



State overview

State-controlled transport and road infrastructure

Rail

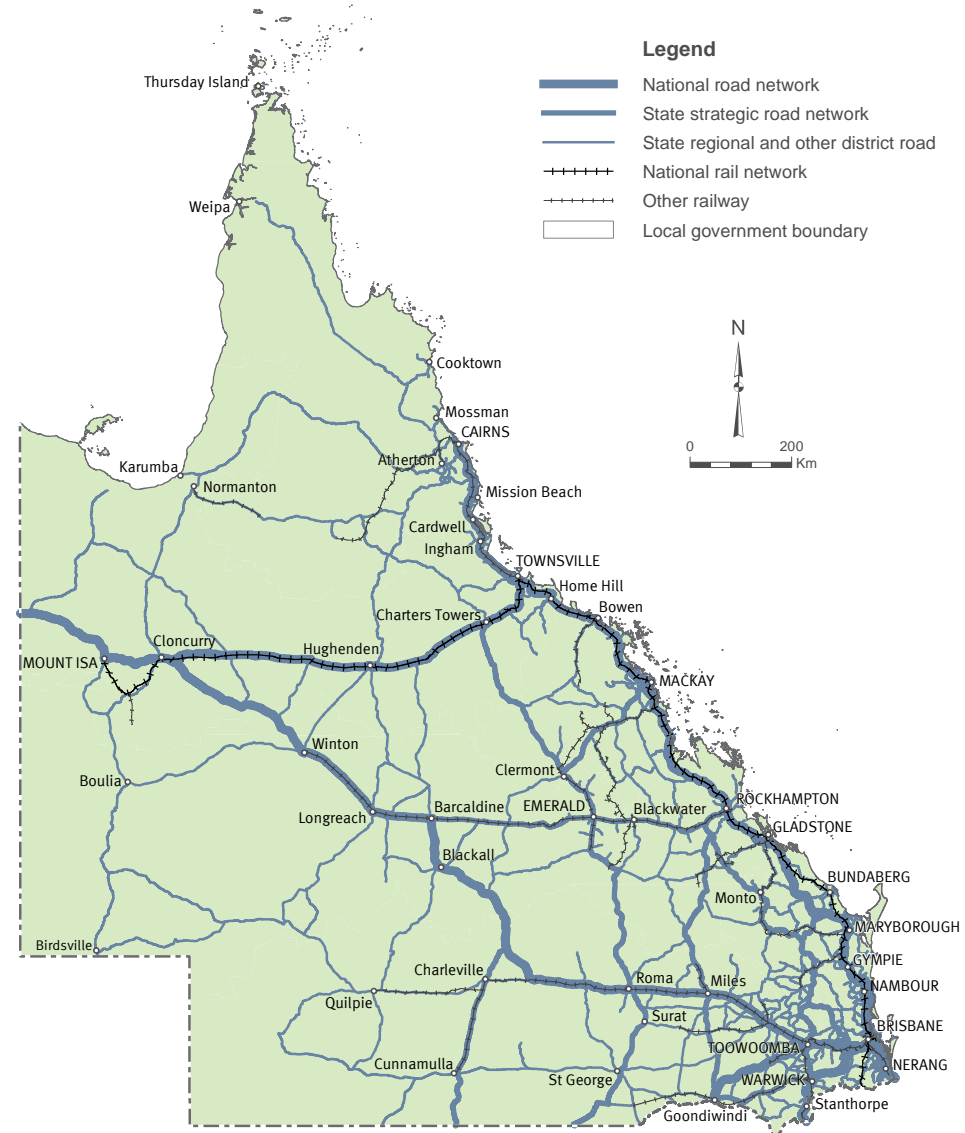
Transport and Main Roads manages rail corridor land in Queensland for both the Queensland Rail and Aurizon networks. It also purchases services from and oversees the operations of Queensland Rail. Through its key businesses, Queensland Rail manages over 7000km of rail network in Queensland, which supports the movement of more than 55 million passenger trips annually.

Queensland Rail is also a rail operator and provides both the urban (Citytrain) and Regional (Traveltrain) passenger services. Privately-owned Aurizon (formerly QR National) operates and manages approximately 2300km of heavy haul rail infrastructure in Queensland. Queensland's rail network is shown in Figure 1.

The department promotes efficient and effective passenger and freight services by investing in the acquisition and maintenance of rail infrastructure. This includes assets, such as tracks, bridges, signalling equipment, stations and rollingstock. Details of rail projects are listed under each region where applicable.

Queensland Rail has been contracted by the department to deliver new rail infrastructure, as well as capital maintenance projects. This engagement, and the associated funding arrangements, is governed by the Transport Service Contract (Rail Infrastructure).

Figure 1: Queensland's transport and road system map



Maritime

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

Cycleways

Cycleways provide a safe and efficient form of transport with direct economic benefits for individuals and for the community as a whole. There are generally paths or facilities separated from motor vehicles in high volume or speed traffic environments. Investment in on-road and off-road cycling infrastructure provides direct connections that link people to work, recreation and services. Responsibility for ongoing asset management lies with either the department or local governments, depending on the asset owner. Details of cycling infrastructure projects are listed under each region where applicable.

Busways

Transport and Main Roads plans, delivers and owns busways in south-east Queensland, which currently extends to about 28km. Busways remove buses from roads, easing traffic congestion and leading to improved services. Details of busway projects are listed under each region where applicable.

Light rail

Transport and Main Roads is constructing the first light rail system (the Gold Coast Rapid Transit Project) on the Gold Coast initially extending for 13km. It will provide fast, frequent and reliable passenger services to move high volumes of people through the Gold Coast. Details of the light rail project are listed under the South Coast Region.

State-controlled roads

Queensland's state-controlled roads are managed and operated by the department. Queensland has the longest state-controlled road network of any Australian state or territory, with 33,336km of roads. Queensland's state-controlled roads consist of roads on the National Land Transport Network (National Network) and Other State-Controlled Roads. The different classes of roads are shown in Figure 1.

The state-controlled network includes the major traffic carrying and linking roads across Queensland – 80% of Queensland's road traffic is carried on state-controlled roads. State-controlled roads carry traffic volumes ranging from less than 50 vehicles per day to more than 140,000 vehicles per day. These roads are used for a wide range of purposes including freight, tourist trips, daily commutes, access to services and recreation. The estimated gross replacement value of Queensland's state-controlled road network is \$58.48 billion (as per the department's financial statements 2011-12) making it the Queensland Government's largest publicly-owned physical infrastructure asset.

National Network roads

Transport and Main Roads owns, manages and operates the National Network in Queensland, including 5015km of roads. The National Network is a single integrated network of land transport linkages of strategic national importance and is based

on national and inter-regional transport corridors including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity. Details of road projects on the National Network can be found under the Statewide section, and are listed under each region in the National Network section.

Other State-controlled roads

As shown in Figure 1, Other State-controlled roads in Queensland include:

- state strategic roads (excluding National Network identified above) – 4083 km
- regional and district roads – 24,238km

Local government-controlled roads

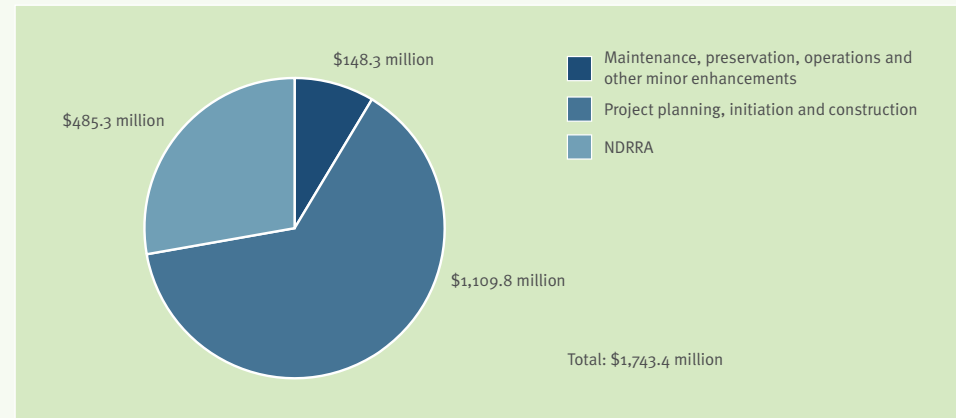
Local government-controlled roads are owned, managed and operated by various local governments across Queensland. Details of projects on local government-controlled roads are listed under each region where applicable.

Program allocation

National Network

Figure 2 depicts the 2013-14 program allocation to the National Network, including construction, maintenance, preservation and operations, and an estimate of road recovery and restoration works as part of the Natural Disaster Relief and Recovery Arrangements (NDRRA).

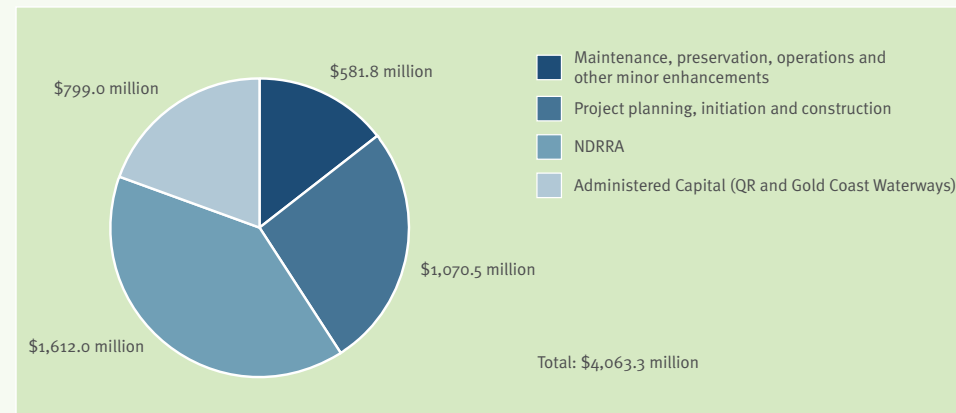
Figure 2: 2013-14 Program Allocation - National Network (\$m)



State Network

Figure 3 depicts the 2013-14 program allocation to the State Network for all transport modes, including an estimate of road recovery and restoration works as part of the Natural Disaster Relief and Recovery Arrangements (NDRRA).

Figure 3: 2013-14 Program Allocation - State Network (\$m)



Local Network

Figure 4 depicts the 2013-14 program allocation to the Local Network, comprising of grants to local governments in accordance with the Black Spot Program (BSP), Transport Infrastructure Development Scheme (TIDS) and other transport grants programs.

Figure 4: 2013-14 Program Allocation - Local Network (\$m)

