upgrading the Bruce Highway intersection with Cromarty Siding Road
- property access improvements
- 11 kilometres of pavement widening to accommodate wide centre line treatments.

Since construction started in June 2019, works have been completed at three of the six project sites, between Mailman Road and the St Margaret Creek bridge, and overtaking lanes in each direction have opened to traffic. Works are ongoing between the St Margaret Creek bridge and Mackenzie Creek bridge, including a further overtaking lane, intersection upgrade, and pavement widening.

Upgrades to the intersection of the Bruce Highway and Cromarty Siding Road will greatly improve safety with the installation of

dedicated turning lanes in each direction, wider road shoulders, and reprofiling of highway approaches to improve visibility of turning traffic.

The \$43 million project is jointly funded by the Australian and Queensland governments and is due for completion in late-2020, weather permitting.

Bruce Highway – Deep Creek to Sleeper Log Creek project

Throughout 2019–20, widening and intersection upgrade works progressed on the Bruce Highway – Deep Creek to Sleeper Log Creek project.

The project will deliver vital road safety improvements on the Bruce Highway, at Bluewater, between Townsville and Ingham, enhancing visibility, accessibility and safety for local and highway motorists.

In early 2020, safety works were completed at three Bruce Highway intersections (Bluewater Station Road, Forestry Road, and Bluewater Drive), and the new Toolakea Beach Road intersection was opened to traffic.

Works to widen three kilometres of pavement and install wide centre line treatment between Deep Creek and Bluewater Creek were completed, along with the installation of an additional southbound overtaking lane between Two Mile Creek and Sleeper Log Creek.

These safety upgrades will help to reduce unsafe manoeuvres drivers sometimes take when passing slower vehicles, particularly large trucks, and the risk of head-on collisions.

The \$22.1 million project is jointly funded by the Australian and Queensland governments and is due for completion in August 2020, weather permitting.

Our Regions

Mackay Whitsunday

Fast Facts

2672 KM

 State-controlled
road**

450 KM

 National Land
Transport Network**

230,477

 Vehicle and machinery
registrations

42

 Boating
infrastructures

16

 Community safety
events held

4097

 Vehicle and machinery
inspections completed

297

Bridges*

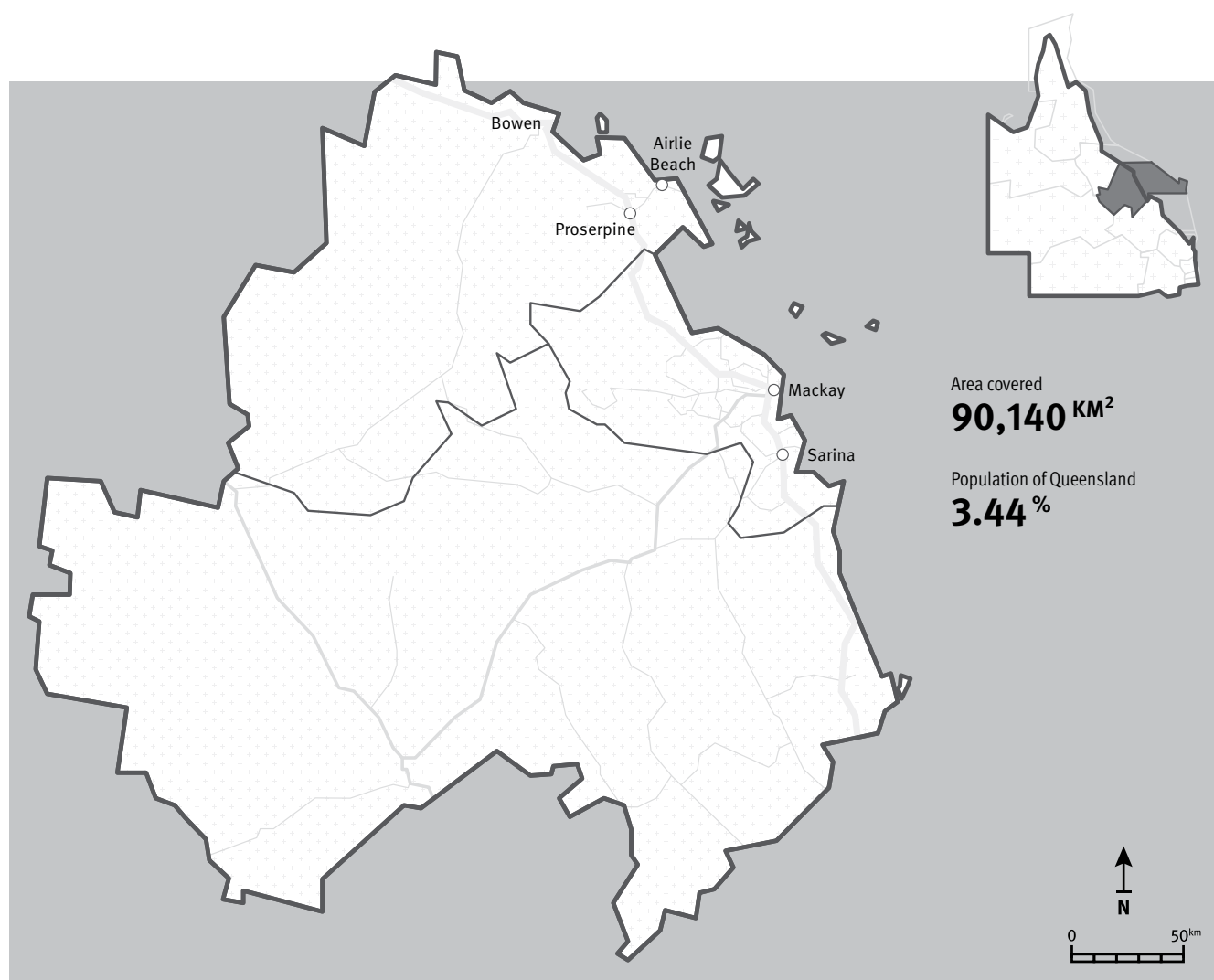
3853

 Drivers licence tests
conducted

134,091

 Customer face-to-face
interaction

54

 Priority enabled
intersections


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

 Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Continued upgrading the Peak Downs Highway at Eton Range, jointly funded by the Australian and Queensland governments.
- Commenced construction of additional lanes of the Bruce Highway between Ron Camm Bridge and Mackay Ring Road Stage 1, as part of the Mackay Northern Access Upgrade project, jointly funded by the Australian and Queensland governments.
- Continued construction of the Mackay Ring Road (Stage 1) project, jointly funded by the Australian and Queensland governments.
- Commenced widening formation and rehabilitation of the Bruce Highway between Hampden and Kuttabul, jointly funded by the Australian and Queensland governments.
- Worked with Mackay Regional Council to deliver new bus stops to improve access to the Mackay bus network.

Walkerston Bypass

Design works continue on the Walkerston Bypass project which will deliver a new 10.4 kilometre two-lane link between the Peak Downs Highway (Eton Range) and the Bruce Highway four kilometres south-west of the current connection, and a new flood-free crossing at Bakers Creek.

Once completed, the Walkerston Bypass will integrate with the Peak Downs Highway–Eton Range upgrade and the Mackay Ring Road projects.

The project will deliver improved safety and network benefits by diverting the current heavy vehicle route away from Walkerston and will ensure the long-term liveability of the Mackay area and support expansive future economic growth.

The \$150 million project is jointly funded by the Australian and Queensland governments.

Construction is scheduled to commence in early-2021 and is expected to be completed in late-2023.

Sarina Northern Access

Work on the intersection to the upgrade of Sarina Beach Road and the Bruce Highway, originally scheduled for completion in March 2020, was completed early and opened to traffic in December 2019.

The upgrade provided a new two-lane roundabout to address predicted traffic volumes and to accommodate the mix of heavy vehicles, highway users, and local traffic.

The new roundabout will improve manoeuvrability for heavy vehicles turning onto and off the Bruce Highway. Other benefits include improved traffic flow through the intersection and a reduced risk of crashes caused by queuing and right-turn movements.

The roundabout will slow highway traffic approaching Sarina, creating a safer road environment for motorists, pedestrians and nearby residents.

This major upgrade was delivered as part of the \$12.6 billion Bruce Highway Upgrade Program to improve safety, flood resilience and capacity along the Bruce Highway.

Mackay–Eungella and Marian–Hampden Road intersection upgrade

Work on the \$1.3 million upgrade to the Mackay–Eungella and Marian–Hampden Road intersection was completed in May 2020.

The project has delivered:

- improved safety for users of Mackay–Eungella Road and surrounding side roads
- improved traffic flow
- reduced congestion
- improved surface skid resistance
- enhanced signage
- installation of controlled traffic signals
- signalised pedestrian crossing on David Price Way.

Motorists are now experiencing reduced queuing during peak hour periods and safer access.

This project was delivered under the Queensland Government's Safer Roads Sooner program, which targets road safety improvement at locations with a high severity crash history.

Mackay Ring Road

Construction on the Mackay Ring Road (Stage 1) project continues.

The 11.3 kilometre two-lane Mackay Ring Road includes the construction of four water crossings and nine overpass structures.

The project also includes an upgrade to a section of the Peak Downs Highway between Horse and Jockey Road and Sextons Road and construction of a new shared pedestrian and bicycle pathway. All upgrade works along the Peak Downs Highway are complete, and locals are now benefitting from the shared pedestrian and bicycle pathway.

The Mackay Ring Road will cater for future growth and improve road network connectivity. New connections at the Bruce Highway South, Peak Downs Highway, and Bruce Highway North are being constructed. Collectively, these network connections will improve

freight efficiency for Bruce Highway traffic and improve an important connection for the supply chain to the northern Bowen basin.

The Mackay Ring Road is being delivered as part of the \$12.6 billion Bruce Highway Upgrade Program to improve safety, flood resilience and capacity along the Bruce Highway.

Construction of the project is on track for completion in late-2020.

Mackay Northern Access upgrade

Construction began in February 2020 on the four kilometre Mackay Northern Access Upgrade project which will address congestion and improve safety for freight and local traffic in the Mackay urban area.

The works include:

- widening the section of the Bruce Highway from Ron Camm Bridge to Mackay-Bucasia Road intersection to six lanes
- widening the section from Mackay-Bucasia Road to the Bald Hill Road intersection to four lanes
- widening of the existing bridge and constructing a new bridge at Janes Creek
- constructing a new bridge overpass at Davey Street
- widening of the Goosepond Creek bridges.

Once completed, the project will reduce delays and queuing during peak hours. Traffic flow will be boosted at critical locations on the Bruce Highway and major intersections north of Mackay.

Construction of the jointly funded Australian and Queensland governments project is on track for completion in early-2022.

Eton Range realignment

Construction of the Eton Range realignment project is progressing towards completion.

To provide a safer and more efficient range crossing, the project will widen and partially realign the existing range crossing to two lanes in each direction. The upgrade will reduce the current grade and tight curves, improving the safety of the range, particularly for heavy vehicles.

The project will cater for future growth and projected vehicle numbers, improve safety, and increase efficiency and capacity of this key transport route.

A koala research study, using GPS tracking collars, was undertaken. Using the information collated, the study recommended the installation of fauna fencing to help address impacts to wildlife.

Wildlife fencing has been installed at Dennison Creek on the Peak Downs Highway between Nebo and Eton to help reduce the number of koalas injured or killed on the roadway.

The project is nearing completion, with construction expected to be completed in September 2020.

Our Regions

Central West

Fast Facts

4378 KM

 State-controlled
road**

693 KM

 National Land
Transport Network**

19,369

 Vehicle and machinery
registrations

2

 Boating
infrastructures

5

 Community safety
events held

865

 Vehicle and machinery
inspections completed

78

Bridges*

264

 Drivers licence tests
conducted

45,460

 Customer face-to-face
interaction

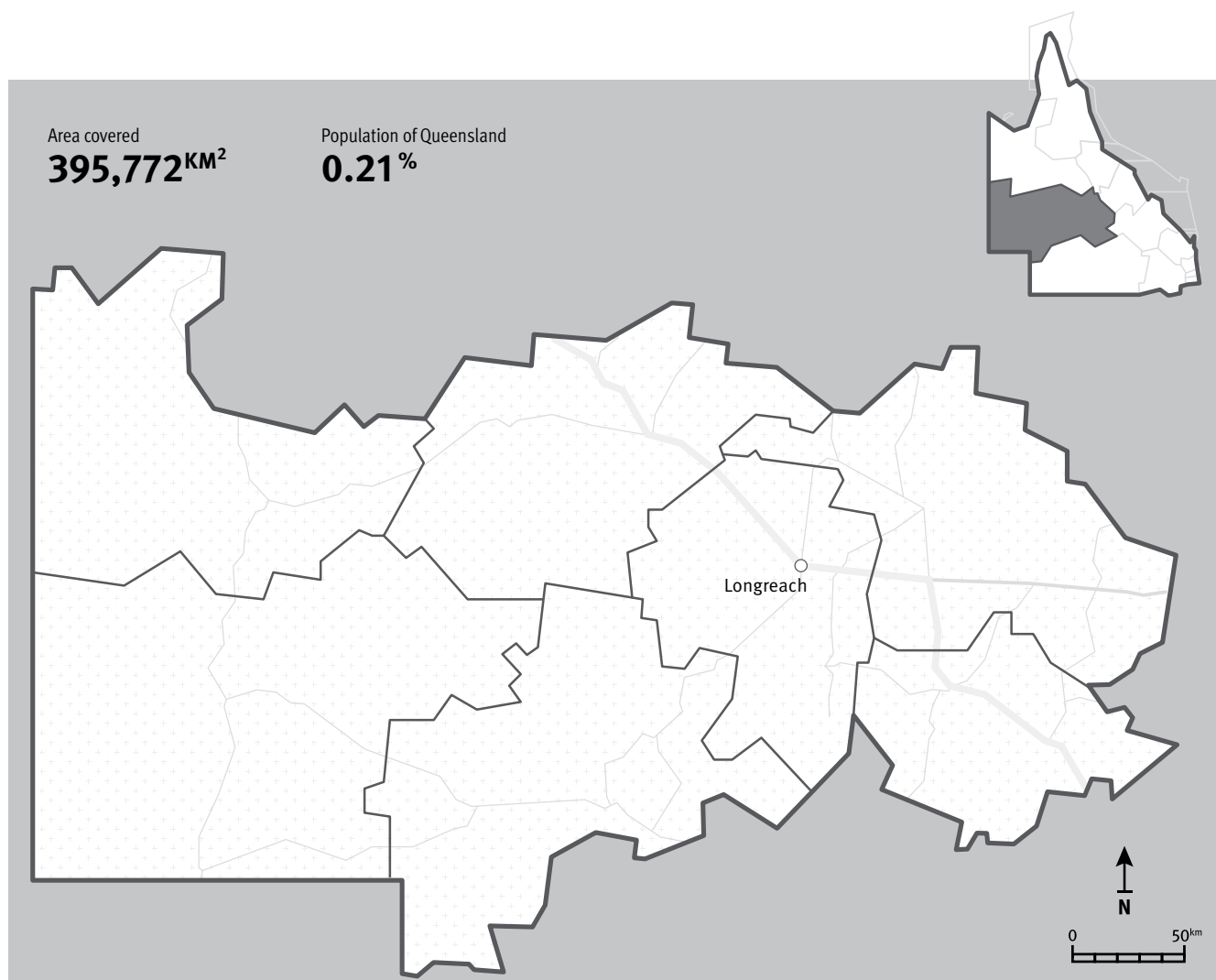
6

 Priority enabled
intersections

Area covered

395,772 KM²

Population of Queensland

0.21 %


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

 Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Completed widening and sealing of a 6.1 kilometre section of the Barcaldine–Aramac Road.
- Continued pavement widening and rehabilitation of various sections of the Kennedy Developmental Road between Winton and Boulia, jointly funded by the Australian and Queensland governments.
- Completed pavement rehabilitation of various sections of the Capricorn Highway between Alpha and Barcaldine.
- Completed paving and sealing of a 3.8 kilometre section of the Eyre Developmental Road between Bedourie and Birdsville.
- Commenced the Top Limestone Creek floodway upgrade on the Diamantina Developmental Road between Boulia and Dajarra.

Eyre Developmental Road pave and seal project

Construction was completed on an upgrade to a priority section of the Eyre Developmental Road between Bedourie and Birdsville.

Aimed at improving road safety and efficiency, four kilometres of the existing gravel road was paved and sealed. This upgrade delivers safer overtaking and passing opportunities for cars, road trains, and caravans. It also provides increased network reliability by reducing the time the road is closed or inaccessible to motorists.

The Eyre Developmental Road links with the South Australian border where it becomes the Birdsville Track. Its role in supporting Outback tourism continues to grow with this latest upgrade ensuring the road network can facilitate further growth well into the future.

Works began in August 2019 with construction completed in April 2020.

Longreach North upgrade completed

An upgrade of the Landsborough Highway between Longreach and Winton was completed in April 2020.

The Landsborough Highway provides a crucial link between Brisbane and Darwin and is the principal north-south route serving western Queensland. It is also a key tourism route and vital supply chain with the recent upgrade improving travel times and decreasing delays which are important gains for the livestock and freight industries.

Works included:

- widening a 25 kilometre section of the highway to nine metres
- strengthening the road pavement
- improving drainage structures
- delivering a safer and smoother road with better flood immunity at low-lying areas.

Developing the highway has also delivered benefits locally, ensuring safe and reliable access to essential services and employment opportunities, further improving the liveability of surrounding communities.

The project was jointly funded by the Australian and Queensland governments as part of the \$600 million Northern Australia Roads Program to improve high-priority roads essential to the movement of people and freight to support economic development.

Richmond–Winton Road pave and seal project

The efficiency and reliability of the Richmond–Winton Road is set to improve with works starting in May 2020 to pave and seal an additional section of the road.

A strategic freight route used by a large and growing number of industries, the Richmond–Winton Road is crucial to the livestock industry in transporting cattle from northern Queensland to markets in the south.

Currently, the road is largely unsealed and can remain closed following rainfall.

This project is part of a broader strategy to progressively seal the entire road. The works underway will pave and seal almost four kilometres of the road to a width of seven metres, further extending the sealed road network in the area.

The upgrade will provide safer passing and overtaking opportunities for all motorists with construction scheduled for completion in July 2020, weather permitting.

Top Limestone Creek floodway upgrade

In April 2020, works began to improve the flood immunity of the Top Limestone Creek floodway on the Diamantina Developmental Road between Boulia and Dajarra.

The Diamantina Developmental Road is a key link for western Queensland through to the major service centre of Mount Isa and is an important connector for regional communities.

The floodway sits about 45 kilometres north of Boulia and is prone to flooding, resulting in lengthy road closures. With no direct alternate routes available, this means a costly diversion in both time and money. The road closures also further isolate already remote communities including Boulia.

The project is raising the floodway by one metre and widening it to eight metres, increasing access for the freight industry and surrounding communities, especially during wet weather.

Upgrading the floodway also ensures motorists have access to a more resilient road network, improving the long-term flood immunity, safety, and efficiency of the road.

Works are on track to be completed by late-2020, weather permitting.

Our Regions

Fitzroy

Fast Facts

3529^{KM}State-controlled
road****366^{KM}**National Land
Transport Network****281,309**Vehicle and machinery
registrations**58**Boating
infrastructures**30**Community safety
events held**6519**Vehicle and machinery
inspections completed**309**

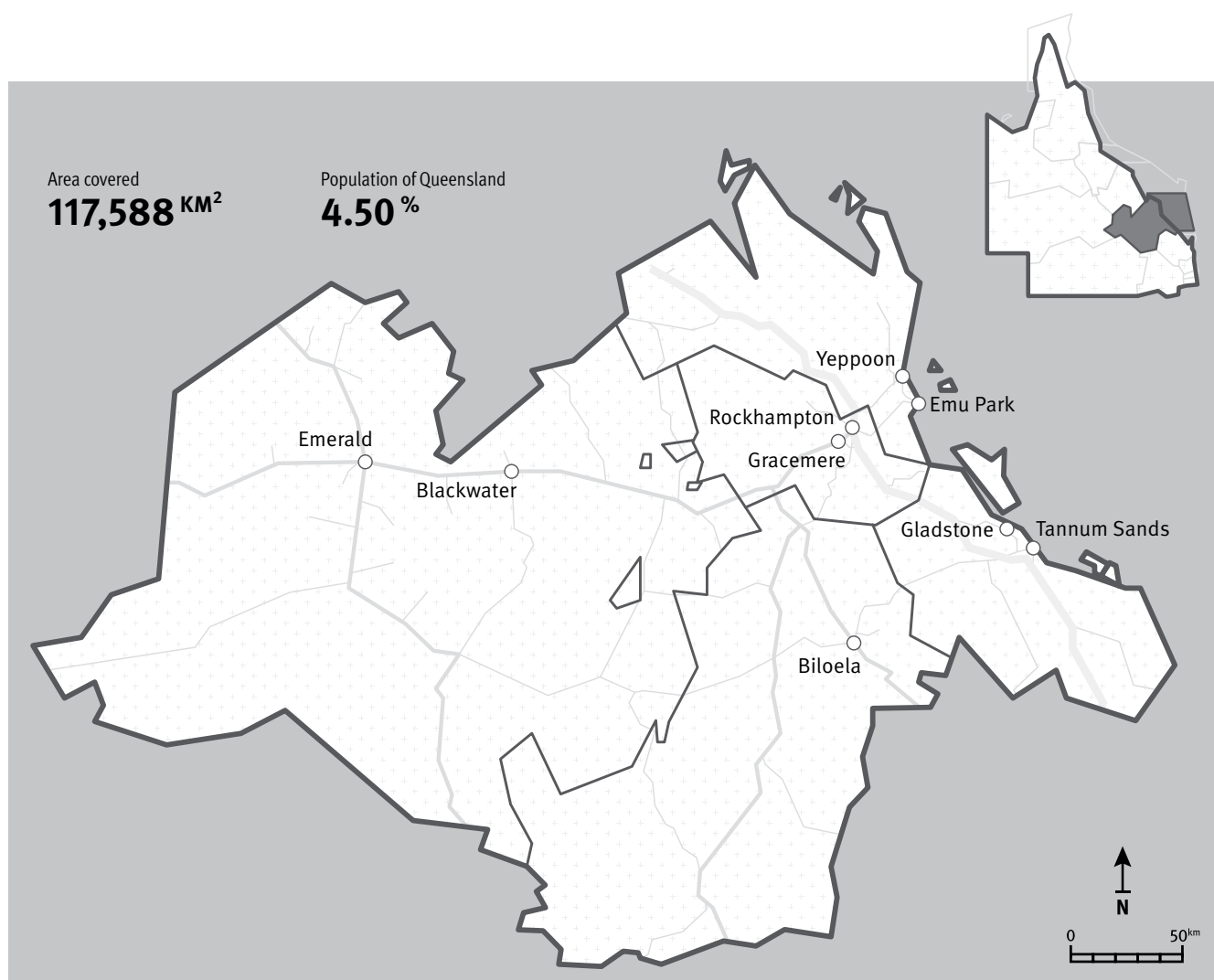
Bridges*

5330Drivers licence tests
conducted**197,479**Customer face-to-face
interaction**109**Priority enabled
intersections

Area covered

117,588^{KM²}

Population of Queensland

4.50 %

Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

Data source: Queensland Government Statistician's Office (Queensland Treasury), Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Continued duplicating, from two to four lanes, a section of the Capricorn Highway (Rockhampton–Duarina) between Rockhampton and Gracemere, jointly funded by the Australian and Queensland governments.
- Continued duplicating, from two to four lanes, the Bruce Highway Rockhampton Northern Access Stage 1 between Rockhampton–Yeppoon Road and Parkhurst, jointly funded by the Australian and Queensland governments.
- Continued construction of new overtaking lanes, in addition to widening and surfacing approximately 18 kilometres of the Bruce Highway north of Benaraby, jointly funded by the Australian and Queensland governments.
- Commenced construction of six new overtaking lanes on the Capricorn Highway between Gracemere and Emerald, jointly funded by the Australian and Queensland governments.
- Completed construction of a new bridge at Valentine Creek on the Capricorn Highway between Rockhampton and Westwood, to replace the timber structure, jointly funded by the Australian and Queensland governments.

Type 1 Road Train Access to Rockhampton abattoirs

Delivery of Stage 2 of the Type 1 Road Train Access to Rockhampton Abattoirs on the Rockhampton–Emu Park Road will improve reliability, productivity, and resilience of the cattle chain supply in Central Queensland.

Construction commenced in late-2019 and includes widening and resurfacing of Rockhampton–Emu Park Road (Lakes Creek Road), the installation of an east and westbound Principal Cycle Network route, and the replacement of Frenchmans Creek Bridge.

The pedestrian and cyclist bridge adjacent to Frenchmans Creek bridge was demolished in March 2020 to allow access for major works in preparation for the construction of the new bridge structure.

The project, funded under the Northern Australia Beef Roads Program by the Australian Government, will also deliver improved road safety for all road users including bike riders.

Stage 2 is expected to be completed in late-2020, weather permitting.

Yeppoon branch line

A 1.9 kilometre section of the Yeppoon branch line was reinstated to enable cattle producers in the north west and central west Queensland to transport livestock by rail directly to an abattoir in Rockhampton, thereby further supporting Rockhampton's beef industry.

The \$5 million project included the extension of the rail siding, re-sleeping and re-blasting rail track, major renewal works on two timber bridges, and replacement of two timber bridges with new drainage structures.

Construction commenced in June 2019, with practical completion in December 2019.

Bruce Highway – Rockhampton Northern Access Upgrade and Terranova Drive intersection projects

This project will widen the Bruce Highway to four lanes between Rockhampton–Yeppoon Road and Ramsay Creek, north of Rockhampton. When combined with the Bruce Highway Safety Project at Terranova Drive, the full scope of works will deliver duplication of 4.9 kilometres of highway through the northern suburbs of Parkhurst and Glenlee.

This section of the national highway is the only arterial road to service the industrial, commercial, and residential developments in the Parkhurst area. Construction in the last 12 months included:

- two new northbound lanes
- northern and southern service roads connecting to adjacent industrial land
- intersection upgrades at William Palfrey Road and Terranova Drive
- the realignment of Boundary Road
- a southern service road on the western side of the highway.

A new roundabout at Stirling Drive, new duplicate bridges at Limestone Creek and Ramsay Creek, and the active transport features including cycleway and pedestrian paths will address safety and capacity issues identified in the Bruce Highway Action Plan 2012. The project is expected to be completed in mid-2021, weather permitting.

Rockhampton Ring Road

The Rockhampton Ring Road (Plan and Preserve) project reached a major milestone in May 2020 with the release of the Concept Design. The community and industry have been encouraged to have their say on the concept with online engagement providing an opportunity to give feedback.

The alignment, west of Rockhampton, will improve:

- connectivity to services in the beef capital
- travel times between the residential growth areas of Gracemere and Parkhurst
- access to the tourism facilities on the Capricorn Coast and the resource and agriculture areas to the west, with connections into the city at Ridglands Road, Alexandra Street and Rockhampton–Yeppoon Road.

When constructed, the ring road will integrate with major infrastructure already completed, including Yeppen North and Yeppen South and, projects in construction, the Rockhampton Northern Access Upgrade and Capricorn Highway Duplication (Rockhampton–Gracemere).

The detailed business case, led by Building Queensland, is expected to be completed in late-2020, followed by progression of the detailed design phase into 2021.

Capricorn Highway – Rockhampton to Gracemere duplication

Construction commenced on the duplication of the Capricorn Highway between Rockhampton and Gracemere in October 2019.

The project, funded through the Northern Australian Roads Program, will expand the highway from two lanes to four lanes between the Yeppen roundabout and Gracemere (Gavial–Gracemere Road intersection).

Construction of the new Scrubby Creek Bridge is also underway and preparation works have commenced for the construction of the new Fairy Bower Road and Old Gracemere Road intersection.

The four-lane highway between Rockhampton and Gracemere will enhance the capacity of the Capricorn Highway, improve connectivity, and reduce travel times. Intersection upgrades at Fairy Bower Road and McLaughlin Street and active transport on-road cycling facilities will also improve safety on this section of the central Queensland road network.

The site construction for the Capricorn Highway project west of Rockhampton is expected to be completed and open to traffic by early-2021, weather permitting.

Dawson Highway (Gladstone–Biloela) – Bridge strengthening and widening project

Freight efficiency will improve along the Dawson Highway with the delivery of this project to strengthen five of the Collards Creek bridges and the Callide Creek bridge between Calliope and Biloela.

RoadTek started pavement widening works 17 kilometres east of Biloela in March 2020. The structures rehabilitation work, part of continuing improvement of the Dawson Highway to develop new transport opportunities for the region and improve access to markets, commenced in mid-2020.

This Queensland Government funded project, supporting growth, economic development, and creating jobs is expected to be completed in late-2020, weather permitting.

Our Regions

Wide Bay/Burnett

Fast Facts

2970^{KM}

 State-controlled
road**

272^{KM}

 National Land
Transport Network**

396,347

 Vehicle and machinery
registrations

64

 Boating
infrastructures

15

 Community safety
events held

4857

 Vehicle and machinery
inspections completed

294

Bridges*

5518

 Drivers licence tests
conducted

269,667

 Customer face-to-face
interaction

120

 Priority enabled
intersections


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

 Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Completed construction to replace the Lochaber Creek timber bridge on the Burnett Highway, with a new wider concrete structure, jointly funded by the Australian and Queensland governments.
- Completed the design for dual overtaking lanes on the Bruce Highway at Tinana, near Maryborough, funded by the Australian Government.
- Completed a safety upgrade of the Bruce Highway at Chatsworth, north of Gympie, jointly funded by the Australian and Queensland governments.
- Commenced replacing Coondoo Creek Bridge on Tin Can Bay Road, near Gympie, jointly funded by the Australian and Queensland governments.
- Completed construction of two overtaking lanes on the Bruce Highway at Woco Creek, west of Apple Tree Creek, funded by the Australian Government.

Section D: Woondum to Curra project

Preconstruction activities are underway in readiness to deliver the Section D: Woondum to Curra project.

The 26 kilometre Section D project will bypass Gympie on a new alignment to the east of the city. This final section of the Bruce Highway – Cooroy to Curra project will improve safety, efficiency, and flood immunity on the Bruce Highway.

Early works are underway with the project corridor cleared of all structures, and communications and power lines are currently being relocated to make way for the new highway.

The final design was presented to the community in late-2019. Project updates were sent to over 22,000 homes and over 350 people attended public information stands.

A three stage procurement process has been underway since November 2019 to select two main construction contractors to deliver Section D. The first construction contract is expected to be awarded in late-July 2020.

Coondoo Creek Bridge replacement

Works began in June 2019 to construct a new Coondoo Creek Bridge on Tin Can Bay Road about 34 kilometres east of Gympie.

The project involves replacing the existing 60 year old timber bridge with a raised, three-span concrete structure. The new wider structure will be built on a new and improved alignment to the west of the existing bridge. Replacing the bridge will result in improved safety, flood immunity, community connectivity, and reduced maintenance costs.

The project reached a significant milestone in late-April 2020 with the placement of 15 bridge girders, each weighing 82 tonnes.

The project is jointly funded under Round Six of the Australian Government's Heavy Vehicle Safety and Productivity Program.

Weather and construction conditions permitting, it is expected the new bridge will open to traffic in late-2020, weather permitting.

Pialba–Burrum Heads Road, Sawmill Road and Karraschs Road intersection

In May 2020, works to install and switch on traffic signals at the Pialba–Burrum Heads Road, Sawmill Road and Karraschs Road intersection were completed.

Funded by the Targeted Road Safety Program, the project aims to coordinate investment by delivering infrastructure and technology to improve road safety.

Commencing in March 2020, the signalised intersection upgrade will improve road safety and traffic flow. The introduction of signalised pedestrian crossings and a shared bicycle path are also improved safety measures for the community.

The speed limit on Pialba–Burrum Heads Road at the intersection was reduced to 60 kilometres per hour and then transitions into 80 kilometres per hour toward the Pialba–Burrum Heads Road, Dundowran Road and Ansons Road intersection to the east.

Dickabram Bridge

Dickabram Bridge is located on Miva Road approximately 11 kilometres west of Gungalda. The bridge comprises 13 timber spans and three steel truss/timber spans, and the deck is a combined road/rail configuration.

This bridge, built by Queensland Rail as part of the Kilkivan Branch Rail Line, is the only known bridge that combines hogback and lattice steel trusses with timber pier approaches. It opened in 1886 and was added to the Queensland Heritage Register in 1992.

Works completed on the bridge included:

- the replacement of headstocks (original construction provided for a single headstock placed directly on top of the line of piles) on pier groups in excess of five metres in height
- sandblast and repaint the steel trusses and pier columns
- rehabilitate the timber components on three spans
- replace/repair the steel balustrade rail.

Safety, environmental, historical, and quality management aspects were considered with detailed planning and assessments to ensure infrastructure solutions resolved unique challenges.

Traveston Commercial Roadside Facility and Driver Rest Area

In September 2018, the department signed an agreement with a proponent led by the original founder of Matilda Fuel Supplies, Peter O'Keefe, to develop a Commercial Roadside Facility and Driver Rest Area at the Traveston Road Interchange (Bruce Highway) at Traveston. The agreement was the result of a competitive tender process to engage the private sector to design and develop a 24-hour roadside facility complete with fuel, food outlets, potential for future electric vehicle charging infrastructure, public amenities, and light and heavy vehicle driver rest amenities.

The facility will help address driver fatigue management and aim to improve road safety outcomes by providing drivers with access to goods and services to meet their needs – encouraging them to stop and get effective rest. The development is on state owned land provided on a long-term lease. Construction commenced in early-2020 with completion of works and an opening scheduled for late-2020.

Our Regions

Darling Downs

Fast Facts

4533^{KM}

 State-controlled
road**

687^{KM}

 National Land
Transport Network**

327,922

 Vehicle and machinery
registrations

7

 Boating
infrastructures

34

 Community safety
events held

8771

 Vehicle and machinery
inspections completed

225

Bridges*

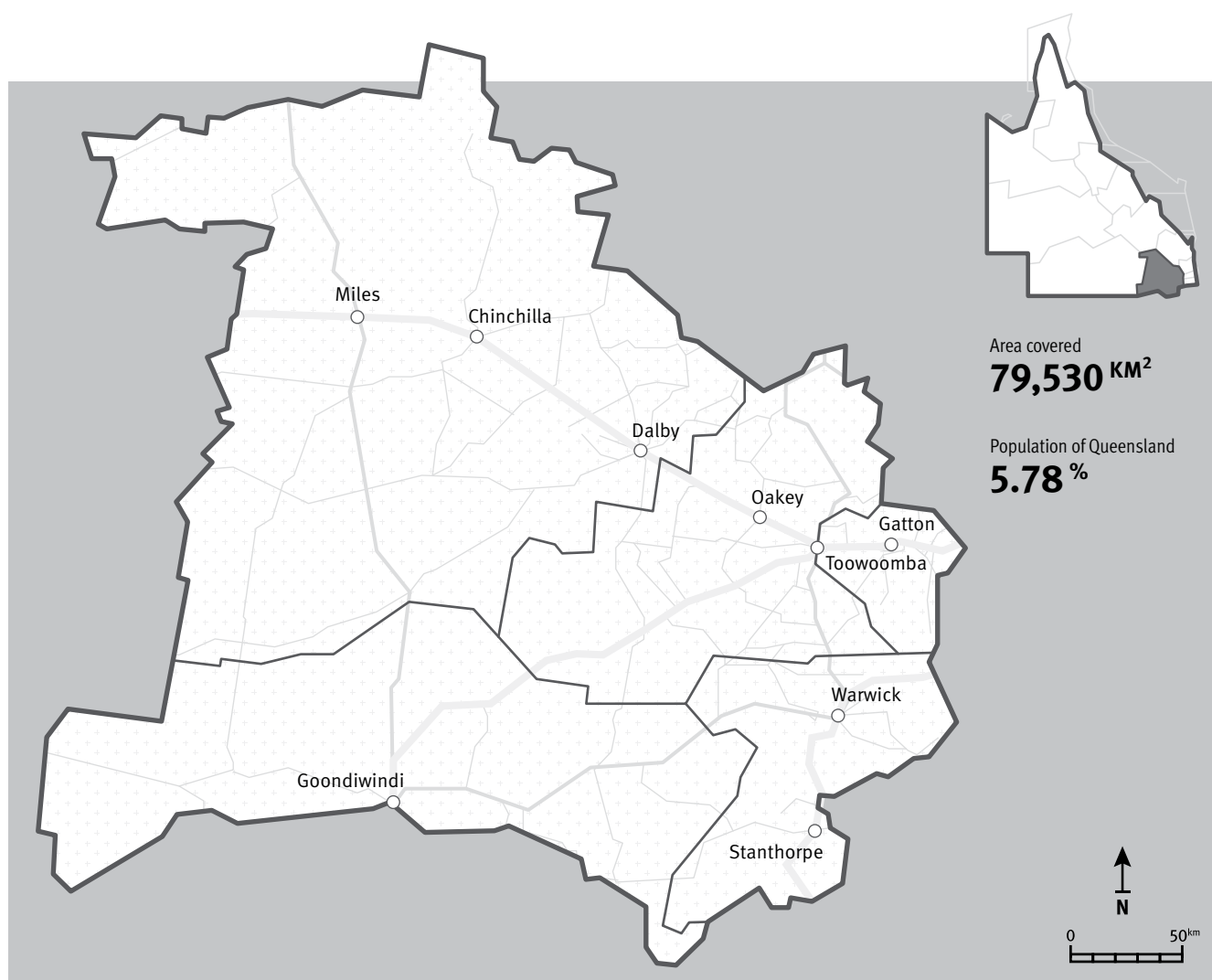
7040

 Drivers licence tests
conducted

242,360

 Customer face-to-face
interaction

114

 Priority enabled
intersections


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

 Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Commenced upgrading the Chinchilla Rail Crossing on the Warrego Highway between Dalby and Miles, jointly funded by the Australian and Queensland governments.
- Identified the preferred solution for the Accommodation Creek Crossing project located on the New England Highway (Warwick–Wallangarra), south of Stanthorpe.
- Commenced upgrading the Emu Creek Bridge on New England Highway, jointly funded by the Australian and Queensland governments (Yarraman–Toowoomba).
- Commenced upgrading package 4 of the Warrego Highway (Oakey–Miles) safety upgrades, which included intersection upgrade and road widening in Chinchilla, as part of the Warrego Highway Upgrade Program, jointly funded by the Australian and Queensland governments.

Toowoomba Bypass delivered

The Toowoomba Bypass is an alternative crossing over the Toowoomba Range for all vehicle types, particularly heavy vehicles, to improve freight efficiency and driver safety. The 41 kilometre bypass, previously known as the Toowoomba Second Range Crossing, takes approximately 5500 vehicles daily, diverting traffic around the city centre to the north of Toowoomba.

The bypass, which was officially opened on 8 September 2019, has relieved pressure on Toowoomba's roads and enhanced liveability for residents of the city and Withcott in the Lockyer Valley.

The Toowoomba Bypass offers truck operators more options to configure their freight movements providing increased freight efficiencies and significant cost savings along this key regional freight route. Motorists using the Warrego Highway from west of Toowoomba can avoid up to 18 sets of traffic signals and claim time savings of up to 30 minutes by using the bypass instead of travelling through the centre of Toowoomba.

The Toowoomba Bypass is a toll road, with the tolls funding the ongoing operation and maintenance costs of the road.

This project was delivered under a Public Private Partnership arrangement at a cost of \$1.6 billion. This included an Australian Government contribution of \$1.137 billion, with the balance funded by the Queensland Government.

Delivery of the New England Highway and North Street intersection improvements

Toowoomba drivers are experiencing less congestion on their daily commute with the completion of the New England Highway (Ruthven Street) and North Street intersection in north Toowoomba.

The intersection is a major north-south/east-west thoroughfare and connects surrounding suburbs in Toowoomba. Significant growth experienced in the surrounding suburbs has contributed to congestion at the busy intersection.

The project involved widening the road to allow for a dedicated left-turn lane and right-turn lane on the western side of North Street, and a dedicated right-turn lane added to the eastern side of North Street.

The additional turning lanes have increased the capacity of the intersection by allowing more vehicles to pass through, resulting in less congestion.

The project involved installing designated lanes for cyclists, as part of the Queensland Government's commitment to increasing active transport options across the state.

The project was delivered under the State Road Network Upgrades program and was completed in May 2020.

Continued delivery of the Warrego Highway upgrade program

The continued rollout of the \$635 million Warrego Highway upgrade program of 20 projects is improving safety and freight efficiency on the Warrego Highway from Toowoomba to west of Miles.

An additional five projects were added to the original 15 projects identified, thanks to savings achieved during the delivery of the original projects.

Projects completed in 2019–20 included:

- Oakey to Miles Safety Upgrade – Stage 2
- Dalby to Miles Pavement Widening and Safety Upgrade
- Drillham to Palardo Upgrade

Benefits for motorists include:

- overtaking lanes
- pavement widening
- additional pullover areas
- intersection upgrades
- town entry treatments
- wide centre line treatments.

Construction continues for the Toowoomba East and West Creek culvert upgrades. The program, funded by the Australian and Queensland governments under an 80:20 split arrangement, is expected to be completed following the delivery of the Toowoomba flood improvement projects at East and West Creeks on James Street, in late-October 2020.

Lawes decoupling site

RoadTek road crews constructed two decoupling pads on the Warrego Highway near Gatton completing it prior to the opening of the Toowoomba Bypass.

The project site location was in a Fire Ant Biosecurity Zone 2 which contributed to restrictions on where the spoil materials from the site could deposited. To avoid taking the spoil outside the fire ant zone and risk contaminating the surrounding area all excavated material from the site was transported to nearby properties.

The project was scheduled for completion to align with the opening of the Toowoomba Bypass to enable the heavy vehicle operators to unhitch additional trailers before their onward journey to Brisbane.

The project also included the demolition of existing and installation of new bus stop facilities utilised by the Gatton University precinct and variations with signage, drainage, lighting, Intelligent Transport Systems, and line marking.

Two civil construction trainees were utilised on the project allowing them to complete significant modules for their Certificate in Civil Construction and Maintenance.

Our Regions

South West

Fast Facts

3948^{KM}

 State-controlled
road**

418^{KM}

 National Land
Transport Network**

41,027

 Vehicle and machinery
registrations

9

 Boating
infrastructures

1623

 Vehicle and machinery
inspections completed

84

Bridges*

529

 Drivers licence tests
conducted

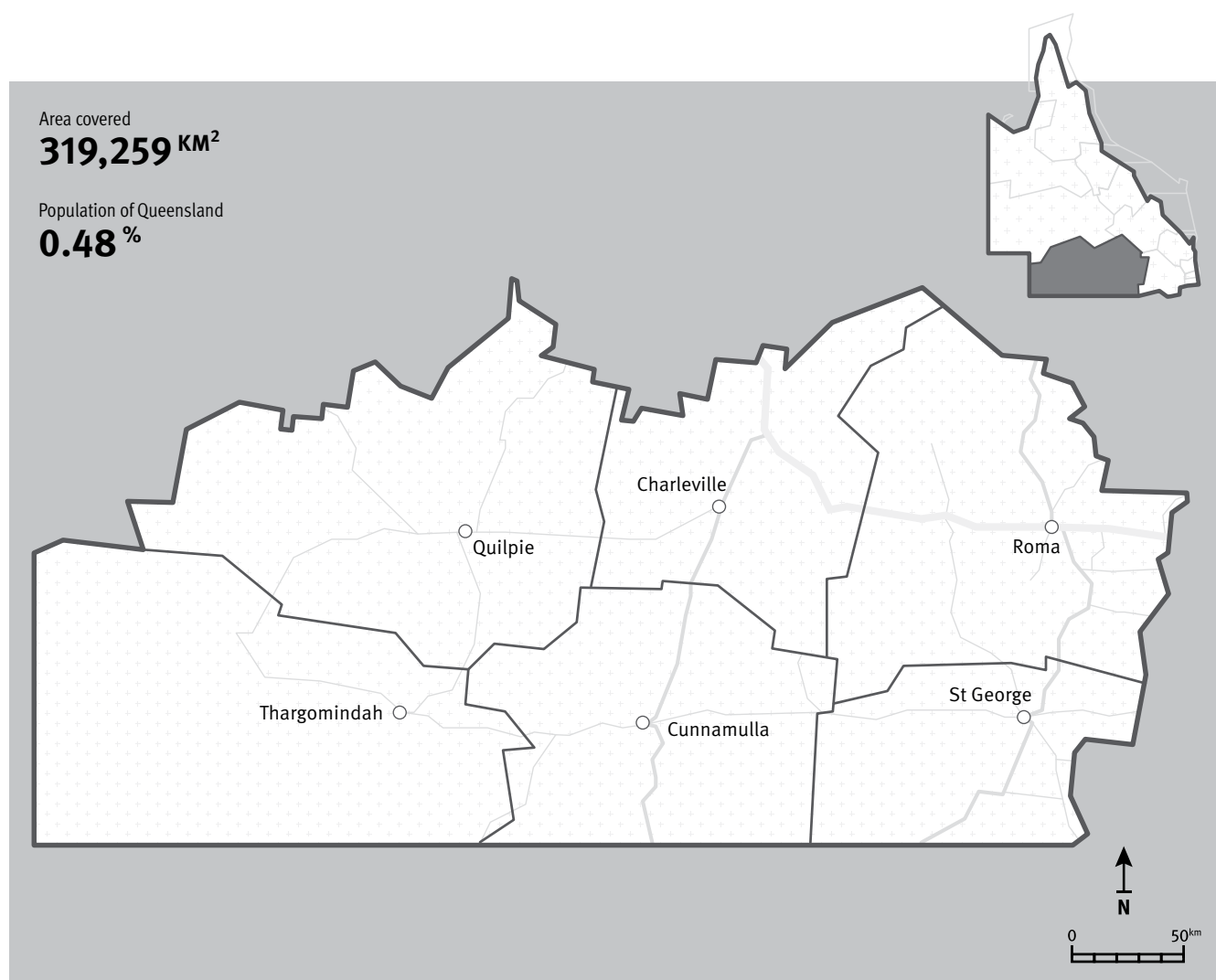
22,751

 Customer face-to-face
interaction

Area covered

319,259^{KM²}

Population of Queensland

0.48 %


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

 Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Completed construction of a new bridge and approaches over the Moonie River on Noondoo–Thallon Road at Thallon.
- Completed pavement widening, including four culvert extensions, on the Carnarvon Highway between St George and Surat, jointly funded by the Australian and Queensland governments.
- Completed pavement widening, including five culvert extensions, on the Carnarvon Highway between Injune and Rolleston, jointly funded by the Australian and Queensland governments.
- Completed pavement rehabilitation and stabilisation on the Warrego Highway between Miles and Roma.
- Continued pavement rehabilitation and stabilisation on the Landsborough Highway between Morven and Augathella.

Noondoo–Thallon Road upgrade program

The third and final stage to improve the Noondoo–Thallon Road in Dirranbandi and Thallon, following the closure of the Thallon–Dirranbandi rail line in 2010, involves the construction of a two-lane bridge on a new alignment over the Moonie River. Construction of the new bridge and realignment works started in late-October 2019 and was completed in late-June 2020.

Carnarvon Highway upgrade completed

Jointly funded by the Australian and Queensland governments, works were completed in late-2018 on the Carnarvon Highway Upgrade Program which involved widening various sections of the highway between St George and Surat, and Injune and Rolleston.

Additional funding from both governments was received in the 2019–20 financial year to expand the program and widen additional sections of the Carnarvon Highway.

Works to strengthen and widen the highway between St George and Surat, between the Grey Street and Moonie Highway intersections north of St George, commenced in June 2019 and were completed in November 2019.

Works to widen a 3.45 kilometre section of the highway between Injune and Rolleston, between the Wanganui Lane and Gleneam West Road intersections north of Injune, commenced in January 2020 and were completed in May 2020. To allow the widening works to be completed, four culverts were extended along the highway.

2019–20 reseal program

The reseal program preserves road surfaces and improves road safety and connectivity between regional towns.

239 kilometres of national highway and state controlled roads were resealed as part of the South West Reseal Program in 2019–20, including sections of the:

- Warrego Highway
- Mitchell Highway
- Balonne Highway
- Cooper Developmental Road
- Carnarvon Highway
- Wallumbilla South Road
- The Border–Carnarvon Highway Connection Road
- Roma Southern Road
- Jackson–Wandoan Road
- Roma–Taroom Road
- Mitchell–Forest Vale Road.

Carnarvon Highway (Surat–Roma) rehabilitation

In March 2020, works commenced to rehabilitate and stabilise a two kilometre section of the Carnarvon Highway between Surat and Roma, approximately 10 kilometres south of Roma.

Road rehabilitation is performed to provide a smoother ride and improve the structural adequacy of the road pavement.

This section of the highway was undulating, and it was identified that the underlying structural layers were in poor condition and needed to be addressed to maintain road user safety and improve overall road condition.

Works were completed in late-June 2020 and included sub-base stabilisation, gravel overlay, and bitumen sealing.

Our Regions

North Coast

Fast Facts

1369^{KM}

 State-controlled
road**

129^{KM}

 National Land
Transport Network**

942,838

 Vehicle and machinery
registrations

60

 Boating
infrastructures

20

 Community safety
events held

6473

 Vehicle and machinery
inspections completed

403

Bridges*

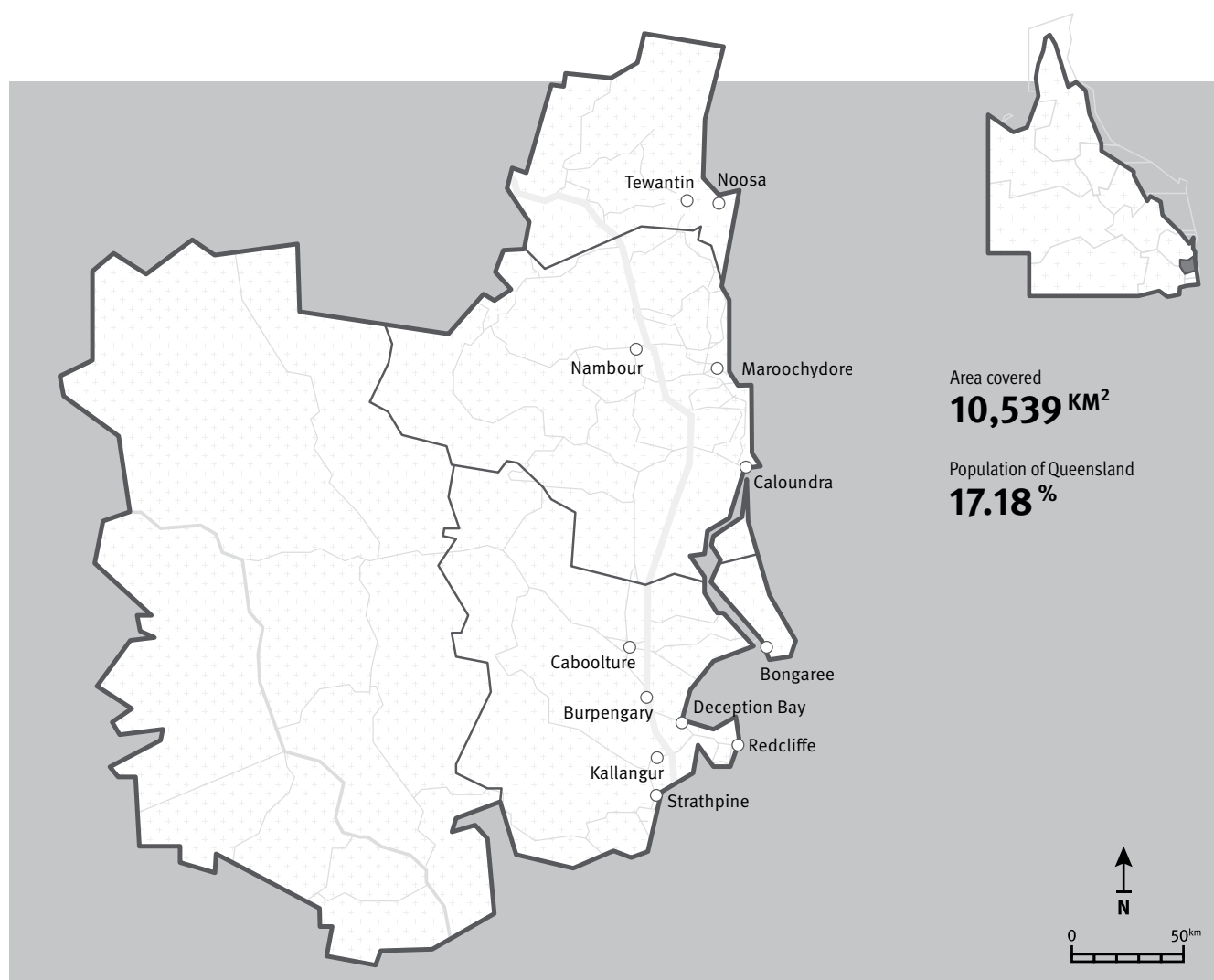
18,987

 Drivers licence tests
conducted

440,530

 Customer face-to-face
interaction

451

 Priority enabled
intersections


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

 Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Continued widening of the Bruce Highway, from four to six lanes, between Caloundra Road and the Sunshine Motorway, and upgrading interchanges at Caloundra Road and Sunshine Motorway, jointly funded by the Australian and Queensland governments.
- Commenced construction of the Maroochy Road and Mons Road Interchange upgrade, jointly funded by the Australian and Queensland governments.
- Completed detailed design of the Deception Bay Road Interchange upgrade on the Bruce Highway, jointly funded by the Australian and Queensland governments.
- Continued intersection improvements as part of the *Caboolture Connection Road Route Safety Strategy* accelerated works.
- Completed installing barriers on various sections of the Bruce Highway between Brisbane and Gympie, jointly funded by the Australian and Queensland governments.

Bruce Highway Upgrade – Caloundra Road to Sunshine Motorway

The Bruce Highway is being upgraded to six lanes between Caloundra Road and the Sunshine Motorway. It includes major upgrades to both interchanges and the delivery of a two-way service road for local traffic on the western side of the highway between Steve Irwin Way and Tanawha Tourist Drive.

The Caloundra Road interchange is currently being transformed into Australia's first Diverging Diamond Interchange (DDI) which moves right-turning motorists to the traffic coming the opposite way.

Incorporating the DDI at Caloundra Road significantly reduced the interchange footprint on the nearby Mooloolah River National Park from 35 hectares to about six hectares. The DDI will continue to evolve as new sections are completed and opened to traffic. It is expected the DDI will be fully operational towards the end of 2020, weather permitting.

In May 2020, piling work started on a new bridge over the Sunshine Motorway near Sippy Downs. This bridge will form a key link to more than nine kilometres of new dedicated lanes and pathways that are currently under construction for bike riders and pedestrians.

Bruce Highway Upgrade – Maroochy Road and Mons Road Interchanges

This interchange project involves building a new four-lane eastbound bridge over the Bruce Highway from Nambour Connection Road to Maroochy Road. The existing Maroochy Road and Nambour Connection Road roundabout will be converted to a fully controlled, signalised interchange.

Works include:

- Maroochy Road interchange ramps extended and widened
- interchanges connected via two new service roads on the eastern and western sides of the Bruce Highway
- the north-facing ramps at the Mons Road interchange removed and the Mons Road southbound on-ramp upgraded
- Mons Road widened underneath the highway
- Mons Road northbound off-ramp relocated to a new roundabout at the intersection of Chevallum Road and Rainforest Road.

Project benefits include:

- separation of local and highway traffic to improve travel times, safety, and efficiency
- improved flood immunity at Eudlo Creek
- greater transport network capacity and reliability
- improved active transport connections for bike riders and pedestrians through the Maroochy Road interchange connecting to Sandalwood Lane and Mons Road.

Early service works were completed in April 2020 with major construction commencing in June 2020.

Brisbane Valley Rail Trail

The department is continuing to build on its commitment to develop the Brisbane Valley Rail Trail into a world-class tourism asset. In 2019–20, accessibility has been improved by resurfacing works, removing gates, and installing a further 21 bicycle type cattle grids along the trail to enhance the user experience.

As part of the commitment to deliver a sustainable transport network for its customers, and as part of the Queensland Government's Cycle Network Local Government Grants program, the department contributed funding to Ipswich City Council to construct the Brassall Bikeway Stage 7, a concrete, shared pathway, along a section of the Brisbane Valley Rail Trail between Diamantina Boulevard, Brassall and Bayley Road, Pine Mountain. The shared pathway opened to the public in April 2020.

A five year Strategic Plan is being finalised to guide future development and management of the trail. A draft of the Strategic Plan was released for key stakeholder feedback in early-2020.

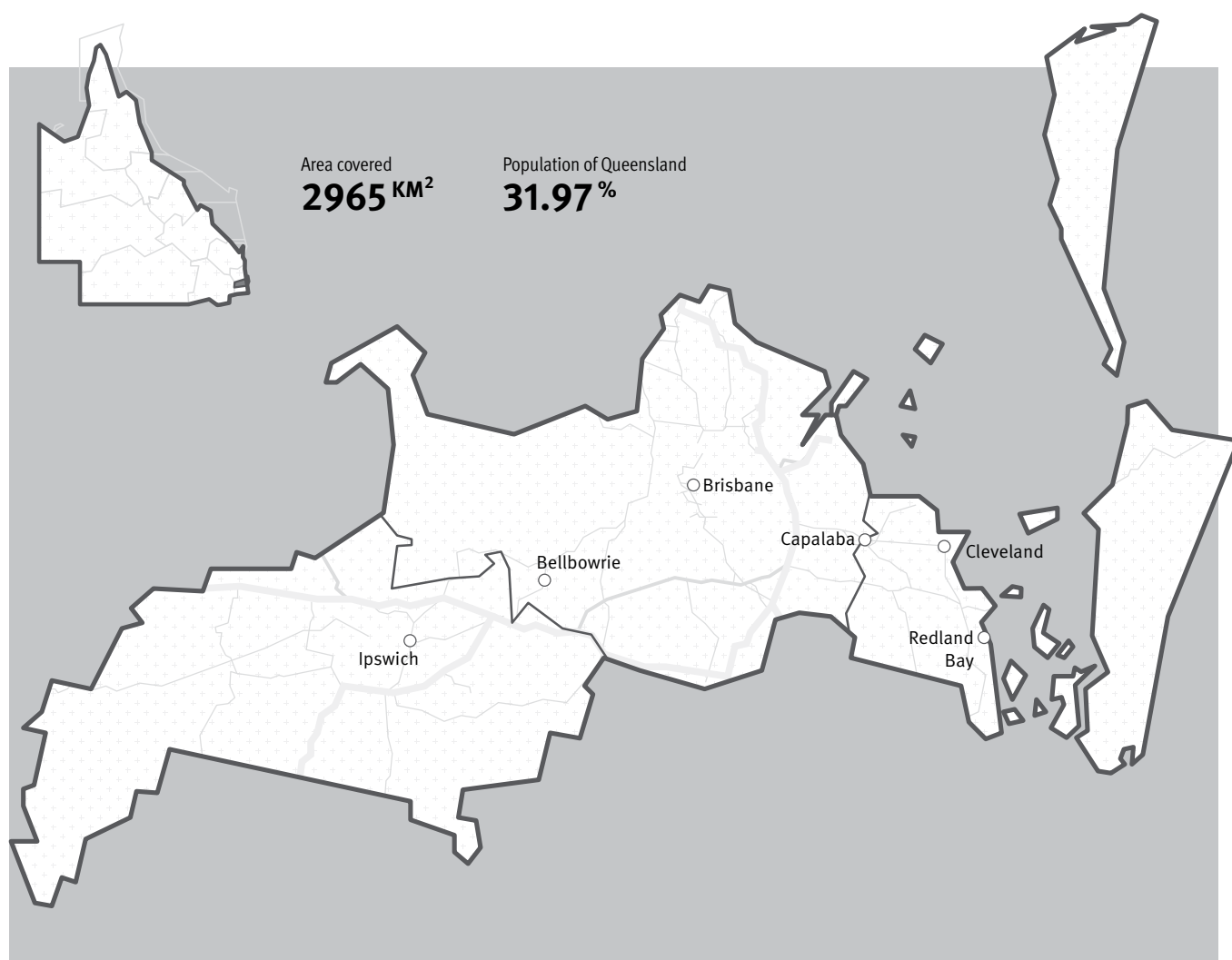
Our Regions

Metropolitan

Fast Facts

527 KMState-controlled
road****89 KM**National Land
Transport Network****1,559,715**Vehicle and machinery
registrations**50**Boating
infrastructures**29**Community safety
events held**17,885**Vehicle and machinery
inspections completed**454**

Bridges*

35,417Drivers licence tests
conducted**926,248**Customer face-to-face
interaction**502**Priority enabled
intersections

Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Continued delivering the Ipswich Motorway (Rocklea–Darra) (Stage 1) project, to upgrade the motorway from four to six lanes from just east of the Oxley Road roundabout to the Granard Road interchange at Rocklea, jointly funded by the Australian and Queensland governments.
- Progressed construction of the Sumners Road interchange over the Centenary Motorway.
- Completed construction of the Veloway1 (V1) Cycleway (Stage E) project between Birdwood Road in Holland Park West and Gaza Road at Tarragindi.
- Completed construction of the Eight Mile Plains bus station park 'n' ride expansion.
- Completed construction of the North Brisbane Bikeway (Stage 2 and 3) between Windsor and Woolloowin, linking Brisbane's CBD to the northern suburbs.
- Early works commenced on the Cleveland-Redland Bay Road and Anita Street intersection

Ipswich Motorway Upgrade – Rocklea to Darra

The three kilometre upgrade is located within a heavy industrial precinct and will greatly improve flood immunity and connectivity across the Oxley Creek floodplain. Complex traffic staging has been necessary to keep 85,000 vehicles, 11,000 of which are heavy vehicles, moving through the site each day while maintaining a four-lane capacity and an 80 kilometres per hour speed limit.

With over 1.1 million hours already completed, it is already improving safety by rationalising interchanges, and lengthening entry and exit ramps for easier merging. Over 97 per cent of the businesses providing goods and services for the project are located within South East Queensland.

Ultimately, road users will benefit with reduced congestion, improved safety, connectivity, and better active transport infrastructure. In July 2018, it was announced that the project would include the Boundary Road Connection, a 1.5 kilometre missing link on Boundary Road across the Oxley Creek floodplain and will be delivered within the committed funding.

North Brisbane Bikeway

The North Brisbane Bikeway connects Brisbane's CBD to Windsor and Woolloowin, and uniquely includes priority pedestrian and cycle crossings at several local road intersections along the bike path.

Stages 2 and 3 started construction in mid-2019 and formed part of the Queensland Government's four year investment of more

than \$240 million into infrastructure for cyclists and supports the *Queensland Cycling Strategy 2017–27* vision of 'more cycling, more often' across Queensland.

Stages 2 and 3 opened in March 2020, providing a 1.7 kilometre separated bike path from Somerset Street in Windsor to Rigby Street in Woolloowin.

The final stage along Dickson Street from Rigby Street to Price Street in Woolloowin, is scheduled to start construction in late-2020.

This project is being delivered in partnership with Brisbane City Council.

New Albion station transit-oriented development underway

The department is facilitating a transit-oriented development at Albion Train Station using under-utilised and surplus state owned land. Albion TOD Pty Ltd were selected as the developer following an open market procurement process and they lodged their first two development applications for the project in 2018. The Stage 1 development approval was granted by Brisbane City Council in January 2020.

The developer is now commencing staged detailed design to deliver \$28.7 million of transport infrastructure improvements including *Disability Discrimination Act 1992* (Cth) compliant works to improve access to the station. Other works will include consolidated commuter park 'n' ride facilities, pedestrian, and cyclist connectivity.

South Brisbane Transport and Mobility Study

This study was a multi-model, strategic assessment that explored opportunities to enhance movement into, around, and through the area by private vehicle, public transport, and active transport. Study considerations included:

- key connections via the river
- road and rail network
- access to education hubs
- cultural precincts
- essential services such as hospitals.

The department engaged with the community across the study area and identified several important priorities including:

- safety
- connectivity of the network
- convenient journeys
- choice of transport
- accessibility and mobility for all
- affordability of travel
- connecting community liveability.

The South Brisbane Transport and Mobility Study was completed in November 2019 and the report is available on the department's website.

Springfield Central park 'n' ride

The Springfield Central park 'n' ride project will increase the total capacity at Springfield Central station's parking precinct to approximately 1100 car parks. The multi-storey car park will also feature 24-hour access, elevators, and CCTV.

Additional accessible parking spaces will be provided closer to the train station in the existing car park adjacent to Southern Cross Circuit.

Community consultation on the design occurred in July 2019, and the design was finalised in early-2020. A major milestone was reached in May 2020, with the release of the construction tender.

Summers Road interchange upgrade

Commencing in July 2019, the construction of the Summers Road interchange upgrade includes new:

- signalised intersections to replace the existing roundabouts
- two-lane eastbound bridge
- four-lane westbound bridge
- grade-separated cycle track.

The new eastbound bridge over the Centenary Motorway was completed in late-May 2020 and the old bridge demolished. All traffic will remain on the new two-lane bridge until mid-2021, when construction of the new four-lane westbound bridge is expected to be completed. Traffic will then flow in its final six-lane configuration of two-lanes eastbound and four-lanes westbound.

The old roundabouts have been reconfigured and will become signalised intersections in mid-2021.

The project benefits include:

- improved traffic flow
- reduced congestion
- provisions for bike riders with on-road cycle lanes and shared pedestrian paths.

The project is scheduled to be completed in late 2021, subject to construction and weather conditions.

Demand Responsive Transport pilot in Logan

As the transport environment continues to evolve, the department is adapting with new service delivery options such as Demand Responsive Transport.

A trial of this on-demand public transport mode in Logan has highlighted the effectiveness of providing greater public transport

coverage and access to nearby destinations in low density areas, which can be challenging to service with traditional bus options.

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

Patronage on the trial has grown steadily with over 100,000 passenger trips taken since its inception. Feedback indicates that customer satisfaction is high.

The trial has been extended to 30 June 2021 to provide the necessary time for the department to complete investigations and potentially deliver an integrated technology option. This includes exploring opportunities for customer registration, journey planning, booking, payment, and trip management to be delivered through a single dedicated technology platform.

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



For more information, visit:

www.translink.com.au/travel-with-us/drt

Victoria Point Central bus station

The new \$9.8 million Victoria Point Central bus station, opened in December 2019, provides enhanced safety and efficiency for passengers while improving travel times and service reliability. The improved facilities also provide capacity to meet the growing population and demand for bus services.

The new bus station on Cleveland-Redland Bay Road near Victoria Point Shopping Centre includes:

- two new high-quality sheltered platforms with capacity for six buses
- improved customer comfort and safety through improved lighting and security cameras
- new bicycle storage
- bus driver facilities to support improved network operations.

Relocation of the station provides centralised access to local facilities and improve travel for the broader community, supporting local economic and community development for Victoria Point.



For more information, visit:

www.translink.com.au/about-translink/projects-and-initiatives

Veloway 1 Stage E

The Veloway 1 is a dedicated 17 kilometre cycleway connecting cyclists between Lower River Terrace, South Brisbane, and Eight Mile Plains adjacent to the Pacific Motorway.

Upgrades to the Veloway 1 are being made in stages to remove multiple road crossings and improve safety where on-road crossings exist. Stage E, completed in June 2020 is a 1.64 kilometre path for cyclists between Birdwood Road, Holland Park West, and Gaza Road, in Tarragindi.

Safety for cyclists will be improved by providing grade separation from motorists with bridges over Marshall Road, Sterculia Avenue, and Bapaume Road near Gaza Road. Stage E also included new connections on Bapaume Road, opposite Peronne Road, as well as the Gaza Road and Birdwood Road connections. The project also upgraded the shared path on Birdwood Road to three metres wide, improving the connection from the new Veloway 1 Stage E to the already completed Stage C.

Our Regions

South Coast

Fast Facts

1049^{KM}

 State-controlled
road**

130^{KM}

 National Land
Transport Network**

1,009,421

 Vehicle and machinery
registrations

7

 Boating
infrastructures

8

 Community safety
events held

9501

 Vehicle and machinery
inspections completed

335

Bridges*

32,197

 Drivers licence tests
conducted

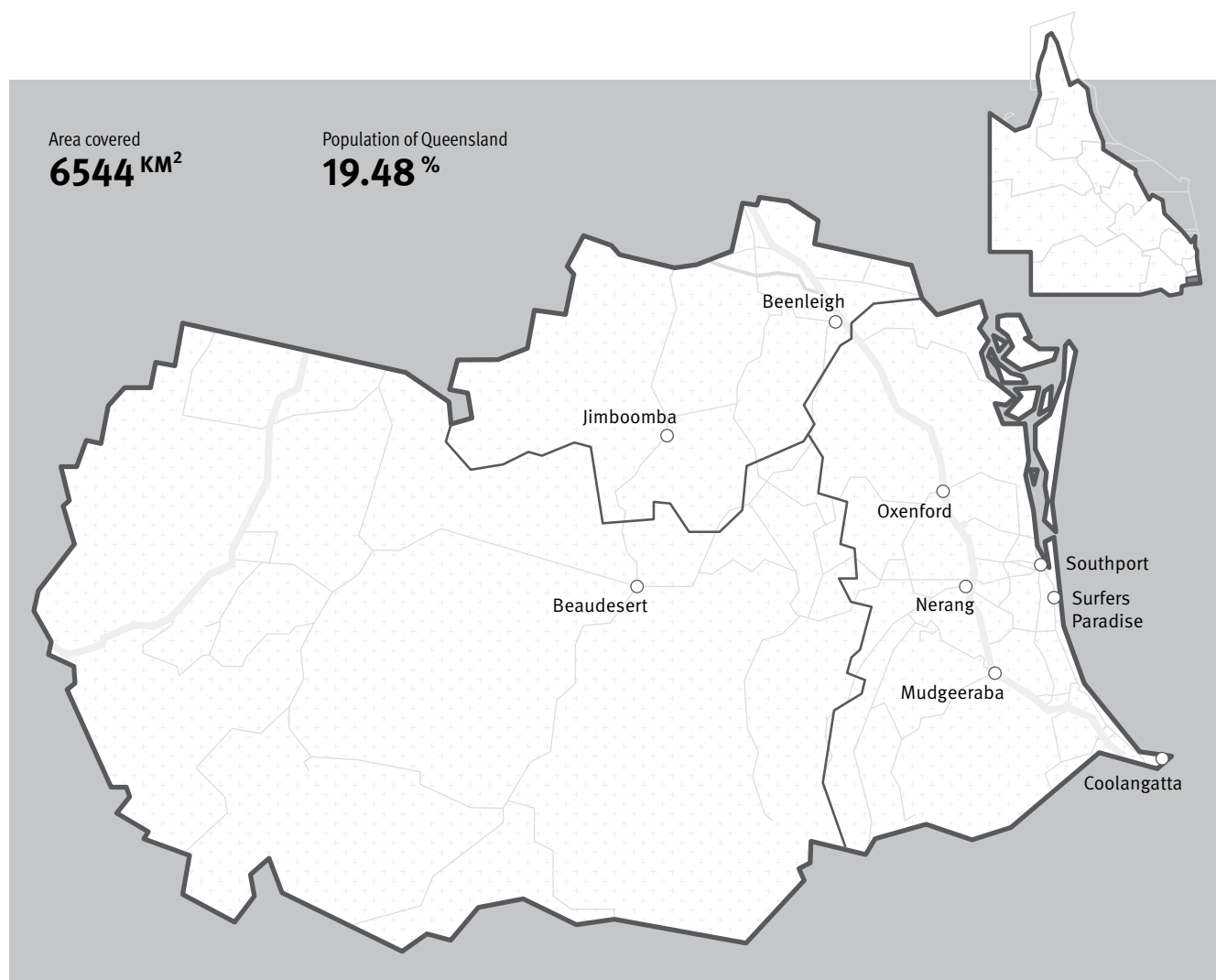
670,005

 Customer face-to-face
interaction

628

 Priority enabled
intersections

 Area covered
6544^{KM²}

 Population of Queensland
19.48 %


Data source: *Bridge Information System (BIS), 30 June 2020

Data source: **A Road Management Information System (ARMIS), 30 June 2020

 Data source: Queensland Government Statistician's Office (Queensland Treasury),
Queensland Regional Profiles. www.qgso.qld.gov.au, April 2020

Highlights

- Completed construction of additional southbound lanes on the merge between the Gateway Motorway and the Pacific Motorway at Eight Mile Plains and Rochedale, jointly funded by the Australian and Queensland governments.
- Completed widening of the Pacific Motorway, from four to six lanes, between Mudgeeraba and Varsity Lakes, jointly funded by the Australian and Queensland governments.
- Commenced widening, from four to six lanes, of the Pacific Motorway between Varsity Lakes and Tugun, jointly funded by the Australian and Queensland governments.
- Commenced extending the four-lane duplication of Mount Lindesay Highway between Rosia Road and Stoney Camp Road interchange at Greenbank.
- Commenced construction of a four-lane upgrade of Mount Lindesay Highway, between Camp Cable Road and intersection of Johanna Street and Tamborine Street at Jimboomba.

Safety Improvements for Mount Lindesay Highway

Two safety improvement projects on the Mount Lindesay Highway at north and south Maclean have been completed. Both sections of highway had been identified as high-risk through fatality and crash statistics.

The key safety improvements of these projects included:

- new signalised intersections at Stockleigh Road and Greenbank Road
- removal of direct access to the highway
- extension of side roads and service roads to join the new intersections
- installation of right-hand turning lanes
- installation of guardrails
- a reduction in highway speed limits.

These priority safety improvement projects were delivered ahead of schedule and form part of the strategic 10 year Mount Lindesay Highway Program to improve highway safety and capacity.

Building a Better M1 – South upgrades

This project will increase capacity and improve safety and traffic flow at the southern end of the M1. The section between Mudgeeraba (Exit 79) and Varsity Lakes (Exit 85) was completed in June 2020.

This upgrade included:

- widening the M1 from four to six lanes between Mudgeeraba and Varsity Lakes
- adding an additional northbound lane between Robina and The Link Way
- building two bridges over Mudgeeraba Creek northbound to better withstand flood events
- building a new four-lane bridge at Stapley Drive.

Further south, between Varsity Lakes and Tugun, construction commenced on the first package of works, between Varsity Lakes and Burleigh, in May 2020.

This upgrade will:

- widen 10 kilometres of the M1 between Varsity Lakes (Exit 85) and Tugun (Exit 95) to a minimum of three-lanes in each direction
- extend all entry and exit ramps
- significantly upgrade the Burleigh (Exit 87), Tallebudgera (Exit 89) and Palm Beach (Exit 92) interchanges
- widen the Tallebudgera and Currumbin Creek bridges
- build a new western service road and bike path between Tallebudgera and Palm Beach.

Smart motorway technologies will be incorporated in both projects.

Building a better M1 – North upgrades

This rolling three stage delivery program is addressing congestion on the northern M1 corridor.

Stage 1, M1/M3 Gateway Merge was completed in May 2020 and included:

- widening up to five southbound lanes between Eight Mile Plains and Rochedale South (Exit 19)
- replacing the Underwood Road bridge to a new four-lane overpass
- relocating the existing bus entry to the M1 at the Eight Mile Plains bus station to nearer the Rochedale Road exit.

Stage 2, Eight Mile Plains to Daisy Hill, commenced construction in April 2020. This eight kilometre upgrade between the Gateway Motorway and Loganlea Road will:

- widen the northbound carriageway up to five lanes between the Gateway Motorway and just north of Watland Street
- widen the southbound carriageway up to four-lanes between Rochedale and Logan Roads
- extend the South East Busway from Eight Mile Plains to Springwood, including a new bus station and park 'n' ride at Rochedale
- complete the missing V1 cycleway link on the western side of the M1 from the Gateway Motorway to Paradise Road.

Planning has started for Stage 3, Daisy Hill to Logan Motorway and this upgrade will:

- investigate widening of the M1
- consolidate the on and off ramps
- provide improvements to the transport corridor between Springwood and Loganholme.

Gold Coast Light Rail

Light rail has been hugely successful and transformative for the Gold Coast. G:link light rail services have had a very high take-up with more than 50 million paid passenger trips since 2014, demonstrating the popularity of the mode with the local community and visitors to the Gold Coast.

In 2019–20 the \$709 million Gold Coast Light Rail Stage 3 project, which extends the current system from Broadbeach to Burleigh received funding commitments from both the Australian Government (\$269 million) and the City of Gold Coast (\$91.5 million), with the balance of the funding committed by the Queensland Government.

A tender process led by GoldlinQ also commenced to engage a contractor to design and construct Stage 3. It is expected that the successful construction contractor will be appointed in late-2020 with major works beginning in 2021.

Further early and enabling works have also been undertaken by the department along the corridor during the year to support the tender process and ultimate delivery of the project, including taking and testing of soil samples, identification and inspection of underground services, and preparation of sites along the corridor for the construction phase.

Senior's road trip to road safety

Senior drivers make up a large portion of the driving population and the department's focus is to equip them with knowledge to help them continue to drive safely.

Older drivers refreshed their knowledge of road rules and road safety in a series of events held across the Ipswich region between February and May 2020.

The event, tailored for drivers aged 60 years and older, was hosted by the Queensland Police Service and supported by the department's safety team.

Participants engaged in education on safe driving behaviours, licensing laws for seniors, relevant concessions, and safe driving tips. Other topics included mobility scooters and motorised wheelchairs, voluntarily surrendering a driver's licence, and the fatal five.

Coomera Connector

The department is undertaking planning of a new road corridor between Loganholme and Nerang known as the Coomera Connector. Designed to alleviate congestion on the M1 between Brisbane and the Gold Coast, the project achieved a major milestone this year with community consultation rolled out in November and December 2019.

The consultation program included a series of 10 traditional face-to-face engagements along the 45 kilometre project corridor plus online engagement activities.

There was significant interest from the community with 3200 visits to the website, more than 2000 people visiting the community drop-in sessions to talk to the project team, and 700 pieces of feedback received.

A telephone survey of 1000 residents and businesses revealed four out of five people in the project corridor area support the introduction of the Coomera Connector.

The Preliminary Evaluation was completed in March 2020. Jointly funded by the Australian and Queensland governments, the department is currently developing a Detailed Business Case for Stage 1 between Coomera and Nerang, which is expected to be completed by mid-2021.

Reconnecting communities affected by bushfires

Between early September 2019 and late January 2020, catastrophic fire conditions in South East Queensland saw bushfires ignite in three locations – Binna Burra and Lamington National Park (see page 96) in the Gold Coast Hinterland, Cunningham Highway at Cunningham's Gap, and Mount Lindesay Highway at Rathdowney.

RoadTek was instrumental in reconnecting those communities directly affected by the bushfires. Teams attended each location and were faced with unique environmental situations to carry out emergent works, including manning 24/7 road closures, clearing debris, removing trees, replacing damaged roadside signage and furniture, and dislodged unsafe roadside boulders by scaling and stabilising embankments.