

| Local Government | Project number ^(a) | Category ^(a) | Project name/Location | Location description | Indicative total cost | expenditure June 2011 | 2011-12 | 2012-13 | 2013-14 | Beyond | Work description |
|------------------|-------------------------------|-------------------------|-----------------------|----------------------|-----------------------|-----------------------|---------|---------|---------|--------|------------------|
| Subtotal | | | | | \$'000 | \$'000 | | | | | |

Introduction

Background of the QTRIP

The Department of Transport and Main Roads plans, manages and delivers Queensland's integrated and sustainable transport solutions for road, rail, air and sea.

The *Queensland Transport and Roads Investment Program 2012-13 to 2015-16* (QTRIP) details the transport and road projects the department plans to deliver over the next four years.

Benefits and purpose

The QTRIP enables the department to:

- ensure smooth project delivery by enabling workforce planning across all industry sectors
- provide transparency about transport and road projects
- ensure integrated strategies and policies across the public sector and with the private sector
- coordinate infrastructure and services across various transport modes
- integrate transport and land use planning so development has appropriate access and land use supports sustainable transport options
- comply with legislative requirements
- provide stakeholders with information to make more informed business and workforce planning decisions and to influence future transport and road investment decisions
- build on and inform other transport strategies and plans
- demonstrate support provided to local government and Indigenous communities for local road upgrades.

Content

The QTRIP identifies firm funding commitments for the first two years for Queensland Government funded projects, and for the first year for Australian Government funded projects. It identifies indicative funding for the remaining years of the four-year program.

QTRIP's program of works is developed in line with the Australian and Queensland Governments' funding allocations in their annual budgets and with both governments' policy objectives. It excludes commercial works delivered by Queensland Motorways Limited, Queensland Port Authorities and Queensland Rail.

The Planning Cycle

Transport and Main Roads ensures its strategic policy directions contribute to the Queensland Government's priorities: to grow a four pillar economy, lower the cost of living by cutting waste, revitalise front line services, deliver better infrastructure and planning and restore accountability to government. The department uses its transport system management cycle as a broad framework for clear decision making for policy, planning and investment. This cycle is consistent with the Australian Transport Council's National Guidelines for Transport System Management in Australia.

The *Transport Planning and Coordination Act 1994* sets the requirement for the department to develop a Transport Coordination Plan (TCP). The TCP provides a framework for strategic planning and management of transport resources in Queensland. It sets out the long term objectives for the state's transport system, ensuring consistency with the Queensland Government's priorities. As the overarching document that provides direction to other major transport strategies and plans, the current TCP is undergoing review to ensure alignment with the new Queensland Government priorities.

The TCP provides direction through its strategic objectives to a range of transport modal strategies, integrated regional transport plans, infrastructure delivery plans (such as QTRIP), corridor route and link plans. From these strategies, plans and programs, the department makes investment choices and operational budget allocations to best meet the objectives of the department and the Queensland Government. Progress against these strategic objectives is reported through the department's Annual Report and Service Delivery Statement.

The department's corporate objectives and strategies are contained in *The Transport and Main Roads Strategic Plan 2012-2016* which provides the direction and priorities over the next four years. It also provides direction for the development of divisional business plans and is updated annually to ensure it is always current.

Legislative requirements

QTRIP is required to be produced annually and made available to the public under Queensland's infrastructure legislation. It is also produced in accordance with financial and transport planning and coordination requirements and in association with other plans, programs and modal strategies, including integrated land use and infrastructure planning.

Stakeholder engagement

Queensland's transport and road system connects people, business and industry, markets, employment and social networks. Connecting with stakeholders through QTRIP is an essential part of Transport and Main Roads' business to achieve the best transport and road outcomes for Queensland.

Transport and Main Roads' stakeholder engagement includes one-on-one engagement, community engagement, industry briefings, and alliances and partnerships with external organisations. Key stakeholders include the Queensland Police Service; other state government departments; local government; the Local Government Association of Queensland; the Australian Government; RACQ; Queensland Trucking Association; Bicycle Queensland and AgForce Queensland.

Other partners and suppliers include the private sector industry, contracting and engineering peak bodies, universities, Indigenous groups and environmental groups and agencies.

These vital stakeholders provide critical analysis, input and advice that help the department refine its policies, programs, investment decisions and services. The department asks key stakeholders to rate its performance against the elements of trust, commitment, recognition and inclusiveness. The department uses this information to continue to improve stakeholder interactions.

Working with communities

Transport and Main Roads' decentralised operations have provided a strong local presence in Queensland communities for many years built on engagement with the community for infrastructure projects. An overarching engagement policy, accompanied by standards and guidelines and staff training and support has been in place since 1996.

Working with local government

Transport and Main Roads, the Local Government Association of Queensland (LGAQ) and individual local governments collaborate in the Roads Alliance to manage Queensland's road network, irrespective of ownership.

The Roads Alliance was established in 2002 to address state and local road network challenges and manage Local Roads of Regional Significance (LRRS). The LRRS network is approximately 33,600km in length and comprises lower-order state-controlled roads and higher-order local government-controlled roads.

Investment in the LRRS network is managed by 19 Regional Road Groups (RRGs) which are voluntarily formed by regional groupings of mayors and Transport and Main Roads regional representatives and have substantial decision making authority under the Roads Alliance.

RRGs determine expenditure priorities for the development, management and delivery of regional road programs. These are derived from individual regional investment strategies.

The formation of the Roads Alliance has led to increased collaboration, capability building and engagement in the regions. Collaboration based on regional priorities for community outcomes, rather than road ownership will continue as the key driver of the Roads Alliance.

Working with national stakeholders

Transport and Main Roads represents Queensland's interests nationally on peak Australian transport and road bodies, including the Australian Transport Council; the Standing Committee on Transport; Austroads; the Australian Road Forum; and ARRB Group Ltd. The department is recognised nationally and internationally for its contribution to the roads agenda and for its willingness to learn from others.

Opportunities and challenges

Responding to Population Growth

Queensland's population of 4.6 million is predicted to double in 50 years through overseas and interstate migration and natural increase. This presents significant challenges for Transport and Main Roads to manage the impact of this growth, harness opportunities and mitigate the risks which come with it. Over the past decade, Queensland has seen significant gains in infrastructure and public transport catering for population growth.

In addition to traditional demand management initiatives to address congestion, new technologies will play a significant role in managing transport demand and increasing the efficiency of current assets. Improvements in traffic control systems and advancements in data collection from infrastructure assets will enhance performance and help minimise whole-of-life costs of the transport network.

These technological improvements will enhance the sophistication and accessibility of transport information available to the public, allowing transport system users to make more informed travel choices, whether they are travelling by car, public transport or other forms of transport.

While new technology provides significant opportunities for a growing and increasingly diverse population, the challenge will be to ensure that all transport users are able to enjoy the benefits and travel to their destination safely and efficiently.

Safety

The Queensland Government has endorsed the *National Road Safety Strategy 2011-2020* which includes a target of a reduction of at least 30% in the number of fatalities and serious injuries by 2020. The *Queensland Road Safety Strategy 2012-2021* is currently under development and is expected to be consistent with the National Road Safety Strategy, including the adoption of a similarly ambitious target and initiatives based on the “Safe System” approach (Safe Roads, Safe Speeds, Safe Vehicles, Safe People). Priority will be given to safety focussed infrastructure enhancements and enhanced speed management, while recognising the contribution of vehicle improvements and continued behavioural policy developments.

The Queensland Government’s targeted road safety program, Safer Roads Sooner, aims to address known and potential crash sites on state-controlled roads by providing cost effective, high-benefit treatments such as installing barriers, improving line marking, providing better signage and removing roadside hazards. \$61.2 million in 2012-13 is provided for priority projects under the Safer Roads Sooner Program across the state.

A number of programs are in place to improve transport and road safety including Safer Roads Sooner, Safe School Travel (SafeST) initiatives, the School Bus Upgrade Scheme and Maritime Safety Minor Works, funded by the Queensland Government and Black Spot Program, funded by the Australian Government.

Freight needs

Transportation of goods is vital for economic development and growth. Queensland’s freight task is expected to double approximately every 20 years, driven by population growth and economic activity. This is likely to place increasing pressure on the transport system, particularly key inter-regional and urban links which support agricultural, mining and major industrial areas, seaports, airports, commercial business

parks and major retail centres. Enhancing freight movement is critical to Queensland’s global competitiveness and economic performance.

Queensland’s wide variety of industries presents varying transport movement demands, including containerised freight, bulk freight and very large loads and over-sized loads. The challenge is to continue to deliver an integrated transport system that supports broad community and industry freight needs which is safe, efficient, reliable, and environmentally sustainable.

Environment and Sustainability

Queensland’s environment is under increasing pressure because of the state’s growing population and associated industrial and residential development. Transport and Main Roads is committed to being an environmentally, socially and economically sustainable organisation that plans, delivers and manages a transport system that connects Queensland now and in the future.

Transport and Main Roads’ commitment to environmental sustainability is being addressed by several programs. The department is improving the condition of the road reserve by investing in nature conservation, fire risk management, road landscaping, road traffic noise barriers and heritage management.

Employment and economic development

To support economic growth, Transport and Main Roads has implemented workforce strategies to provide long-term sustainable transport-related employment opportunities throughout Queensland. These strategies ensure a highly skilled and motivated workforce is attracted and retained, and the department is equipped to effectively manage current and future challenges.

Strategies include:

- providing opportunities for apprentices, trainees and cadets
- collaborating with local government and other Queensland Government agencies to support cross-agency employment and training programs
- providing local opportunities where practicable
- actively encouraging positive relationships among diverse cultural groups
- increasing Indigenous employment through providing greater opportunities (particularly in regional areas) and focusing on the development and retention of Aboriginal and/or Torres Strait Islander peoples
- working within local areas, including Aboriginal and Torres Strait Islander communities, to build effective pathways to education, training and employment
- conducting workforce planning activities to identify our current and future workforce requirements
- partnering with educational institutions and private sector agencies for transport-related joint ventures in training and research and development
- continuing the implementation of the Zero Harm program to enable business units to achieve safe workplaces and safe systems.

Finance and funding

Funding to build, maintain and operate the transport system in Queensland comes primarily from the Australian and Queensland Governments.

The state-funded component includes revenue from motor vehicle registration and proceeds from fines (such as camera detected offences), as well as other sources. Some projects are partly funded by local government and developer contributions. Others are jointly funded by the Australian and Queensland Governments through Natural Disaster Relief and Recovery Arrangements (NDRRA).

Funding provided by the Australian Government demonstrates collaboration and presents major opportunities in delivering Queensland's infrastructure into the future.

Rural, remote and Indigenous communities

The Queensland Government is exploring funding options for transport infrastructure improvements within rural, remote and Indigenous communities. A number of initiatives build upon previous years' work to further improve the surface of roads, improve flood immunity to reduce outages in the wet season, and maintain or upgrade aerodromes and maritime infrastructure. Employment and training opportunities for local residents remain a top priority, and wherever practicable are built into project delivery.