

MOTORING MATTERS

FOR EVERY QUEENSLANDER



Safer roads for Queensland

RACQ

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WHAT WILL DRIVE YOUR GOVERNMENT?

- ✓ Saving Queensland lives
- ✓ Easing financial stress on families
- ✓ Growing the economy
- ✓ Promoting sustainability
- ✓ Building safer, better roads
- ✓ Developing flood-resistant infrastructure
- ✓ Cutting congestion and emissions

Supporting RACQ's priorities for safe, affordable and sustainable mobility can achieve this.



Our cover: A section of Queensland's Bruce Highway, Australia's deadliest according to the AusRAP report released January 2012. Just south of Maryborough, the national highway is an undivided carriageway with significant heavy vehicle volumes. Its poor safety record is compounded by narrow lanes, narrow sealed shoulders, dangerous unprotected roadsides with many hazards, and a lack of overtaking lanes. Photograph: Mark Crocker.

ADVOCACY CHARTER

RACQ is the independent advocate for Queensland motorists.

This means we will:

- Understand our current and future members' needs and priorities through regular engagement with them on motoring issues and through utilisation of the best available research;
- Advocate on behalf of our membership to all levels of government, the suppliers of motoring-related products and services, and other organisations with an interest in land transport;
- Communicate our policies and other significant advocacy initiatives to our members and other stakeholders;
- Educate our members on motoring issues; and
- Measure and report on our advocacy activities to our members annually.

Advocacy Priorities

Safety

Safer drivers in safer cars on safer roads

We will advocate for:

- Education and enforcement programs that support safe and responsible road use;
- Roads that are designed and built to be more forgiving of user error; and
- Vehicles that provide the best technology to help drivers avoid collisions and protect occupants and other road users in the event of a crash.

Affordability

Value for money for motorists

We will advocate for:

- Fair and justifiable motoring costs, whether imposed by industry or government;
- Adequate funding to build and maintain an efficient road and public transport network.
- Informed choices by motorists as consumers; and

Sustainability

Mobility now and for the future

We will advocate for:

- Minimal negative impacts of motoring on the natural and built environments;
- Economically efficient and equitable ways of reducing traffic congestion in our cities;
- Integration of land use and transport planning; and
- Further research and support for alternative fuels and automotive technologies that reduce dependence on fossil fuels and enhance Australia's energy security.

FOREWORD



WITH 1.2 MILLION MEMBERS,
RACQ REPRESENTS MORE
THAN 50 PERCENT OF ALL
QUEENSLAND HOUSEHOLDS

The RACQ views elections as an opportunity for political parties to commit to improved transport outcomes and **safe, affordable** and **sustainable** mobility. This document outlines the key issues for Queensland motorists and RACQ's project priorities for any sitting or potential government.

Seventy-five percent of all passenger travel is in cars, so how well Governments cater for motorists and their passengers is a key driver of economic, social and environmental performance. It is also a measure of their commitment to the on-going health of the Queensland community. Road crashes and fatalities cost the State an estimated \$4 billion annually, and many of these are preventable. As a community, Queensland would be much better off if even a portion of this money could be saved each year and diverted to more productive use.

Every life lost on our roads, and every traumatic injury incurred, is a tragedy that has a very significant impact on many levels of our society. Investing in better, safer roads pays for itself many times over, in terms of limiting the recurring cost of deaths and traumatic injuries, hospital and health care expenses, and welfare payments for those left unable to work in the wake of a road crash. For more than 100 years the RACQ has been promoting road safety and we know that building safer roads and roadsides is fundamental to addressing this. With the recent launch of the international *Decade of Action for Road Safety*, Queenslanders now, more than ever, need a government prepared to slash the number of crashes, injuries and fatalities.

As if further evidence was needed, the 2011 floods highlighted that roads across Queensland are in desperate need of upgrading. As an example, the city of Rockhampton was totally isolated for days from the north, south and west. As it is on our national highway and has a population in excess of 100,000, our planning needs to ensure this

cannot happen again. RACQ operations were tested during the floods early in 2011, as we responded to a surge of road service calls, road condition reporting requests, and insurance claims. The Queensland Government, whose resources were also stretched during this time, did well to deliver an emergency response of unprecedented scale.

The RACQ welcomes the road construction works now occurring to fix the flood damage. We also want to see the planning, design and construction of better roads that are up to the task. In cases where funding is a federal responsibility, it is the Queensland Government's job to demonstrate that our transport projects are ready to proceed and are progressed to the front of the queue.

Motorists deserve a fair go and relief from rising motoring costs. Affordable motoring is important, particularly for those living in rural and regional areas, and in outer south-east Queensland suburbs, where there is limited access to public transport alternatives. For many trips, there is no credible substitute for the car. Our government should ease the financial burden of owning a car.

Over the past five years, the Queensland Government has invested more on roads than other states to catch up on a growing backlog of infrastructure needs. Well done! But over the next decade, the Government needs to do even better.

RACQ wants a Government committed to affordable and sustainable mobility, along with better, safer roads and improved public transport and cycling facilities. We therefore ask you to support the transport policies and priorities in this document and would welcome your feedback.

Ian Gillespie
Group Chief Executive Officer – RACQ Limited

RACQ'S PRIORITIES

FOR THE NEXT QUEENSLAND STATE GOVERNMENT

RACQ TARGET TEN POLICIES FOR SAFE, AFFORDABLE AND SUSTAINABLE MOBILITY

- 1 **Expand Queensland's on-road police presence and invest all traffic-fine revenue in safety-related road improvements, including a doubling of funding for the Safer Roads Sooner program.**
- 2 **Upgrade National Highways to improve flood immunity and achieve a minimum AusRAP four-star standard by 2020. All other state-controlled highways with a high crash risk should be upgraded to a minimum of three stars by 2020.**
- 3 **Provide more timely and useful road crash statistics by upgrading Department of Transport and Main Road's database and using a 'willingness to pay' valuation model.**
- 4 **Freeze Queensland vehicle registration charges (already the highest in Australia), until 2015 and introduce monthly or quarterly payment options.**
- 5 **Increase fuel price transparency and standardise price information displayed on road-side fuel price boards.**
- 6 **Maintain the ethanol mandate freeze until at least 2015. By this time the percentage of Queensland cars incompatible with ethanol blend fuel will have fallen to around 10 percent. Should a mandate be introduced before 2015, restrict the initial ethanol requirement to two percent of total petrol volumes to ensure a smoother transition.**
- 7 **Establish a fully integrated traffic and incident management system, including real-time traffic information, to improve efficiency and reduce congestion.**
- 8 **Take ownership of the Clem7 toll tunnel to enable future policy and pricing flexibility that makes better use of this asset for Brisbane.**
- 9 **Remove stamp duty on vehicles rated five-star for safety and emissions, to encourage the purchase of safe, low-emission new cars.**
- 10 **Fund a \$20 million, three-year education program to encourage safe, fuel-efficient and courteous driving.**

THE GREATEST POTENTIAL FOR A QUEENSLAND GOVERNMENT TO REDUCE ROAD DEATHS LIES IN MAKING THE ROADS THEMSELVES MORE FORGIVING OF HUMAN ERROR OR INEXPERIENCE.

SAFE MOBILITY

Through engineering, education and enforcement, the State Government plays a vital role in ensuring our roads and drivers meet acceptable safety standards.

A total of 269 lives were lost on Queensland roads in 2011. This is an increase on last year's record low of almost 250 lives lost. Each crash or fatality has enormous impact on families and loved ones and collectively they cost the State an estimated \$4 billion annually, so more must be done to reduce the road toll.

Investing in better, safer roads pays for itself many times over, in terms of limiting the recurring cost of deaths and traumatic injuries, hospital and health care expenses, and welfare payments for those left unable to work in the wake of a road crash. With the recent launch of the international *Decade of Action for Road Safety*, Queenslanders now, more than ever, need a government prepared to reduce the number of crashes, injuries and fatalities.

Australia, through the National Road Safety Strategy (NRSS), has set a target of a 30 percent reduction in road fatalities and serious injuries over the next decade. The Queensland Road Safety Strategy 2012 -2021 is currently being formulated and must include a strategic program of road improvements and increased investment in thoroughly researched safety-related initiatives.

For more than 100 years the RACQ has been trying to help keep motorists safe, and we support a four-pronged, safe system approach to road safety:

- safer drivers at
- safer speeds in
- safer cars on
- safer roads.

RACQ asks the next Queensland Government to reduce road deaths and injuries by:

- 1 **Expanding Queensland's on-road police presence and investing all traffic-fine revenue in safety-related road improvements, including a doubling of funding for the Safer Roads Sooner program.**

RACQ members support visible on-road police patrols, targeting high-risk groups and locations. In addition to speeding, police patrols can enforce a range of traffic violations. RACQ believes that many dangerous road behaviours can be addressed through a greater on-road police presence. The number of dedicated officers patrolling Queensland roads should be increased, with all traffic-fine revenue put back into road safety.

Currently only revenue from camera detected offences goes to making roads safer, all other traffic offence revenue goes to consolidated revenue. This is not good enough. All traffic offence revenue should be used to make roads safer and fund an enhanced program of improvements to the most dangerous sections of the road network. This would provide significant economic benefits by reducing the widespread physical and emotional impact of road trauma on the community.

Increased spending on safety-related initiatives is urgently needed to address the three most prevalent crash types on Queensland highways: run-off road, intersection and head-on. Engineering road and roadside improvements can reduce the occurrence and severity of these crashes.

The Queensland Government provides funding of \$66 million for the Safer Roads Sooner (SRS) program to target road improvements at high severity crash sites. RACQ wants this funding to at least be doubled in order to fix more of these known death spots.

safer drivers at safer speeds in safer cars on safer roads



SAFE MOBILITY CONTINUED

2 Upgrading National Highways to improve flood immunity and achieve a minimum AusRAP four-star standard by 2020. All other state-controlled highways with a high crash risk to be upgraded to a minimum of three stars by 2020.

Roads are a core business of government. Investment in road infrastructure facilitates freight and vehicle movements, reduces vehicle operating costs and travel times, and leads to greater productivity. Key transport routes must be upgraded to improve safety and withstand flooding. Road capacity must be increased to accommodate population growth and manage congestion. With the hosting of the Commonwealth Games on the Gold Coast in 2018, it will be important for the Gold Coast Rapid Transit system to be in place and for additional lanes and upgrades to be completed on sections of the Pacific Motorway from the Gateway Motorway to Tugun.

The dire state of many Queensland roads was highlighted during the 2011 flood and cyclone events, with damage to 9,170 kilometres of state controlled roads, representing 27% of the State road network. These roads will be rebuilt to modern engineering standards and as a result will be safer, wider and more resilient. However, RACQ remains concerned that substantially greater investment is needed to improve flood immunity for Queensland roads and ensure that major traffic and freight routes are not regularly cut by floods. Many of RACQ's priority projects will improve flood immunity for those roads.

RACQ's transport priorities are outlined below. Projects have been prioritised based on the need to reduce road fatalities, ease congestion and improve efficiency and flood immunity. RACQ wants a firm commitment to these projects from the next Queensland State Government.

THE BRUCE HIGHWAY HAS BEEN CUT BY FLOODS AND CLOSED 530 TIMES DURING THE PERIOD 1 JANUARY 2009 TO 31 MARCH 2011.

RACQ TARGET TEN QUEENSLAND TRANSPORT PROJECTS:

1. **Bruce Highway** – Cooroy to Curra Sections A, C and D, including Gympie Bypass, to address safety, capacity and flood immunity
2. **Bruce Highway** – Yeppen Floodplain at Rockhampton, upgrade to improve flood immunity, freight efficiency and capacity
3. **Warrego Highway** – construct second Toowoomba Range Crossing to address capacity and safety
4. **Gateway Motorway North** – Nudgee to Bruce Highway, additional lanes
5. **Pacific Motorway** – Nerang to Tugun, additional lanes
6. **Warrego Highway** – Toowoomba to Miles, additional overtaking lanes and rehabilitate and strengthen pavement to address safety, capacity and flood immunity
7. **Bruce Highway** – southern approach to Cairns, upgrade to improve capacity, safety and flood immunity
8. **Bruce Highway** – Sarina to Mackay, additional overtaking lanes and ultimately duplicate to address safety and capacity
9. **Cross River Rail** – Brisbane
10. **Brisbane railway level crossing upgrade program:** Telegraph Road (Bald Hills), Boundary Road (Coopers Plains), Newman Road (Geebung), South Pine Road (Alderley), Cavendish Road (Coorparoo)

Topping this list of Queensland projects is the Bruce Highway. A combination of weather impacts, heavy traffic and chronic under-funding has resulted in this highway degenerating. As Queensland's major freight route, the largely two-lane Bruce Highway with its regular flooding and poor safety record is an embarrassment. All six sections of the Bruce Highway, from Brisbane to Cairns, made it to the Top 10 in RACQ's 2011 *Unroadworthy Roads Survey*. A long-term strategy with attached funding commitments is needed to rebuild this vital highway to an appropriate four-star AusRAP rating.

RACQ is generally supportive of the Queensland Government's 20-year Bruce Highway Upgrade Strategy, which requires Federal funding to proceed. Executing the 60 priorities identified in the strategy would increase capacity and improve the safety, transport efficiency and flood immunity of the highway. In addition to negotiating with the Federal Government for more Bruce Highway funding, the Queensland Government also needs to get at least some of the major road projects onto Infrastructure Australia's 'ready to proceed' list.

RACQ TARGET TEN GREATER BRISBANE PROJECTS:

1. **Gateway Motorway North** – Nudgee to Bruce Highway, additional lanes
2. **Pacific Motorway** – Section A and C, upgrade from Gateway Motorway to Springwood and Daisy Hill to Loganholme, to improve safety and capacity
3. **Railway level crossing upgrade program:** Telegraph Road (Bald Hills), Boundary Road (Coopers Plains), Newman Road (Geebung), South Pine Road (Alderley), Cavendish Road (Coorparoo)
4. **Cross River Rail** – Brisbane
5. **Ipswich Motorway Upgrade** – Darra to Rocklea
6. **North West Motorway** – Toowong to Bald Hills, including upgrade of Stafford Road to connect with Airport Link
7. **Kenmore Bypass** – construct four lane bypass from Pullenvale to Centenary Motorway
8. **Centenary Motorway** – Toowong to Darra, additional lanes
9. **Wynnum Road** – upgrade Morningside to East Brisbane
10. **Cycle Network program** – cycle lanes to separate bicycles from traffic on major roads

RACQ MEMBERS RANK 'ROAD SAFETY' AS THE MOST IMPORTANT MOTORING-RELATED ISSUE, FOLLOWED BY 'ROAD CONDITIONS AND CONGESTION' AND 'COST AND AFFORDABILITY'.

(RACQ Member Issues Monitor 2010)

SAFE MOBILITY CONTINUED

RACQ REGIONAL QUEENSLAND PROJECTS:

CAIRNS (FAR NORTH QUEENSLAND)

1. **Bruce Highway** – southern approach to Cairns, upgrade to improve capacity, safety and flood immunity
2. **Bruce Highway** – Edmonton and Gordonvale, duplicate to improve capacity, safety and flood immunity
3. **Captain Cook Highway** – Mossman to Clifton Beach, additional overtaking lanes, widen, and remove or protect roadside hazards

TOWNSVILLE (NORTH QUEENSLAND)

1. **Bruce Highway** – Cattle Creek and Frances Creek bridges and approaches, upgrade to improve capacity, safety and flood immunity
2. **Bruce Highway** – Ingham to Cardwell Range Deviation including Gairloch floodway to Ripple Creek and Ingham Bypass, upgrade for greater freight efficiency, flood immunity and capacity
3. **Bruce Highway** – Burdekin Deviation, address safety, capacity and flood immunity

MACKAY / WHITSUNDAY

1. **Bruce Highway** – Sarina to Mackay, additional overtaking lanes and ultimately duplicate to address safety and capacity
2. **Bruce Highway** – Goorganga Plains (south of Proserpine) including bridges and approaches, upgrade to address safety, capacity and flood immunity
3. **Peak Downs Highway** – strengthen, widen, remove or protect roadside hazards and replace narrow bridges to address safety, capacity and flood immunity

ROCKHAMPTON (CENTRAL QUEENSLAND)

1. **Bruce Highway** – Yeppen floodplain, upgrade to improve flood immunity, freight efficiency and capacity
2. **Bruce Highway** – Gladstone to Rockhampton, additional overtaking lanes and ultimately duplicate to address safety, capacity and freight access to port
3. **Bruce Highway** – Benaraby to Dawson Highway, duplicate to improve capacity, safety and freight access to port

WIDE BAY / BURNETT

1. **Bruce Highway** – Cooroy to Curra Sections C and D including Gympie Bypass, construct to address safety, capacity and flood immunity
2. **Bruce Highway** – Curra to Maryborough, additional overtaking lanes and ultimately duplicate to improve freight efficiency, capacity, safety and flood immunity
3. **Bruce Highway** – Maryborough to Isis Highway including Childers Bypass, additional overtaking lanes and ultimately duplicate to improve freight efficiency, capacity, safety and flood immunity

SUNSHINE COAST

1. **Bruce Highway** – Cooroy to Curra Section A, upgrade to address safety and capacity
2. **D'Aguilar Highway** – Caboolture to Kingaroy, upgrade and widen the highway, additional overtaking lanes and remove or protect roadside hazards to improve safety and capacity
3. **Rail duplication** Beerburrum to Nambour

GOLD COAST

1. **Pacific Motorway** – Nerang to Tugun, additional lanes to improve freight efficiency, capacity and safety
2. **Gold Coast Rapid Transit** – Helensvale to Broadbeach
3. **Southport – Burleigh Road** (aka Bundall Road and Bermuda Street), including upgrades of intersections with Nerang–Broadbeach Road, Ashmore Road, Markeri Street and Reedy Creek Road to address capacity and safety

TOOWOOMBA / SOUTH WEST QUEENSLAND

1. **Warrego Highway** – construct second Toowoomba Range Crossing
2. **Warrego Highway** – Toowoomba to Miles, additional overtaking lanes and rehabilitate and strengthen to address safety, capacity and flood immunity
3. **Warrego Highway** – Miles to Charleville, rehabilitate, strengthen and widen pavement including upgrades to accommodate Type 2 road trains from Charleville to Roma



A section of the Warrego Highway west of Roma with undulating surface and showing the wear and tear of increasing heavy vehicle use and poor soil conditions.

SAFE MOBILITY CONTINUED

The RACQ, in conjunction with the other state and territory automobile clubs, has developed the Australian Road Assessment Program (AusRAP), which maps crash risk and assigns star ratings according to design features of the road. Together, these highlight poor sections of road where engineering improvements have the most potential to save lives.

RACQ wants the next Queensland Government to commit to upgrading national highways to a minimum AusRAP four-star standard and all other state-controlled highways with a high crash risk to a minimum of three stars, by 2020. A good starting point for the government is RACQ's priority projects, many of which will improve the AusRAP rating of our highways.

3 Providing more timely and useful road crash statistics by upgrading DTMR's database and using a 'willingness to pay' valuation model.

Identifying road safety countermeasures requires accurate crash data. Unfortunately, there is a lag in processing Queensland crash data. While fatality statistics are verified quickly, casualty statistics (serious and minor injuries) often take 18 months to be added to the database.

The Department of Transport and Main Roads (DTMR) WebCrash database urgently needs upgrading. In addition to being old and inflexible, it is also incompatible with the Queensland Police data collection system. This restricts the provision of timely and accurate crash data.

Governments make road investment decisions based on a number of factors, including the estimated value of expected safety benefits. However, such estimates are influenced by the particular methods used to place an economic value on human life.

Two methods are commonly used to assess the costs of road crashes:

1. the 'willingness to pay' model, and
2. the 'human capital' model.

While road crashes in Queensland are currently analysed using the latter model, RACQ wants this replaced by the 'willingness to pay' model.

The 'willingness to pay' valuation method allows road safety initiatives to be viewed more comprehensively in economic terms and produces higher estimates than other traditional methods. This is important when governments are seeking to prioritise funding.

AFFORDABLE MOBILITY

Transport is the third largest expenditure item for households after housing and food costs¹. Motoring-related state taxes and charges are a financial burden on car owners. This is particularly evident in Queensland, where vehicle ownership and operating costs are the highest in Australia.

Affordable motoring is important for Queenslanders, particularly those living in rural and regional districts, and in outer south-east Queensland suburbs. In these areas, limited public transport combined with a higher proportion of low income households and the need to travel considerable distances to reach employment or services, can result in significant transport disadvantage.²

The recent spate of government-imposed cost increases has severely tested motorists. In the past three years, the Queensland Government has:

- increased motor vehicle registration fees between 23.6% and 28.6%
- increased tolls on the Gateway and Logan toll roads
- increased driver's licence fees
- removed the Queensland Fuel Subsidy Scheme, increasing motorists' fuel costs by eight cents a litre (plus GST)

By contrast, the State Government funds more than 70 percent of the cost of public transport fares under its public transport subsidy program. The average cost of public transport subsidies in south east Queensland is expected to be \$5.92 a trip in 2011-12.

RACQ asks the next Queensland Government to ease the financial burden on motorists by:

4 Freezing Queensland vehicle registration charges (already the highest in Australia) until 2015 and introducing monthly or quarterly payment options.

RACQ wants the State Government to forgo annual CPI registration increases until 2015. This would provide some relief from rising motoring costs.

Over the past three years (2008-09 to 2010-11), Queensland motorists have contributed \$3.6 billion in registration tax revenue. Over the next three years, this amount will increase nearly 20 percent to \$4.3 billion.

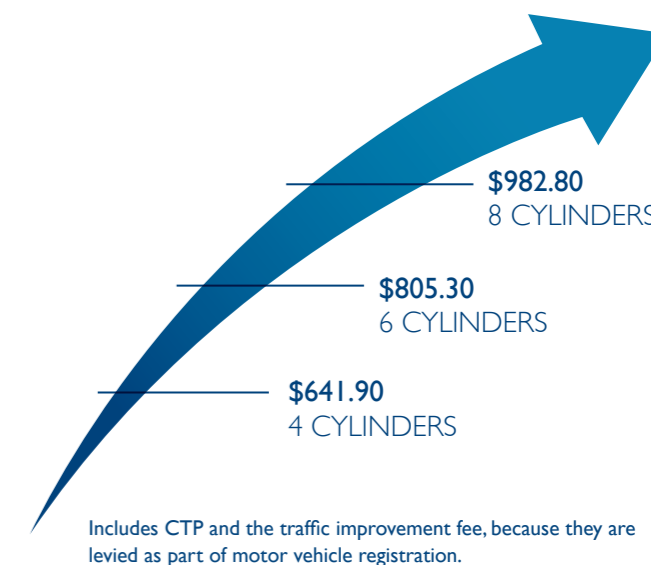
Natural growth in this tax base, through population growth, means that even with registration charges held constant the Government would maintain a substantial registration income stream.

Currently Queensland motorists are required to pay registration fees annually or six-monthly. This puts pressure on the household budget and for a six-cylinder family sedan, requires a lump-sum payment of either \$805.30 annually or \$419.25 twice a year.

RACQ believes that a monthly or quarterly registration payment option would help spread the financial burden for motorists and bring Queensland into line with other states and territories that offer more diverse payment options.³

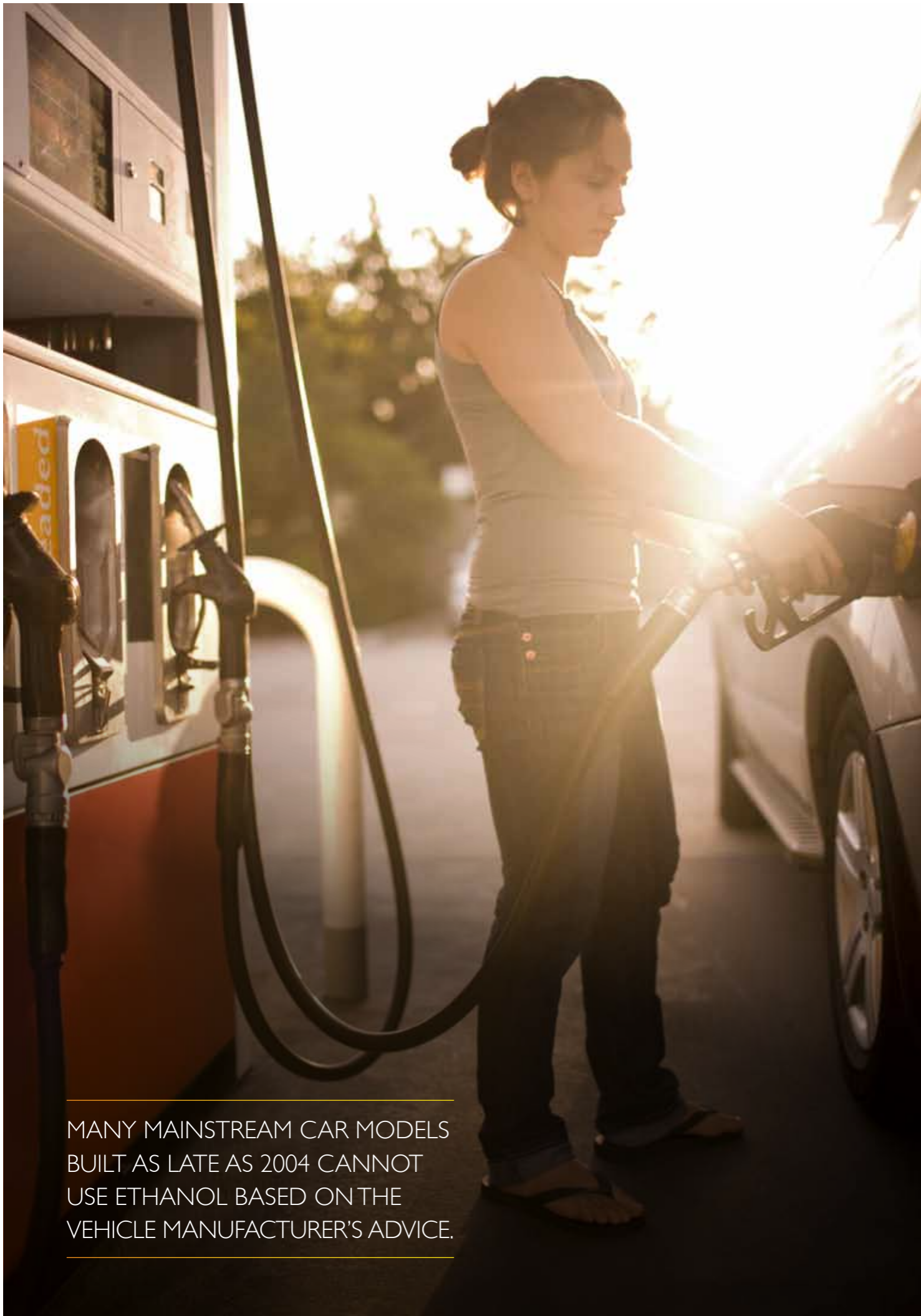
QUEENSLAND IS THE MOST EXPENSIVE PLACE IN AUSTRALIA TO OWN AND OPERATE A MOTOR VEHICLE.

Cost to register a car in Queensland



¹ Average weekly expenditure on transport is \$193 and represents 16% of household costs: ABS Household Expenditure Survey 2009-10.
² Australian Government: Australian Institute of Family Studies *The Relationship between transport and disadvantage in Australia 2011*.
³ ACT has three, six or 12-month vehicle registration payment options and South Australia offers three or 12 month payments.





MANY MAINSTREAM CAR MODELS BUILT AS LATE AS 2004 CANNOT USE ETHANOL BASED ON THE VEHICLE MANUFACTURER'S ADVICE.

AFFORDABLE MOBILITY CONTINUED

5 Increasing fuel price transparency and standardising price information displayed on road-side fuel price boards.

It is not always easy for Queensland motorists to select the cheapest and most appropriate fuel for their vehicle. Service station price boards display limited, and sometimes misleading, price information. For example, the headline fuel price is often the discounted price, which first requires motorists to purchase supermarket or convenience store products or arrive with a 'shopper docket'.

While some states regulate the information displayed on fuel price boards, Queensland does not. RACQ wants the next Queensland Government to improve fuel price transparency by requiring retailers to display gross fuel prices (before discounts) in an agreed order, and using an agreed naming convention. Implementing these measures would make the price of the various fuel grades between retailers easier to compare and help motorists to make a more informed fuel purchase decision.

RACQ suggests that the following criteria should form the basis of future price board regulation:

- Fuel price boards to be compulsory at all automotive fuel retailers
- Price boards to display fuels in an agreed order, with unleaded petrol (ULP) to be the upper-most fuel on the board. If ULP is not sold at the site, then E10 to be the first fuel displayed
- Each fuel price to be clearly and consistently labeled according to an agreed naming convention
- Fuel retailers to display the current gross price of all automotive fuels sold at their site (that is, the price not including discounts that only apply to select customers).

6 Maintaining the ethanol mandate freeze until at least 2015. By this time the percentage of Queensland cars incompatible with ethanol blend fuel will have fallen to around 10 percent. Should a mandate be introduced before 2015, restrict the initial ethanol requirement to two percent of total petrol volumes to ensure a smoother transition.

The RACQ opposes government intervention that forces motorists to pay more for fuel. The mandate would have led to the demise of regular unleaded petrol bowsers (due to limited capacity at fuel stations), with the 25 percent of vehicles that are ethanol incompatible forced to use premium unleaded at an additional cost of up to 11 cents a litre.

The 2010 State Government suspension of the proposed ethanol mandate was a welcome reprieve.

RACQ wants the next Queensland Government to guarantee that they will not impose an ethanol mandate. If, however, such a mandate is inevitable, then RACQ believes the ethanol requirement should initially be two percent of total petrol volumes. This percentage could be increased gradually over a number of years. By then, the number of E10 incompatible cars on our roads will have dropped significantly.

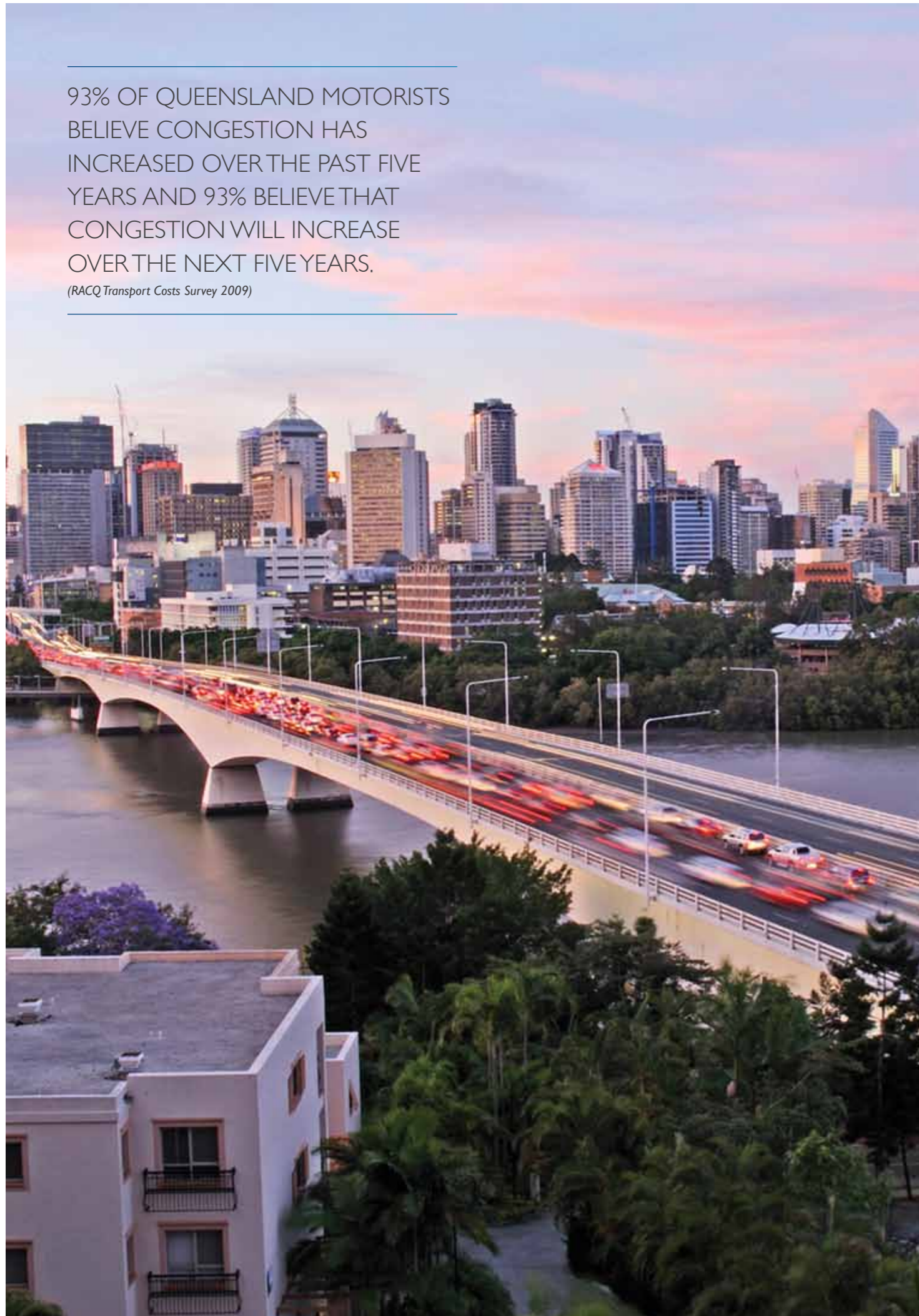
The Queensland Government should encourage research, development and production of alternative fuels that provide positive environmental and economic outcomes and address Australia's energy security concerns. It is important, however, that alternative fuels such as ethanol not impose additional costs on motorists with no clear benefit.

RACQ MEMBERS' VALUE LOWER REGISTRATION CHARGES ABOVE ALL OTHER POTENTIAL TRANSPORT COST SAVINGS. WHEN ASKED TO NOMINATE HOW THE STATE GOVERNMENT COULD REDIRECT FUEL SUBSIDY SAVINGS BACK INTO TRANSPORT, STRONGEST SUPPORT WAS GIVEN TO THE OPTION OF LOWERING REGISTRATION COSTS (86%). THE NEXT PREFERENCE WAS FOR THE SUBSIDY MONEY TO BE SPENT ON ROADS (79%), FOLLOWED BY REDUCED MOTOR VEHICLE STAMP DUTY (68%).

(RACQ Transport Costs Survey 2009)

93% OF QUEENSLAND MOTORISTS BELIEVE CONGESTION HAS INCREASED OVER THE PAST FIVE YEARS AND 93% BELIEVE THAT CONGESTION WILL INCREASE OVER THE NEXT FIVE YEARS.

(RACQ Transport Costs Survey 2009)



SUSTAINABLE MOBILITY

The RACQ recognises the need to reduce greenhouse gas emissions in all sectors, including transport. Private motor vehicles contribute eight percent of Australia's greenhouse gas emissions.

If governments are serious about addressing climate change, they need to encourage the purchase of fuel-efficient vehicles and educate the community. They also need to fund roads and public transport, and integrate transport and urban planning to reduce congestion.

On-road tests carried out by RACQ show that driving in stop-start congested traffic increases fuel consumption and greenhouse gas emissions by around 30 percent.⁴ This confirms Bureau of Infrastructure, Transport and Regional Economics (BITRE) estimates that nearly 40 percent of the fuel used by road vehicles in Australian cities is the result of interruptions to the traffic flow.⁵

The RACQ supports better walking, cycling and public transport options that help reduce traffic congestion. RACQ's priority projects for south east Queensland include several major public transport projects and the Cycle Network program. RACQ supports a second inner city rail river crossing to address capacity constraints and allow the Brisbane CBD to grow.

RACQ asks the next Queensland Government to manage the transport network and environment by:

7 Establishing a fully integrated traffic and incident management system, including real-time traffic information and other Intelligent Transport System initiatives, to improve efficiency and tackle urban congestion.

The avoidable national costs of traffic congestion in Australian capital cities are expected to double between 2005 and 2020. In Brisbane, where growth will be faster than any other capital city, costs are expected to increase from \$1.2 billion to \$3 billion.⁶

To combat congestion, the RACQ considers that a range of measures are required,⁷ including Intelligent Transport Systems (ITS) to maximise the capacity and efficiency of the existing road system.

RACQ supports greater investment in ITS as an effective means to address the growth in congestion and emissions. ITS include initiatives such as:

- ramp metering to control the number of cars entering a motorway
- variable speed limits
- improved traffic signal coordination
- communication of real-time travel information using variable message signs, mobile phone systems, internet and radio.

Intelligent Transport Systems

Reduced congestion & increased reliability

Reduced emissions

Safer cars & roads

Increased productivity

⁴ RACQ, *The Effects of Traffic Congestion on Fuel Consumption and Vehicle Emissions*, 2008, http://www.racq.com.au/motoring/advocacy_for_motorists/environment/Traffic_Congestion_Fuel_and_Emissions_Test_Fact_Sheet.pdf.

⁵ Bureau of Infrastructure, Transport and Regional Economics, *Urban Congestion – The Implications for Greenhouse Gas Emissions*, Information Sheet 16, www.bitre.gov.au/publications/98/Files/is16.pdf

⁶ Council of Australian Governments, *Review of Urban Congestion Trends, Impacts and Solutions*, 2006 p5.

⁷ These include integrated land use and transport planning, upgrading rail corridors, upgrading intersections and road corridors at congested locations and reducing the reliance on toll roads that prevent the network from operating efficiently.

SUSTAINABLE MOBILITY CONTINUED

8 Taking ownership of the Clem7 toll tunnel to enable future policy and pricing flexibility that makes better use of this asset for Brisbane.

The RACQ has strong concerns about the inefficiency of placing tolls on our newest and best urban roads and thereby diverting potential users onto the surrounding (congested) road network. The failed Clem7 experiment, for example, has done little to reduce Brisbane's congestion given its poor patronage. This is despite the very large public and private investment made in this transport project. The next Queensland Government should commit to investigating more equitable and efficient road charging schemes and funding models, to reduce urban congestion.

To facilitate future road pricing reform, RACQ believes the Queensland Government should take ownership of the Clem7 toll tunnel. This could be debt-funded through the Queensland Treasury Corporation and could be done jointly with Brisbane City Council. The debt could be funded by existing tolls until other policy and pricing initiatives were able to be implemented.

The operation and administration of Clem7 could then be linked with Brisbane's other inner city toll roads (Go Between Bridge and Legacy Way), ensuring future policy flexibility and scope for reform of road charging in Brisbane.

9 Removing stamp duty on vehicles rated five-star for safety and emissions to encourage the purchase of safe, low-emission new cars.

The RACQ wants the Queensland Government to implement programs and incentives to encourage the purchase of safer and more fuel-efficient vehicles. This could include removing stamp duty on five-star ANCAP (very safe) cars and removing stamp duty on five-star Green Vehicle Guide (very fuel efficient) cars.

In 2008, the Queensland Government launched *ClimateQ: toward a greener Queensland* to reduce emissions from transport, as well as other sectors. The program outlined congestion management policies that included a \$40 million investment in Integrated Traffic Systems. *ClimateQ* also highlighted fuel efficient vehicles as a way to reduce transport greenhouse gas emissions, as well as behaviour change programs such as TravelSmart, which encourage public transport use, walking and cycling. These strategies are supported by RACQ.

RACQ is currently testing a Mitsubishi i-MiEV electric vehicle. When powered by renewable electricity, electric vehicles can dramatically reduce greenhouse gas emissions.

10 Using education programs to promote fuel-efficient, safe and courteous driving behaviour. This includes funding a \$20 million, three-year education program to encourage safe, fuel-efficient and courteous driving.

Driving behaviours can be improved through education and community awareness programs. Fuel-efficient driving, or EcoDriving, can reduce vehicle fuel consumption and greenhouse emissions by 10 percent. EcoDriving techniques include accelerating and braking smoothly, reducing cruising speeds and removing unnecessary weight from vehicles.

RACQ recently recruited 1,500 participants in an EcoDriving trial that seeks to ascertain the most effective behaviour change strategies to reduce fuel consumption and vehicle emissions. The RACQ has welcomed the funding support it received from the Queensland Government for this pilot study.

Aggressive, unsafe and unlawful driving can also be addressed through education. RACQ wants the next Queensland Government to fund a three-year road courtesy and safety campaign. The RACQ 2011 *What Drives You Crazy* survey found that tailgating was the number one complaint of motorists. This was followed by motorists who sped up when being overtaken, and motorists who littered or used hand-held mobiles while driving.

RACQ believes that a comprehensive road courtesy campaign could help alleviate frustrations for Queensland motorists, and in turn reduce aggression and crashes on our roads.

MORE THAN 50% OF RACQ MEMBERS PREFER BUYING A FUEL-EFFICIENT CAR OR MODIFYING THEIR DRIVING STYLE AS A WAY TO REDUCE VEHICLE GREENHOUSE EMISSIONS.

(RACQ Member Issues Monitor 2009)

FINAL THOUGHTS...

Motorists should not be viewed as a convenient source to grow treasury coffers. Queensland motorists deserve a 'fair go', with access to better and safer roads, and relief from escalating motoring costs.

The rebuilding of Queensland after the recent natural disasters presents a real opportunity to make smart improvements to road infrastructure, and to address problems that have plagued motorists for many years.

The next Queensland Government will have a limited tax base from which to derive revenue, but must resist the temptation to target non-affected streams, such as motor vehicle registration, to cover any budget shortfalls.

RACQ wants a Government committed to affordable and sustainable mobility, along with better, safer roads. Governments should not keep reaping the benefits of increased population, such as higher registration revenue, and then fail to deliver a level of road investment required to provide safe and efficient travel.

The RACQ has a vital interest in the State Government policies and programs that affect motorists and wants your support for the priorities we have outlined.



An upgraded section of the Bruce Highway south of Caboolture, with multi-lane divided carriageways separated by safety barriers, wide lanes, wide sealed shoulders, and clear run-off areas.

APPENDIX I – PROJECT MAPS

RACQ Target Ten Greater Brisbane projects Upgrade

A	Gateway Mwy North (Nudgee – Bald Hills)	Additional lane in each direction over full length (6 lane profile) including interchange & on/off-ramp improvements.
B	Pacific Mwy Section A & C	Widening for additional general purpose lanes – minimum 4 lanes in each direction.
C	Railway level crossing upgrade program	See below
D	Cross River Rail	An 18 kilometre north-south rail line from Yeerongpilly to Bowen Hills, providing a second inner city river crossing
E	Ipswich Mwy (Darra – Rocklea)	Additional lane in each direction & upgraded service roads.
F	North-West Mwy (Toowong – Bald Hills)	Two lanes each direction tunnel (Toowong – Everton Park). Surface road Everton Park to Bruce Highway.
G	Kenmore Bypass	Two lanes each direction bypass road connecting Centenary Motorway & Moggill Rd, Pullenvale.
H	Centenary Mwy (Toowong – Darra)	Additional general purpose lane in each direction (6 lane profile) including on/off-ramp improvements.
I	Wynnum Rd (Morningside - East Brisbane)	Widening for additional lanes, indented bus bays. Improvements to turn pockets.
	Cycle Network program	Introduce cycle lanes to separate bicycles from traffic on major roads

Intersections Upgrade

J	Gympie Rd & Beams Rd, Carseldine	Grade separated intersection - 4 lane north/south overpass.
K	Stafford Rd & South Pine Rd, Everton Park	Additional lanes. Consideration of straightening Stafford Rd/Griffith Street link.
L	Samford Rd & Wardell St, Enoggera	Grade separated intersection or widening & additional lanes for all directions.
M	Jubilee Tce & Coopers Camp Rd, Bardon	Additional through lane southbound Jubilee Tce & additional right turn lane from Coopers Camp Rd.
N	Moggill Rd & Brookfield Rd, Kenmore	Replace roundabout with signalised intersection incorporating pedestrian crossing for shopping centre.
O	Gympie Rd & Hamilton Rd, Cherside	Grade separated intersection – 4 lane north/south overpass.
P	Old Cleveland Rd & Cavendish Rd, Coorparoo	Widening for improved turn pockets for all directions
Q	Logan Rd & Padstow Rd, Eight Mile Plains	Widening & additional lanes for all directions including lengthening of turn pockets on south, east & west approaches.
R	Pacific Mwy & Gateway Mwy, Eight Mile Plains	Widening for additional lanes & on-ramp lengthening.

Level Crossing Upgrade

S	Telegraph Rd, Bald Hills	Grade separated level crossing.
T	Newman Rd, Geebung	Grade separated level crossing.
U	South Pine Rd, Alderley	Grade separated level crossing.
V	Cavendish Rd, Coorparoo	Grade separated level crossing.
W	Boundary Rd / Coopers Plains	Grade separated level crossing.

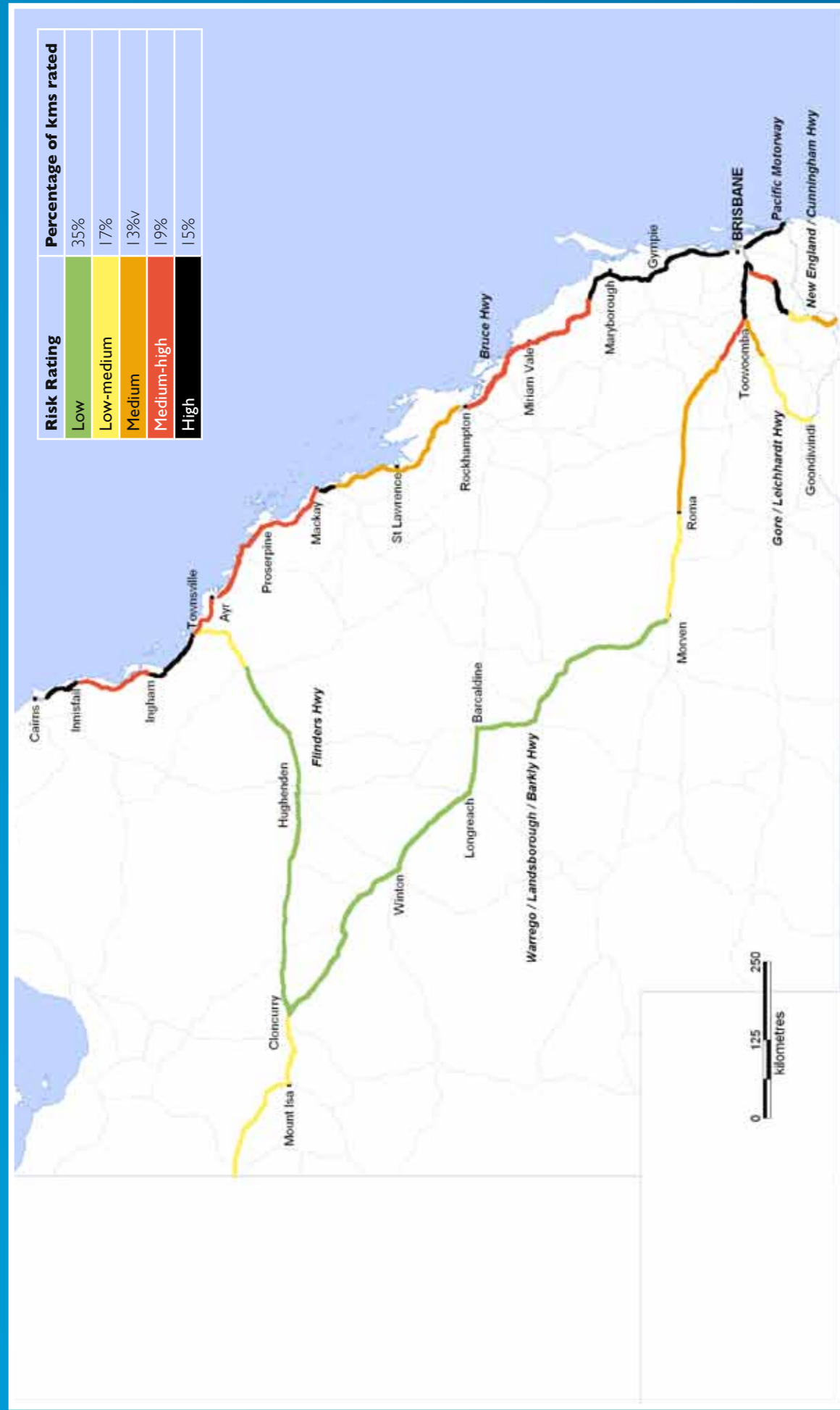
- A** Gateway Motorway North (Nudgee – Bald Hills)
- B** Pacific Motorway Section A and C
- C** Rail level crossing upgrade program (see below)
- D** Cross River Rail
- E** Ipswich Motorway (Darra – Rocklea)
- F** North-West Motorway (Toowong – Bald Hills)
- G** Kenmore Bypass
- H** Centenary Motorway (Toowong – Darra)
- I** Wynnum Road, East Brisbane

- J** Gympie Road and Beams Road, Carseldine
- K** Stafford Road and South Pine Road, Everton Park
- L** Samford Road and Wardell Street, Enoggera
- M** Jubilee Terrace and Coopers Camp Road, Bardon
- N** Moggill Road and Brookfield Road, Kenmore
- O** Gympie Road and Hamilton Road, Cherside
- P** Old Cleveland Road and Cavendish Road, Coorparoo
- Q** Logan Road and Padstow Road, Eight Mile Plains
- R** Pacific Motorway and Gateway Motorway, Eight Mile Plains

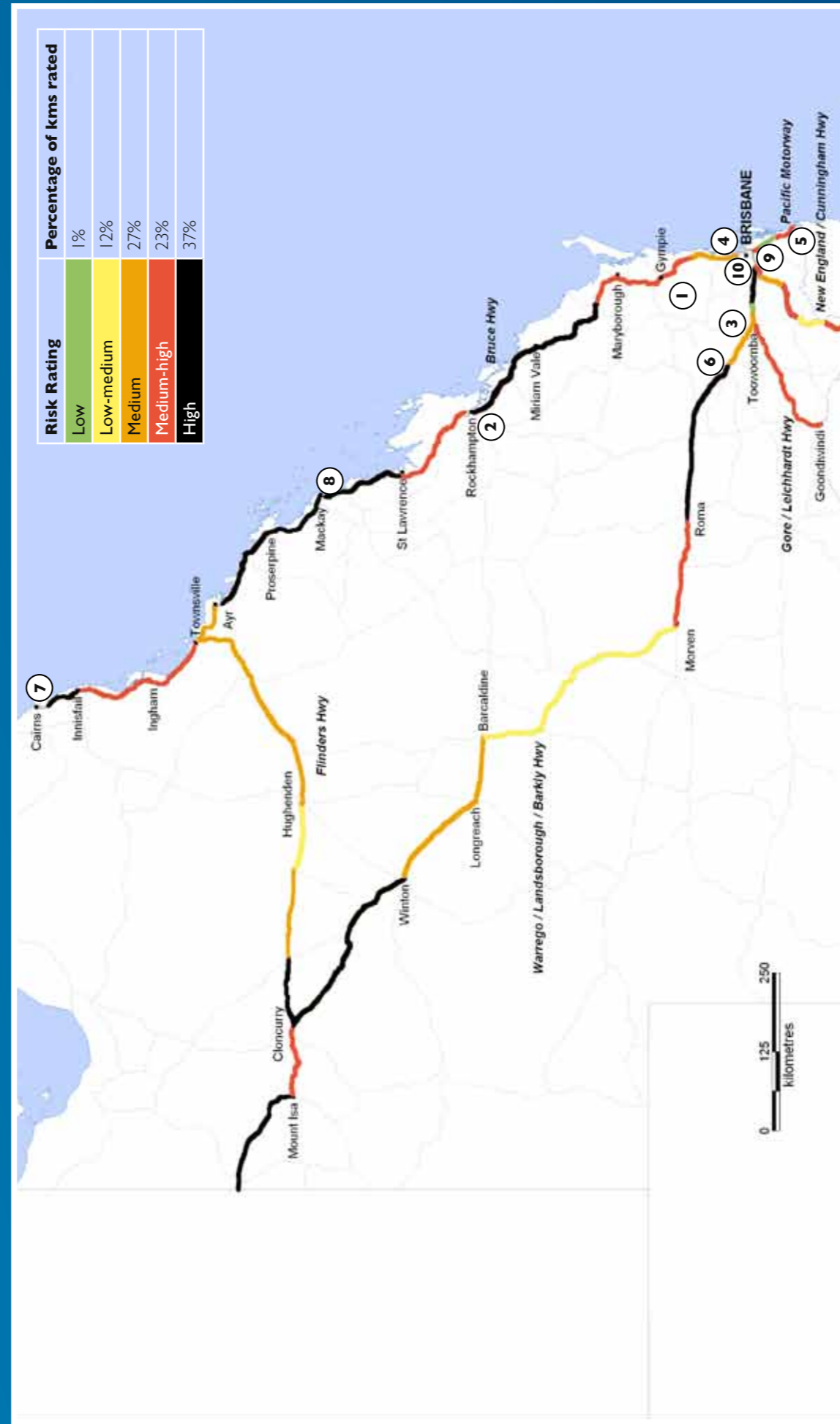
- S** Telegraph Road, Bald Hills
- T** Newman Road, Geebung
- U** South Pine Road, Alderley
- V** Cavendish Road, Coorparoo
- W** Boundary Road, Coopers Plains



QUEENSLAND COLLECTIVE RISK RATINGS, 2005-09
Average annual casualty crashes per km – source 2011 AusRAP Report



QUEENSLAND INDIVIDUAL RISK RATINGS, 2005-09
Average annual casualty crashes per 100 million vehicle-km – source 2011 AusRAP Report



RACQ Target Ten Queensland transport projects		Upgrade
1	Bruce Highway	Cooroy to Curra Sections A, C and D, including Gympie Bypass, to address safety, capacity and flood immunity
2	Bruce Highway	Yeppen Floodplain at Rockhampton, upgrade to improve flood immunity, freight efficiency and capacity
3	Warrego Highway	construct second Toowoomba Range Crossing to address capacity and safety
4	Gateway Motorway North	Nudgee to Bruce Highway, additional lanes
5	Pacific Motorway	Nerang to Tugun, additional lanes
6	Warrego Highway	Toowoomba to Miles, additional overtaking lanes and rehabilitate and strengthen pavement to address safety, capacity and flood immunity
7	Bruce Highway	Southern approach to Cairns, upgrade to improve capacity, safety and flood immunity
8	Bruce Highway	Sarina to Mackay, additional overtaking lanes and ultimately duplicate to address safety and capacity
9	Cross River Rail	Brisbane
10	Brisbane railway level crossing upgrade program	Telegraph Road (Bald Hills), Boundary Road (Coopers Plains), Newman Road (Geebung), South Pine Road (Alderley), Cavendish Road (Coorparoo)



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*Motoring matters for
every Queensland*

RACQ