The Royal Automobile Club of Queensland (RACQ) welcomes the opportunity to provide comment ahead of the 2018-19 Queensland Budget. This submission calls on the Queensland Government to fund key transport projects, endorse RACQ’s policy priorities, and honour the commitments it made during the 2017 election.

The RACQ is the independent advocate for Queensland motorists. The RACQ represents 1.7 million members, covering nearly 70 percent of households in Queensland.

Queensland needs safer, good quality roads and transport systems to drive economic growth and cater for our growing population. The RACQ acknowledges the budgetary pressures the Queensland Government faces, but believes it is a false economy to reduce government investment in better roads and transport systems. Ultimately Queenslanders pay for this in terms of reduced productivity and lost lives.

The RACQ campaigned strongly for improved transport outcomes in the lead up to the 2017 state election. The importance of safe, affordable and sustainable mobility was highlighted in RACQ’s 2017-2021 Mobility 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 and sustainable transport options included national and state-controlled highway upgrades, a continued freeze on vehicle registration fees, greater fuel-price transparency, and funding to reduce vehicle theft and improve road safety (a full list of RACQ’s policy priorities are provided in Table 1). The RACQ also asked for more on-road police and we are pleased that the re-elected Queensland Government committed to employing an additional 535 police personnel.

In addition to policy priorities, RACQ’s 2017-2021 Mobility Matters to every Queenslander outlined key transport projects needed to reduce congestion and deliver better roads and rail (see Table 2 for the list of projects). Funding promises were made to a number of these projects and the RACQ welcomes the commitment to progress the following projects:

1 RACQ’s 2017-2021 Mobility Matters to every Queenslander policy document can be found at. https://www.racq.com.au/about/racq/lobbying-on-behalf-of-our-members

Title: RACQ Pre-Budget Submission to Queensland Treasury 2015-2016
Issued Date: March 2015
The RACQ expects to see funding allocations in the 2018-19 Budget or in the Queensland Transport and Roads Investment Program (QTRIP) pertaining to these projects. We also expect to see funding allocated to the other projects promised by the returned government. Both the projects and the transport policies announced during the 2017 election are shown in Table 3.

Transport is a major issue for Queensland and it is vitally important to increase investment in good road and rail projects to ensure Queensland’s future prosperity 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.

This submission to the Queensland Government Budget Process asks that government considers the need to invest strongly in transport infrastructure and in doing so, that the 2018-19 State Budget:

1. Support RACQ’s ten policy priorities for safe, affordable and sustainable mobility
2. Allocate funding to RACQ’s priority transport projects
3. Allocate funding to progress the transport projects and policies promised during the 2017 Queensland election
1. Support RACQ’s ten policy priorities for safe, affordable and sustainable mobility

In the lead up to the 2017 state election the RACQ promoted ten policy priorities for safe, affordable and sustainable motoring. The RACQ asks the government to consider the merits of these policies during the budgeting process.

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

<table>
<thead>
<tr>
<th>Safety</th>
<th>Affordability</th>
<th>Sustainability</th>
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<tbody>
<tr>
<td>Upgrade the safety of Queensland roads to achieve 95% of travel on the national network and 90% of travel on the state network, at AusRAP 3-star or better by 2022</td>
<td>Implement transparent real-time fuel price reporting</td>
<td>Queensland’s annual roads and transport capital expenditure to be a minimum of 2% of Gross State Product</td>
</tr>
<tr>
<td>Increased on-road Police patrol presence to provide a higher level of visible enforcement of unsafe driving behaviours</td>
<td>Freeze vehicle registration charges for three years to ease the financial burden on Queensland motorists</td>
<td>Implement an integrated public transport authority that administers the delivery of all public transport services in Queensland</td>
</tr>
<tr>
<td>Queensland Government to fund, provide crash data and support both ANCAP and UCSR car safety rating programs</td>
<td>Eliminate stamp duty on all new cars to help make Queensland’s vehicle fleet safer and cleaner</td>
<td>All upgrades to state-controlled roads in urban areas to include a segregated bicycle path or on-road bicycle lanes, or a high quality signed parallel route for bicycles and mobility scooters</td>
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Upgrade the safety of Queensland roads to achieve 95% of travel on the national network and 90% of travel on the state network, at AusRAP 3-star or better by 2022

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.

The Australian Road Assessment Program (AusRAP) star ratings measure the inherent safety of the road infrastructure. Roads are assigned a score from one star (least safe) to five stars (most safe). RACQ considers that the focus of government should be on eliminating 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 halved.\(^2\)

The Queensland Road Safety Action Plan 2017-2019 has already set a target for Queensland’s national roads of 90% of network travel at AusRAP 3-star by 2022, however no star rating target has been set for the state road network.

At present, 90% of travel on the national network and 84% of travel on the state network achieves 3-star or better. To minimise deaths and injuries across Queensland, the RACQ advocates for a target of achieving 95% of travel on the national network and 90% of travel on the state network, at AusRAP 3-star or better by 2022. To achieve these targets, continued capital investment in the state and national road network are required, as well as low-cost, high impact safety treatments such as wide centre lines, safety barriers, roadside hazard removal and intersection upgrades.

Increased on-road Police patrol presence to provide a higher level of visible enforcement of unsafe driving behaviours

In 2016, 251 fatalities and 6,261 serious injuries were recorded on Queensland roads.\(^3\) While education and engineering countermeasures help provide longer-term road safety improvements, effective enforcement can achieve crash reductions in the shorter term and is viewed as a cost-effective means of enhancing road safety.

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.

The Queensland Police Service has a Road Policing Command that specialises in traffic policing services and education activities throughout Queensland. RACQ advocates for increasing the number of police officers assigned to Queensland’s Road Policing Command by 5% each year to enable an active and visible on-road presence.

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3 Finalised figures for 2017 are not yet available

Title: RACQ Pre-Budget Submission to Queensland Treasury 2018-2019

Issued Date: March 2018
The RACQ has welcomed government’s commitment to employ an additional 535 police personnel, but it is unclear as yet how many of these will be deployed to the Road Policing unit.

Queensland Government to fund, provide crash data and support both ANCAP and UCSR car safety rating programs

Ideally motorists should make vehicle purchases based on safety attributes, but they first need accurate and consistent information. Therefore, the RACQ is advocating for the safety rating system on new cars to be linked to the safety rating system on used cars. If all motorists purchased cars with comprehensive safety features like airbags and electronic stability control, there would be a reduction in permanent disability and death.

The Australasian New Car Assessment Program (ANCAP) is an independent, non-regulatory consumer information and vehicle safety advocacy organisation. ANCAP is funded by motoring clubs and transport departments in Australia and New Zealand.

ANCAP uses a one to five-star rating system for tested new vehicles based on a series of crash tests and the fitment of safety features. ANCAP also acts as an advocate to influence government policy on vehicle safety and to car manufacturers to improve the safety performance of vehicles being sold in the Australian market.

To assess second-hand vehicles, Used Car Safety Ratings (UCSR) are prepared by Monash University and calculated from real-world crashes and the injury outcomes. Monash use around seven million police-reported crashes to build robust crash ratings on a wide range of vehicles. Given a vehicle will be resold several times during its life, the UCSR ratings provide highly valuable information to consumers shopping for a safe second-hand vehicle.

RACQ supports both the ANCAP and UCSR programs and believes there are opportunities to further improve the supply of vehicle safety information by merging the two rating systems into a single source.

The RACQ advocates for ongoing commitment from the state government (as well as the federal government) to be an active contributor to both programs and ensure the programs receive adequate funding to allow their ongoing testing, crash analysis and consumer information activities.

Address vehicle theft by restoring Queensland funding for the National Motor Vehicle Theft Reduction Council

The RACQ wants government to keep Queenslanders safe by targeting crime reduction such as motor vehicle theft and reinstating funding for the National Motor Vehicle Theft Reduction Council (NMVTRC).

The NMVTRC was established in 1999 as a joint initiative of Australian state and territory governments and the insurance industry, in order to advance reform and cooperation between industry, government and community stakeholders to reduce vehicle theft.

Since its inception, the NMVTRC has facilitated over $500 million of external investment in vehicle crime reduction measures. Over this period vehicle crime in Australia has reduced by
more than 65% - from 142,000 thefts in 2000/01 to 51,300 in 2014/15, reducing the cost to the Australian community from an estimated $1 billion to $600 million per year.\(^4\)

The major beneficiaries of the NMVTRC’s reform process are Australian motorists (with the nation’s vehicle owners saving a total of more $154 million to 2014), and insurers (with savings from vehicle loss and damage totalling more than $223 million). In addition, there are other flow-on benefits, such as substantial savings in police, court and corrections costs that result from reduced levels of car crime.

In 2012, the Newman state government ceased funding contributions to the NMVTRC and Queensland lost the vital theft reduction programs provided by this organisation.

Queensland is the only state not providing a financial contribution to the council. Recent data suggests that the removal of NMVTRC programs and services from Queensland is having a negative impact, with the 2016/17 passenger/light commercial vehicle theft rate for Queensland tracking 24% higher than it was in 2015/16 (compared to a national increase of 6%).\(^5\)

During the 2017 election a commitment was made to review NMVTRC funding. The RACQ therefore again asks the Queensland Government to reinstate funding for the Council and awaits the outcome of the review.

**Implement transparent real-time fuel price reporting**

Fuel prices in Queensland are some of the highest in Australia. Brisbane is consistently more expensive than Sydney, Melbourne, Adelaide and Perth; and our regional cities, like Cairns, are among the most expensive in Australia. In their review of Cairns and Brisbane fuel markets, the Australian Competition and Consumer Commission (ACCC) attributed the high prices to a lack of competition.

The RACQ encourages Queensland motorists to drive competition by purchasing from the cheapest retailers, but it is not always simple for motorists to find the cheapest fuel in their area. With limited data on all the price comparison services, the cheapest sites often go unnoticed and under frequented. To address this failure and drive competition in fuel retailing markets, the RACQ advocates for the introduction of transparent real-time fuel price reporting in Queensland.

Real time fuel price reporting would deliver transport savings to Queensland’s motorists and it would address the problems associated with current commercially available services, including lack of brand and/or geographic coverage and poor timeliness of data. This is a critical issue for our members.

**Freeze vehicle registration charges for three years to ease the financial burden on Queensland motorists**

The RACQ wants the state government to forgo annual registration increases for three years. Queensland motorists contribute $1.7 billion in registration tax revenue each year and are charged more than the average of other States and Territories for registration.\(^6\)

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\(^4\) A paper provided to RACQ by NMVTRC: Re-engagement of the Queensland Government in national collaboration on the development of strategic responses to vehicle crime, March 2016


\(^6\) Excluding CTP
On average, Queensland motorists spend over $200 per week on transport costs making it the third largest household expense behind housing and food.\(^7\)

Although the state government has said it will replace the annual 3.5% registration increases with annual CPI increases from 2019-20, this is not enough. Queensland has the highest charges in the 6 and 8 cylinder categories and the second highest in the 4 cylinder category.

Affordable motoring is important to all Queenslanders. Motorists living in rural and regional areas often rely on larger vehicles to travel long distances or drive on unsealed parts of the network. Many Queenslanders also have limited access to public transport alternatives and rely on cars for mobility.

If a three-year freeze on registration was introduced in July 2018, RACQ estimates that Queensland motorists would collectively save $230 million over the three-year period.

**Eliminate stamp duty on all new cars to help make Queensland's vehicle fleet safer and cleaner**

The RACQ calls for vehicle registration duty (vehicle stamp duty) to be removed on new cars to encourage fleet turnover to safer, cleaner vehicles. On a $25,000 four-cylinder car the saving would be $750, and on a $40,000 six-cylinder car it would be $1,400.

Queensland vehicle registration duty is between 2\% and 4\% of the GST-inclusive price of a car. The stamp duty rate varies depending on the number of cylinders of the vehicle and while not specified, the sliding rate of stamp duty suggests that the tax is aimed at increasing fleet turnover to more fuel efficient vehicles. Perversely, the added financial burden of vehicle stamp duty in Queensland discourages fleet turnover. The average age of passenger vehicles in Queensland increased from 9.4 years in 2012 to 9.5 years in 2017.\(^8\)

The removal of stamp duty on motor vehicles would deliver an economic benefit to Queensland motorists and provide an incentive to increase vehicle fleet turnover, allowing greater penetration of new fuel-efficient and safer vehicles.

It is disappointing that the government plans to increase stamp duty on new cars costing $100,000 or more, by 2\%. Motorists already pay $530 million in stamp duty each year, and it is estimated that the extra 2\% in duty will cost motorists a further $75 million over three years. The RACQ asks the government to reconsider this policy. It is a double tax hit on motorists who already pay a Luxury Car Tax on these vehicles, and it is revenue that is not reinvested back into transport infrastructure, rather it goes straight into consolidated revenue. It is also a policy that will discourage motorists from buying some of the safest and most environmentally friendly vehicles, which are often priced over $100,000.

**Queensland’s annual roads and transport capital expenditure to be a minimum of 2\% of Gross State Product**

The Queensland road network requires ongoing investment to cater for population growth and economic sustainability, and more needs to be done to improve the condition of roads,

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\(^7\) Australian Bureau of Statistics, 2017, Household expenditure survey, 2015-2016, Canberra


Title: RACQ Pre-Budget Submission to Queensland Treasury 2018-2019
particularly with respect to reducing congestion, improving flood immunity, regular maintenance and enhancing safety.

The RACQ asks the government to commit a minimum of 2% of Gross State Product (GSP) to capital funding for transport and road infrastructure annually. Without increased funding, highways and urban road networks will become progressively more unsafe and congested.

The 2017 Queensland Audit Office report on Integrated Transport Planning identified a $4 billion renewal backlog for the road network that is forecast to increase to $9 billion over the next 10 years, and Queensland’s budgeted capital funding for transport and road infrastructure has fallen to the lowest level in more than a decade.

Figure 1 shows budgeted capital funding for transport and road infrastructure and any additional road funding under the Natural Disaster Relief and Recovery Arrangements (NDRRA). The budgeted capital funding, excluding NDRRA funding, is shown as a percentage of Gross State Product (GSP). At its peak the percentage of GSP for roads and transport capital expenditure reached 2.8%. The relatively high levels of funding from 2008-9 to 2010-11 were in part attributable to additional investment to combat the Global Financial Crisis.

Figure 1: Queensland Government budgeted transport and road capital funding (excluding NDRRA funding) as a percentage of Gross State Product (GSP)*


Currently, capital funding for transport and road infrastructure as a percentage of GSP is 60% less than it was at the peak in 2009-10 and nearly 40% less than 2006-07. This means that not only has funding in Queensland failed to keep up with inflation, but it has failed to improve productivity or cater for population growth. Since 2006 Queensland’s population has grown by 22%.

9 NDRRA funding was excluded to offset funding spikes arising from flood and cyclone repairs.

Title: RACQ Pre-Budget Submission to Queensland Treasury 2018-2019

Issued Date: March 2018
Implement an integrated public transport authority that administers the delivery of all public transport services in Queensland

The RACQ supports good public transport that improves accessibility and mobility for Queenslanders and that increases the efficiency and resilience of the transport network.

The RACQ calls on the government to establish an integrated public transport authority to administer the delivery of all public transport services in Queensland. RACQ believes that this would consolidate the responsibility for the delivery of public transport and result in several benefits to Queenslanders including increased patronage, reduced congestion on roads, better access for people with a disability and improved network optimisation.

Public transport in Queensland is provided by rail, buses, ferries and light rail and is administered by the Queensland Government, councils, and in south east Queensland, TransLink.\textsuperscript{10} In Brisbane, specifically, the process of delivering public transport is complex. While public transport in Brisbane is co-ordinated by TransLink, rail services are operated by Queensland Rail and bus services are operated by both the Brisbane City Council’s Brisbane Transport subsidiary and private operators. Ferry services on the Brisbane River are operated by Transdev Brisbane Ferries.

Recently, the efficiency and reliability of public transport in south-east Queensland has come under increasing scrutiny, with ongoing issues associated with reduced and overcrowded services. Furthermore, the multiple “silos” involved in the provision of public transport in Queensland acts as a barrier to adopting a whole-of-system approach to the operation and planning of public transport services.

The establishment of a single authority would deliver a range of benefits to government including reduced costs, by removing overlapping and shared services, and the potential to further optimise reliability, efficiency and accessibility through the adoption of mobility enhancing technology and services.

All upgrades to state-controlled roads in urban areas to include a segregated bicycle path or on-road bicycle lanes, or a high quality signed parallel route for bicycles and mobility scooters

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. The RACQ encourages all road users to act responsibly on the road and we promote the use of engineering, education and enforcement measures to improve safety.

RACQ research has shown that 33% of people would like to ride a bike more if there was a safer route. If the proportion of bicycle commuters rose by 10%, the displacement of motor

\textsuperscript{10} TransLink is a division of the Department of Transport and Main Roads that manages the coordination, integrated ticketing and zoning for public transport services covering Brisbane and the rest of south east Queensland. It contracts Queensland Rail, Brisbane Transport and private bus operating companies to operate public transport services.
vehicles from the road network would result in congestion benefits. These congestion benefits, and safety outcomes, are best achieved when separated infrastructure is available.

The RACQ supports the growth of bicycle mode share to reduce congestion and improve our mobility, but safety is paramount. This is why RACQ advocates for all upgrades to state-controlled roads in urban areas to include a segregated bicycle path or on-road bicycle lanes, or a high quality signed parallel route for bicycles and mobility scooters. The RACQ would also like to see the development of a strategy focused on improved safety, connectivity and level of service to bicycle riders across Queensland.

2. Allocate funding to RACQ's priority transport projects

*RACQ's 2017-2021 Mobility Matters to every Queenslander outlined key transport projects needed to reduce congestion and deliver better roads and rail. These are shown in Table 2.*

*Queensland needs strong investment in transport projects like these to improve safety and mobility and deliver efficiency and productivity gains. In particular, a 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 to the Bruce Highway. 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.

Capital investment in transport infrastructure should be a key platform for maintaining sustained economic growth and investment in infrastructure is fundamental to boosting productivity. *Investing in high-quality infrastructure has the capacity to stimulate and enhance the productivity of the economy in both the short and long term. It is an investment that has a multiplier effect throughout the economy, generating lasting economic, social and environmental benefits.*

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.

A number of RACQ's priority transport projects received full or partial support from the returned government during the 2017 election. These appear in red font in Table 2.


*Title: RACQ Pre-Budget Submission to Queensland Treasury 2018-2019*

*Issued Date: March 2018*
Table 2: RACQ priority transport projects

National Highways

• Pacific Motorway – complete six lanes and interchange upgrades between Varsity Lakes and Tugun
• Pacific Motorway - upgrade to eight lanes from Gateway Motorway 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 Development roads and Gregory Burnett, D’Aguilar and Kennedy highways
• Mt Lindesay Highway - safety works package including duplication to Jimboomba\textsuperscript{12}
• 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 Cross River Rail
• Gold Coast light rail – extend the light rail line south to Coolangatta and the airport
• Beerburrum to Nambour rail upgrade project

RACQ Top Ten Greater Brisbane projects

• Pacific Motorway – complete six lanes and interchange upgrades between Varsity Lakes and Tugun and upgrade to eight lanes from Gateway Motorway to Loganholme, to improve safety and capacity
• Progress Cross River Rail
• 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)
• North-South Urban Arterial – provide arterial standard link to relieve pressure on the Bruce Highway between North Lakes and Gateway Motorway
• Upgrade Centenary Motorway Bridge to eight lanes, with associated enhancements along the route from Legacy Way to the Ipswich Motorway
• North West Transport Corridor (Stafford Road to Carseldine) – provide arterial standard link to relieve pressure on Gympie Road and progress South Pine Road / Stafford Road intersection upgrade
• Complete Ipswich Motorway Upgrade (Darra to Rocklea) – complete Stage 1 and 2 including widening to six lanes, service roads and interchange improvements
• Pedestrian and cycle bridge from the Brisbane CBD to Kangaroo Point, with other potential walk and cycle links to New Farm and Hawthorne
• 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
• Extension of the Springfield rail line to Ripley

\textsuperscript{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.
### 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\(^1\)
  - Captain Cook Highway upgrades – widen corridor, improve roadside safety, add overtaking lanes and provide safe cycling infrastructure
  - Complete ‘Cairns Southern Access’ - all 4 stages - which includes 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\(^1\)
  - Complete dual lane seal along the Hann Highway
  - Flinders Highway – safety works package, including flood improvements and overtaking lanes to provide a safe and efficient road\(^1\)

#### Mackay / Whitsunday

- Peak Downs Highway – Safety works package\(^1\)
- Gregory Developmental Road – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway\(^1\)
- Duplication of the Sarina to Mackay link of the Bruce Highway to improve safety, capacity and flood immunity

#### Rockhampton (Central Queensland)

- Capricorn Highway (Rockhampton to Emerald) – safety works package, including flood improvements and overtaking lanes to provide a safe and efficient road\(^1\)
- Gregory Highway – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway\(^1\)
- Deliver Rockhampton Northern Access upgrade stage 2

#### Wide Bay / Burnett

- Burnett Highway – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway\(^1\)
- D’Aguilar Highway (Caboolture to Kingaroy) – safety works package along the D’Aguilar Highway linking Burnett Highway to Caboolture\(^1\)
- Accelerate delivery of Bruce Highway Cooroy to Curra Section D construction (including Gympie Bypass)

#### Sunshine Coast

- Progress Beerburrum to Nambour rail upgrade project
- Steve Irwin Way – safety works package, including duplication where required\(^1\)
- Complete Bruce Highway six lane upgrade between Pine River and Caloundra Road and deliver Bruce Highway Maroochydore Road to Mons Road upgrade

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\(^1\) 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.
Gold Coast

- Gold Coast light rail – extend the light rail line south to Coolangatta and the airport
- Pacific Motorway – complete six lanes and interchange upgrades between Varsity Lakes and Tugun and upgrade to eight lanes from Gateway Motorway to Loganholme, to improve safety and capacity
- Develop Intra-Regional Transport Corridor (IRTC) from Starylon-Jacobs Well Road to Nerang-Broadbeach Road as a multi-modal corridor to relieve pressure on the M1

Toowoomba / South-West Queensland

- Carnarvon Highway – safety works package
- New England Highway – safety works package
- Publish the Toowoomba Second Range Crossing toll prices and justifications and invest any project savings in upgrades between Toowoomba and Brisbane

Southern Queensland

- Cunningham Highway – safety works package along the Cunningham Highway
- Mt Lindesay Highway - safety works package including duplication to Jimboomba
- Investigate Salisbury to Beaudesert rail corridor - passenger rail to Flagstone

Projects in red received full or partial support from the returned government during the 2017 election

3. Allocate funding to progress the transport projects and policies promised during the 2017 Queensland election

The Queensland Government should progress the positive transport policies it committed to during the 2017 election and provide funds in the 2018-19 State Budget, or in QTRIP, to progress its transport projects. The ability to efficiently move people and goods on quality roads is essential to improved productivity.

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.

The RACQ appreciates the commitments made to roads, safety and transport infrastructure during the election campaign. The RACQ expressed public support for a number of election initiatives, including the safety and congestion related road and rail upgrades. We did, however, oppose the plan to increase transfer duty costs on new cars priced at more than $100,000 and we ask the government to reconsider this policy.

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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.
Table 3: Transport-related election promises

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<tr>
<th>Policies</th>
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<tr>
<td>• Review funding to the National Motor Vehicle Theft Reduction Council</td>
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<td>• Employ an additional 535 police personnel</td>
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<td>• Limit registration and driver licence fees to a CPI increase from 2019-20</td>
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<td>• Continued funding for ANCAP and UCSR and the rollout of the Safe Cars mobile application</td>
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<td>• Reinstate the statutory warranty for older second-hand vehicles sold by dealers</td>
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<td>• Provide affordable legal avenues by lifting the jurisdictional limit at the Queensland Civil and Administrative Tribunal to $100,000</td>
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<td>• Push for ‘lemon laws’ at a national level</td>
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<td>• Extend the 50% concession for Public Transport to an additional 19,000 veterans that are DVA white card holders aged under 64</td>
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<tr>
<td>• Extra 2% stamp duty on new cars of more than $100,000^16</td>
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<tr>
<th>Projects</th>
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<td>• $206 million to help fund the upgrade of the southern M1 between Varsity Lakes and Tugun and ensure the M1 is at least six lanes from Brisbane to the border</td>
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<td>• $25 million to upgrade the Oxenford (Exit 57) interchange on the Pacific Motorway</td>
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<td>• $16 million to develop a business case for future upgrades of the M1 corridor between Eight Mile Plains and the Logan Motorway</td>
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<td>• Progressing Cross River Rail</td>
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<td>• Establishing the Bruce Highway Trust, with a total investment of $1 billion annually</td>
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<td>• Committing $200 million annually to the Bruce Highway Trust and providing an initial injection of $175 million for targeted safety and flood resilience projects</td>
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<tr>
<td>• Completing the Bruce Highway ‘Cairns Southern Access’ - all 4 stages; and Pine River to Caloundra Road Interchange Upgrade (Caboolture-Bribie Island Road to Caloundra Road/Steve Irwin Way)</td>
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<tr>
<td>• Bringing forward the upgrade of the Townsville Ring Road to dual carriage way between Douglas and Bohle Plains</td>
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<tr>
<td>• Completing the Gympie bypass with the construction of the final missing link — Cooroy to Curra (Section D)</td>
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<td>• Investing a further $20 million to continue upgrading the Mount Lindesay Highway</td>
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<td>• $4 million to prepare a business case and technical designs for a new Centenary Motorway bridge over the Brisbane River</td>
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^16 The RACQ remains opposed to this increase. Queensland motorists already pay $530 million in vehicle stamp duty and the money is not reinvested back into the road or transport infrastructure, it goes into consolidated revenue.
• $26 million for the Stafford Road to South Pine Road link road
• Constructing 3 new stations on the existing Gold Coast line as part of the Cross River Rail project
• $44 million for an additional 650 car parking spaces at Springfield Central train station
• 300 more park n ride spaces at Salisbury Station
• $18 million to upgrade Loganlea train station
• 50:50 funding to upgrade the Coopers Plains level crossing
• $50 million over five years to fix up the Mount Isa to Townsville railway line.
• Widening the Oxley road rail underpass to four lanes
• $75 million for Northern and Eastern Transitways
• $14 million to help build walking, cycling and horse-riding trails on disused rail corridors

Items in red relate to policies or projects advocated by RACQ during the 2017 election

Conclusion

The Queensland Government has sizeable debt and a limited tax base from which to derive additional revenue. The 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. The RACQ and its 1.7 million members expect their government to deliver the best outcomes for Queenslanders and commit to a safe, affordable and sustainable transport system.