RACQ Submission to the Queensland Government Budget Process 2015-2016

Summary

The Royal Automobile Club of Queensland (RACQ) is the independent advocate for Queensland motorists. The RACQ represents over 1.2 million motoring members covering 50 percent of households in Queensland.

RACQ campaigned strongly for improved transport outcomes in the lead up to the 2015 state election. The importance of safe, affordable and sustainable mobility was highlighted in RACQ’s 2015-2018 Motoring Matters to every Queenslander policy document. This document outlined RACQ’s ten policy priorities as well as our priority road and transport projects throughout Queensland.¹

RACQ’s election priorities for safer roads and affordable motoring included national and state-controlled highway upgrades, a continued freeze on vehicle registration fees and flexible payment options, greater toll-price and fuel-price transparency, and funding for road safety (a full list of RACQ’s policy priorities are provided in Table 1). The RACQ also asked for better cycling infrastructure and we are pleased that the new Queensland Government is committed to active transport facilities and to expanding the dedicated cycling network along key corridors².

In addition to policy priorities, RACQ’s 2015-2018 Motoring Matters to every Queenslander outlined key transport projects needed to reduce congestion and deliver better roads and rail (see Appendix 1 for the list of projects). A number of projects on RACQ’s list were also highlighted in the Queensland Labor State Policy Platform 2014:

- Brisbane inner city cross-river rail solution
- Gold Coast light rail from Helensvale to Coolangatta
- Upgrade of the North Coast Rail line
- Grade separation at rail level crossings
- Ipswich Motorway upgrade.

The RACQ assumes that these are projects that will be progressed by the new Queensland Government.

RACQ also expects that the Bruce and Warrego Highways and the Toowoomba Second Range Crossing are important projects for the Queensland Government. Not only do they attract 80 percent Federal Government funding, they were also highlighted as priorities in the Queensland Labor State Policy Platform 2014.

¹ RACQ’s 2015-2018 Motoring Matters to every Queenslander policy document can be found at www.racq.com/motoringmatters.
One of the key RACQ points in the 2015-2018 Motoring Matters to every Queenslander document was that there should be greater government accountability and transparency with respect to road safety and that a Minister should have designated responsibility for road safety outcomes across the Queensland Government. The newly created Road Safety portfolio under Minister Bailey is very much in line with this and RACQ looks forward to working with the Minister and his team. The RACQ also looks forward to developing a strong relationship with Deputy Premier Trad, in her role as Minister for both Transport and Infrastructure.

The RACQ also welcomes the Labor Government’s commitments to deliver integrated regional transport plans in all urban areas of Queensland and to establish the independent project assessment body, Building Queensland. Transport is a major issue for Queensland and it is vitally important that the right projects get delivered in order to maximise economic and productivity benefits. For this reason, the RACQ is a strong supporter of transparent project selection, rigorous benefit cost analysis and public consultation on major infrastructure projects.

Queensland’s current debt position has been well publicised and the RACQ is very concerned that overall investment in transport infrastructure may be cut. While we acknowledge the fiscal challenges facing Queensland, it would nonetheless be a false economy to reduce spending on safer, high quality roads and transport. We need this investment to accommodate population growth and drive jobs and productivity. We also need transport to be accessible and affordable.

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.³

This submission to the Queensland Government Budget Process asks that the government considers the need to invest strongly in transport infrastructure and in doing so, that the 2015-16 State Budget:

I. Continue the planned transport infrastructure projects receiving 80 percent Federal Government funding support. These include the Bruce and Warrego Highways, the Gateway North and the Toowoomba bypass.


III. Allocate funding to progress key transport projects highlighted in the Queensland Labor State Policy Platform 2014, including:

- Brisbane inner city cross-river rail solution
- Gold Coast light rail from Helensvale to Coolangatta
- Upgrade of the North Coast Rail line

Grade separation at rail level crossings
Ipswich Motorway upgrade.

Funding should also be provided to improve an inland alternative route to the Bruce Highway.

IV. Consider RACQ’s ten policy priorities for safe, affordable and sustainable mobility (see Table 1).

Queensland needs strong investment in transport infrastructure to improve safety, reduce congestion, enhance mobility and produce economic benefits.

**Table 1: RACQ policies for safe, affordable and sustainable mobility**

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<td>1</td>
<td>Upgrade national and state-controlled highways to improve flood immunity and safety by eliminating all AusRAP one and two-star sections in Queensland.</td>
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<td>2</td>
<td>Apply AusRAP Star Rating to the entire state-controlled road network.</td>
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<td>3</td>
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I. Continue Queensland Government investment in federally co-funded transport infrastructure

The Queensland Government must continue the planned transport infrastructure commitments receiving 80 percent Federal Government funding support. The list of major projects to be funded under an 80:20 funding agreement includes:

- The Bruce Highway upgrade, with Federal funding of $6.7 billion over 10 years
- The Gateway Upgrade North, with almost $1 billion in Federal funding
- The Warrego Highway upgrade from Toowoomba to Miles, with Federal funding of $508 million
- The Toowoomba Second Range Crossing, with promised Federal funding of up to $1.3 billion.

Delivery of these projects is contingent upon the Queensland Government maintaining its commitment to contribute the additional 20 percent of funding. Without Queensland Government backing these significant projects will not proceed and an opportunity to save lives, grow Queensland’s economy and create jobs will have been squandered. The RACQ is pleased to note that with the exception of the Gateway Upgrade North, these projects were included in the Queensland Labor State Policy Platform 2014.

The RACQ cannot stress enough the importance of progressing good transport projects. In the case of the Bruce Highway, the need to secure the $6.7 billion in Federal funding is critical. The Bruce Highway is the deadliest highway in Australia, averaging more than 40 deaths and 400 serious injuries a year.

All six sections of the Bruce Highway, from Brisbane to Cairns, made it into the Top 10 in RACQ’s 2011 Unroadworthy Roads Survey. These same sections performed very poorly in the AusRAP analysis.4

The latest AusRAP star ratings show that the majority (79%) of the Bruce Highway from Rockhampton to St Lawrence and 44% from Miriam Vale to Rockhampton scored one or two stars. Similarly, 92% of the Sarina to Mackay link and 45% of the Mackay to Proserpine link are rated one or two stars. Most of the Ayr to Townsville link (76%) is rated one and two stars and 36% of the Townsville to Ingham section is rated one and two stars. Further north, 57% of the Innisfail to Cairns link and 45% of the Ingham to Innisfail link are rated one and two stars.5

RACQ believes that a long-term strategy with associated funding commitments is essential to eliminate all one-star and two-star sections of the Bruce Highway.

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4 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. These highlight poor sections of road where engineering improvements have the most potential to save lives. Five stars is given to the best roads and one star the worst. Information on how AusRAP Star Ratings are determined can be found at http://www.racq.com.au/motoring/roads/australian_road_assessment_program_ausrap

5 The AusRAP report can be viewed at www.racq.com.au/ausrap
II. Maintain all projects in the existing Queensland Transport and Roads Investment Program 2014–15 to 2017–18 (QTRIP)

The RACQ expects transport investment outlined in the 2014-15 to 2017-18 QTRIP to be maintained in the 2015-16 Budget and forward estimates. In terms of job creation, business continuity planning, flood immunity and resilience, it is important that the new Queensland Government maintain activities and projects on the existing transport agenda.

RACQ acknowledges the budgetary pressures the Queensland Government faces, but believes it would be a false economy to reduce government investment in better roads and transport systems. The ability to efficiently move people and goods on quality roads is essential to improved productivity. Queensland’s flood disasters in the last few years have reinforced how important roads are to the community. Roads need to be flood-proof and resilient so they provide a safe and efficient transport network and an effective distribution channel for food, medical and other supplies.

Queensland will need increased road capacity and efficiency improvements in the transport network to cater for future growth in traffic. Vehicle kilometres travelled in Queensland are expected to increase by 2.8 percent annually to 2020. Without upgrades to our highways and freight routes, vehicle operating costs and travel times will increase leading to greater productivity losses.

Capital investment in transport infrastructure should be a key platform for maintaining sustained economic growth. It has been shown that a one percent increase in infrastructure spending achieves an increase in productivity of between 0.17 and 0.39 per cent. Providing high quality transport systems and addressing capacity constraints and bottlenecks improves travel times and trip reliability and boosts the productivity of supply chains and mobility of labour. This means businesses can get products and services to market at a lower cost and in a timely manner. Over the long term, these improvements in business efficiency and competitiveness can grow domestic and export market opportunities for Queensland industry.

Developing infrastructure projects provides long-term economic benefits as well as more immediate benefits such as job creation and skill development. Investment in infrastructure is a key driver of direct jobs as well as indirect employment resulting from higher demand for materials. It is important that planned Queensland transport projects are realised and that new projects are developed.

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6 Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2012, Traffic Growth in Australia, Report 127

Title: RACQ Pre-Budget Submission to Queensland Treasury 2015-2016

Issued Date: March 2015
III. Fund priority transport projects

The Queensland Government should support transport projects outlined in the *Queensland Labor State Policy Platform 2014* and provide funds in the 2015-16 State Budget to progress them. These include:

- Brisbane inner city cross-river rail solution
- Gold Coast light rail from Helensvale to Coolangatta
- Upgrade of the North Coast Rail line
- Grade separation at rail level crossings
- Ipswich Motorway upgrade.

Queensland needs strong investment in transport projects like these to improve safety and mobility and deliver efficiency and productivity gains.

Another project with strategic importance is to improve an inland alternative route to the Bruce Highway. Motorists, local government and the freight industry have long campaigned for an alternative. Road closures due to incidents and flooding on the Bruce Highway are a major issue as there are no alternative routes of a suitable standard. Many inland sections of road, including the D’Aguilar and Burnett Highways and Gregory and Kennedy Development Roads, require significant attention such as road widening and removal of roadside hazards. The RACQ sees value in upgrading an alternative route for road safety, productivity and efficiency improvements, as well as delivering much needed network redundancy when the Bruce Highway is closed.

IV. Consider RACQ’s ten policy priorities for safe, affordable and sustainable mobility

In the lead up to the 2015 state election the RACQ promoted ten policy priorities for safe, affordable and sustainable motoring. Each of the policies presented earlier in Table 1 are discussed below. The RACQ asks the government to consider these policies during the budgeting process.

**Policy 1: Upgrade national and state-controlled highways to improve flood immunity and safety by eliminating all AusRAP one and two-star sections in Queensland.**

The major highways and network links in Queensland should be upgraded to improve safety standards and reduce the prevalence of serious crashes and fatalities. Investing in better, safer roads pays for itself many times over, in terms of limiting the recurring cost of deaths and traumatic injuries, welfare payments and hospital and health care expenses.

RACQ considers that the focus of government should be on eliminating all one-star and two-star sections of national and state highway in Queensland. Better roads save lives and reduce the associated economic costs. When a two-star AusRAP-rated road is improved to three stars, the crash costs per vehicle kilometre travelled are halved8.

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Title: RACQ Pre-Budget Submission to Queensland Treasury 2015-2016

Issued Date: March 2015
Policy 2: Apply AusRAP Star Rating to the entire state-controlled road network.

RACQ wants the Queensland Government to provide AusRAP star ratings for the entire 33,000 kilometre state-controlled road network. This would improve decision-making, in turn leading to safer and better maintained roads. It would also empower the community to identify which roads are improving and which are their safest travel options.

RACQ understands that some work on star rating the state-controlled network is in progress. RACQ would welcome the opportunity to work with the Department of Transport and Main Roads to assign AusRAP Star Ratings to state highways.

Policy 3: Provide funding for three more years of the Queensland Road Safety Action Plan incorporating road-sharing and distracted-driving education; and improving transparency and accountability.

Traffic crashes account for around 18% of acute care bed days and 29% of Intensive Care Unit (ICU) admissions in Queensland hospitals. Under the ‘human capital’ model used to quantify crash costs, crashes and fatalities cost the state an estimated $4 billion annually. Queensland would be better off if a portion of this money could be saved each year and diverted to more productive use.

RACQ believes continued funding of the road safety program is critical. This should include a greater focus on road sharing. Extending the safety program beyond 2015 to address driver distraction, road sharing and courtesy could help alleviate frustrations for Queensland motorists, and in turn reduce aggression and crashes on our roads.

RACQ supports the issue of road safety being elevated across the Queensland Government and welcomes the creation of a Road Safety portfolio under Minister Bailey. We see this as a positive sign that the government is focused on reducing fatalities and injuries on Queensland roads.

Policy 4: Maintain an active police presence on Queensland roads as a way to address dangerous driving and Fatal Five behaviours involving: speed, alcohol or drugs, fatigue, distraction, and not wearing a seatbelt; and reduce fuel drive-offs and vehicle number plate theft.

RACQ members support visible on-road police patrols, targeting high-risk groups and locations. Increasing the number of marked police patrols on our roads is an effective way to combat the Fatal Five behaviours – speeding, drink or drug driving, not wearing a seatbelt, and driving when fatigued or distracted. These behaviours put the driver at greater risk of crashing and injuring not only themselves, but others.

Service station drive-offs are increasing. The number of drive-offs in Queensland has more than tripled over the past five years, from 4,469 in 2009-10 to 14,620 in 2013-14.

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9 Queensland Trauma Registry, 2010, Description of Serious Injury throughout Queensland
Continued police investigation of fuel drive-offs and prosecution of offenders is important. People who drive off without paying for petrol are often involved in other types of crime, including vehicle and number plate theft.

RACQ recognises that it can be resource-intensive for the police to chase down fuel thieves. Service stations should implement technology solutions such as pre-pay facilities and number plate recognition cameras that can identify repeat offenders or stolen plates upon entry.

Policy 5: Freeze vehicle registration charges for a further three years and offer monthly or quarterly registration payment options.

RACQ wants the state government to forgo annual CPI registration increases for a further three years, until 30 June 2018. Queensland registration fees are still the highest in Australia and extending the current price freeze would continue the relief for Queenslanders in the face of other cost-of-living pressures.

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 $828.90 annually or $431.75 twice a year (including CTP).

RACQ believes that a monthly or quarterly direct debit 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. Monthly or quarterly direct debit could also safeguard those motorists worried about forgetting to pay their registration, now that car registration labels have been discontinued. Although the government still issues registration renewal paperwork, the RACQ does not want the removal of registration labels to lead to an increase in motorists driving unregistered vehicles.

Policy 6: Implement regulations to standardise price information displayed on roadside 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’.

Motorists in NSW, WA and SA are benefiting from standards developed by their state governments. RACQ wants the 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. Although there has

10 ACT and Victoria have three-, six- or 12-month vehicle registration payment options and South Australia offers three- or 12-month payments.
been some work done on a process intended to establish national information standards for fuel price boards, it appears not to have achieved any outcomes. The Queensland Government should therefore proceed to develop its own standards.

Policy 7: Implement regulations to ensure that toll prices for passenger cars are prominently displayed before the start of every toll road or tunnel.

RACQ believes toll prices should be transparent and clearly displayed before the start of a toll road or tunnel. Providing price information means that motorists can assess whether the monetary payment for use of the road represents value in terms of potential travel time saved and convenience. It is difficult to expect motorists to make an informed choice about using tolled infrastructure if the price of the toll isn’t displayed before the tolling point.

Toll operators in Brisbane worked with RACQ to improve their general signage, but do not consistently display effective price signage. In the absence of voluntary adoption, RACQ is seeking a regulatory solution by the Queensland Government to ensure that toll prices for passenger cars are displayed before the start of the tolled infrastructure.

Policy 8: Protect the rights of motorists and independent repairers to access vehicle technical information and on-board data without unfair restrictions from vehicle manufacturers.

The shift away from printed workshop manuals to restricted web-based access to technical data has made it difficult for non-dealers to repair and service vehicles.

RACQ believes that the recently implemented industry agreement giving access to such information must be protected to ensure car manufacturers continue to make available the necessary diagnostic information and access to on-board data, to ensure the vehicle owner, or their repairer of choice, is able to maintain their vehicle in a safe, reliable and roadworthy condition.

Without access to this information, owners will have little choice but to use a dealership. We believe choice for the car owner is important and recognise that motorists choose repairers for many reasons, including convenience, reputation, location, price etc.

Choice is an essential element of a strong and competitive market.

Policy 9: Include a segregated bicycle path, on-road bicycle lanes, or a high quality signed parallel route for bicycles and mobility scooters as part of all upgrades to state-controlled roads in urban areas.

Education and improved cycling facilities are necessary to increase the safety of bike riders.

Cyclists are vulnerable road users and are more likely to be injured in the event of a crash than motor vehicle occupants. As a motoring club, RACQ takes its responsibility
seriously to help reduce crashes, and the deaths and injuries they cause, by encouraging all road users to act responsibly on the road and by promoting the use of engineering, education and enforcement measures to improve safety.

The RACQ is pleased that the new Queensland Government is committed to improving bicycle infrastructure and to expanding the cycling network. In order to safely accommodate cyclists and other vulnerable road user groups, cyclists need to be separated from cars in higher-speed environments (i.e. 60 kilometres per hour or higher). Upgrades to state-controlled urban roads should incorporate a segregated bicycle path or on-road bicycle lane. If neither of these is possible, then a high quality signed parallel route for bicycles and mobility scooters should be provided. Doing this would make cycling safer. It would also increase the comfort for new bike riders and help facilitate an increased level of commuter and recreational cycling. Removing cyclists from higher speed road lanes would also result in fewer delays to motorists and ease congestion.

Policy 10: Remove 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 should include removing stamp duty on five star ANCAP (very safe) cars and five-star Green Vehicle Guide (very fuel efficient) cars.

Conclusion

The Queensland Government has sizeable debt and a limited tax base from which to derive additional revenue. RACQ acknowledges that managing Queensland’s debt will require fiscal restraint, but urges the government not to sacrifice Queensland lives and future economic prospects in the process, by forgoing vital road and transport investment.

Mobility is important for all. We must invest in roads and transport to improve safety, capacity and resilience and to drive productivity improvements that benefit business and major sectors of Queensland’s economy.

Contact: RACQ Public Policy Department
Ph: 07 3872 8920

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Appendix 1
RACQ priority transport projects

National Highways

- Pacific Motorway – Nerang to Tugun, complete six lanes and interchange upgrades
- Pacific Motorway – upgrade from Gateway Motorway to Springwood and Daisy Hill to Loganholme, to improve safety and capacity
- Deliver the 10-year $8.5 billion plan for the Bruce Highway and bring forward the Gympie Bypass

State-controlled roads

- Develop north-south inland alternative route to the Bruce Highway – complete dual lane seal, widening, safety and flood improvements along Gregory and Kennedy Developmental roads and Gregory, Burnett, D’Aguilier and Kennedy highways
- Peak Downs Highway – safety works package, including Eton Range realignment project and bypass of Walkerston town12
- Brisbane railway level crossing upgrade program: Boundary Road (Coopers Plains), South Pine Road (Alderley), Cavendish Road (Coorparoo), Warrigal Road (Runcorn), Kianawah Road / Lindum Road (Wynnum West)

Public transport and rail

- Progress a Brisbane inner city cross river rail solution
- Rail duplication Beerburrum to Nambour
- Gold Coast Rapid Transit – extend the light rail line south to Coolangatta and the airport and north-west to link with heavy rail

RACQ Greater Brisbane projects:

- Pacific Motorway – Sections A and C, upgrade from Gateway Motorway to Springwood and Daisy Hill to Loganholme, to improve safety and capacity
- Progress a Brisbane inner city cross river rail solution
- Railway level crossing upgrade program: Boundary Road (Coopers Plains), South Pine Road (Alderley), Cavendish Road (Coorparoo), Warrigal Road (Runcorn), Kianawah Road / Lindum Road (Wynnum West)
- Upgrade Old Cleveland Road to six lanes from Cavendish Road to Moreton Bay Road
- Stafford Road upgrade and South Pine Road / Stafford Road intersection upgrade

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12 ‘Safety works package’ includes: lane and shoulder widening, safety barriers or removal of roadside hazards, ATLM / rumble strips, wide centre line treatments, intersection improvements and additional overtaking lanes / opportunities.

Title: RACQ Pre-Budget Submission to Queensland Treasury 2015-2016
Issued Date: March 2015
• Extend the Managed Motorways system along the Centenary Motorway to address capacity constraints or consider additional lanes

• Kenmore Bypass – construct four-lane bypass from Pullenvale to Centenary Motorway or construct a two-lane bridge from Bellbowrie to Riverhills as an alternative

• Stafford Road to Carseldine (North West Transport Corridor) – provide arterial standard link to relieve pressure on Gympie Road

• Ipswich Motorway Upgrade (Darra to Rocklea) – widen to six lanes, including service roads and interchange improvements

• Expand Cycle Network program to increase the provision of segregated bike paths and on-road bicycle lanes to separate bicycles from cars on major roads in urban areas

**RACQ Regional Queensland projects:**

Cairns (Far North Queensland)

• Kennedy Developmental Road and Highway – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway

• Captain Cook Highway upgrades – widen corridor, improve roadside safety, add overtaking lanes and a bike path

• Deliver Bruce Highway – Edmonton to Gordonvale duplication

Townsville (North Queensland)

• Gregory Developmental Road – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway

• Complete dual lane seal along the Hann Highway

• Deliver Bruce Highway Cattle Creek and Frances Creek upgrades to improve capacity, safety and flood immunity

Mackay / Whitsunday

• Peak Downs Highway – Safety works package, including Eton Range realignment and Walkerston bypass

• Gregory Developmental Road – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway

• Deliver Mackay Ring Road – stage 1 final construction

Rockhampton (Central Queensland)

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13 ‘Safety works package’ includes: lane and shoulder widening, safety barriers or removal of roadside hazards, ATLM / rumble strips, wide centre line treatments, intersection improvements and additional overtaking lanes / opportunities.
• Capricorn Highway (Rockhampton to Emerald) – safety works package, including flood improvements and overtaking lanes to provide a safe and efficient road

• Gregory Highway – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway

• Complete Bruce Highway upgrade of Yeppen Floodplain

Wide Bay / Burnett

• Burnett Highway – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway

• D’Aguilar Highway (Caboolture to Kingaroy) – safety works package along the D’Aguilar Highway linking Burnett Highway to Caboolture

• Bring forward Bruce Highway Cooroy to Curra Section D (Gympie Bypass)

Sunshine Coast

• Rail duplication (Beerburrum to Nambour)

• Steve Irwin Way – safety works package, including duplication where required

• Deliver widening of the Bruce Highway to six lanes and interchange upgrades from Caloundra Road to Sunshine Motorway (Stages 1 and 2)

Gold Coast

• Gold Coast Rapid Transit – extend the light rail line south to Coolangatta and the airport and north-west to link with heavy rail

• Pacific Motorway (Nerang to Tugun) – complete six lanes and interchange upgrades

• Pacific Motorway – upgrade from Gateway Motorway to Springwood and Daisy Hill to Loganholme, to improve safety and capacity

Toowoomba / South-West Queensland

• Carnarvon Highway – safety works package

• New England Highway (Yarraman to Warwick) – safety works package

• Deliver promised Warrego Highway upgrade

14 ‘Safety works package’ includes: lane and shoulder widening, safety barriers or removal of roadside hazards, ATLM / rumble strips, wide centre line treatments, intersection improvements and additional overtaking lanes / opportunities.