The 2019-20 Queensland State Budget delivered welcome safety and road and transport funding increases. But disappointingly, there were also higher vehicle registration and driver licence fees.

**Infrastructure Funding Outcomes**

- Annual budgeted capital funding for road and transport infrastructure will increase in 2019-20 and the 2018-19 actual road and transport expenditure exceeded the 2018-19 budget allocation, with $550 million worth of projects brought forward (see Table 1). As a percentage of Gross State Product (GSP), budgeted funding goes from 1.3% in 2018-19 to 1.5% of GSP in 2019-20.
- The Queensland Transport and Road Investment Program (QTRIP) 2019-20 to 2022-23 funding will total $23 billion. This is a $1.3 billion increase (6%) on the previous QTRIP and represents a 4% rise in real terms. Regional funding is boosted to $14.5 billion, providing much needed safety and accessibility improvements and productivity benefits.
- The proportion of QTRIP funding allocated to the outlying years is increasing, and the 2019-20 to 2022-23 QTRIP has 58% of the funding occurring in years 3 and 4.
- There was a continued commitment to the $12.6 billion Bruce Highway program, the M1 Pacific Motorway (Eight Mile Plains to Daisy Hill and Varsity Lakes to Tugun), Beerburrum to Nambour Rail Upgrade and Cross River Rail projects.
- Funding gaps remain for the Gold Coast Light Rail Stage 3A and Exits 41 and 49 on the Pacific Motorway.
- There were no new announcements to fund level crossing upgrades. The Queensland Government has committed $5 million in planning money for each of the Coopers Plains and Carseldine crossings, but more needs to be done to eliminate open level crossings in urban areas. There are considerable congestion and safety benefits in grade separating these on the road network.

**Road Safety Outcomes**

- Road safety funding will be increased by $205 million over four years, taking Queensland’s road safety budget to $900 million. The additional safety investment will fund safety barriers, overtaking lanes, road widening and wider centerlines. Road safety must remain a priority for the Queensland Government.

**Motoring Cost Outcomes**

- Queensland motorists will pay more for vehicle registration and driver licences. These fees will increase on 1 July 2019 by the CPI forecast in the Mid-Year Fiscal and Economic Review (MYFER) of 2.25%. The use of a forecast rather than published CPI boosts government revenue at the expense of motorists, because it is likely that actual CPI will be less than the forecast. This is also the first time the Queensland Government has tied the escalation of a motoring tax or charge to a forecast. Public transport fares and toll costs, for example, are increased by published CPI, which for the March quarter 2019 was 1.5%.
- The RACQ is disappointed the Queensland Government has persisted with the additional 2% in stamp duty introduced last year on cars valued above $100,000. This is a double tax hit on motorists who already pay a Luxury Car Tax on these vehicles.
Table 1 State Budget Overview

<table>
<thead>
<tr>
<th>Item</th>
<th>2016-17</th>
<th>2017-18</th>
<th>2018-19</th>
<th>2019-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Growth</td>
<td>2.5%</td>
<td>3.5%</td>
<td>2.75%</td>
<td>3%</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>6.2%</td>
<td>6%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Inflation</td>
<td>1.7%</td>
<td>1.7%</td>
<td>1.75%</td>
<td>2%</td>
</tr>
<tr>
<td>Transport and Roads Capital</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expenditure Est. Actual*</td>
<td>$3.71 billion</td>
<td>$4.05 billion</td>
<td>$5.5 billion</td>
<td>n/a</td>
</tr>
<tr>
<td>Transport and Roads Capital</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expenditure incl capital grants</td>
<td>$4.39 billion</td>
<td>$3.89 billion</td>
<td>$4.95 billion</td>
<td>$5.62 billion</td>
</tr>
<tr>
<td>Budget**</td>
<td>$4.05 billion</td>
<td>$3.65 billion</td>
<td>$4.71 billion</td>
<td>$5.36 billion</td>
</tr>
<tr>
<td>Transport and Roads Capital</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expenditure Budget</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government Revenue</td>
<td>$56.2 billion</td>
<td>$58.1 billion</td>
<td>$60 billion</td>
<td>$60.4 billion</td>
</tr>
<tr>
<td>Government Expenditure</td>
<td>$53.3 billion</td>
<td>$56.3 billion</td>
<td>$59.2 billion</td>
<td>$60.2 billion</td>
</tr>
<tr>
<td>Net Operating Balance</td>
<td>$2,800 million</td>
<td>$1,800 million</td>
<td>$841 million</td>
<td>$189 million</td>
</tr>
</tbody>
</table>

* including ports, capital grants and Cross River Rail  ** including ports and Cross River Rail, excluding capital grants

Source: Queensland Budget 2019-20 Budget Paper No. 2 Budget Strategy and Outlook and Budget Paper No. 3 Capital Statement

Taxes and Charges

Vehicle Registration

From 1 July 2019 vehicle registration and the associated traffic improvement fee will increase by a CPI forecast of 2.25%. This is less than the 3.5% increase last year, but more than the published CPI of 1.5% (March quarter 2019). This is the first time the Queensland Government has tied the escalation of a motoring tax or charge to a forecast and not an actual CPI figure. Public transport fares and toll prices increase by published CPI, not a forecast.

The registration costs from 1 July 2019 are shown in Table 2.

Table 2: Queensland vehicle registration costs from 1 July 2019 (including the traffic improvement fee)

<table>
<thead>
<tr>
<th>Cylinders</th>
<th>Cost 1 July 2018</th>
<th>Cost 1 July 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,2,3 cylinders or electric</td>
<td>$308.75</td>
<td>$315.70</td>
</tr>
<tr>
<td>4 cylinder</td>
<td>$377.40</td>
<td>$385.90</td>
</tr>
<tr>
<td>5 or 6 cylinder</td>
<td>$564.90</td>
<td>$577.60</td>
</tr>
<tr>
<td>7 or 8 cylinder</td>
<td>$768.65</td>
<td>$785.95</td>
</tr>
</tbody>
</table>

A Queensland car registration bill consists of three components:

- Base registration fee (revenue goes to government)
- Traffic improvement fee (revenue goes to government)
- Compulsory Third Party (CTP) insurance charge (revenue goes to the insurance provider).

1 The CTP charge includes a levy for the National Injury Insurance Scheme (NIIS).
Once CTP is included, from July 2019 it will cost $737.10 to register a four-cylinder car for 12 months, $928.80 to register a six-cylinder car and $1137.15 for an eight-cylinder car.

Motor vehicle registration is one of the highest single tax takes administered by the State. In 2019-20 it will contribute 12.6% of total Queensland Government taxation revenue. Queensland Government revenue from motor vehicle registration is forecast to grow by 3.3% in 2019-20, from $1.85 billion to $1.91 billion. This growth is depicted in Chart 1.

**Chart 1: Queensland Government vehicle registration revenue 2000-2001 to 2019-2020 (excludes traffic and transport fees and CTP)**

Vehicle registration is forecast to continue to increase by 3.6% per annum across the forward estimates (Table 3).

**Table 3: Forecast vehicle registration revenue 2019-20 to 2022-23**

<table>
<thead>
<tr>
<th>State taxation revenue ($ m)</th>
<th>2019-20</th>
<th>2020-21</th>
<th>2021-22</th>
<th>2022-23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle registration</td>
<td>$1,908</td>
<td>$1,977</td>
<td>$2,049</td>
<td>$2,124</td>
</tr>
</tbody>
</table>


**Comment**

Queensland has among the highest registration fees in Australia. Since 2015 Queensland motorists have been hit with above-inflation increases on registration and licence fees.
Queensland motorists spend over $200 per week on transport costs, making it the third largest household expense behind housing and food. The RACQ has asked the Queensland Government to freeze vehicle registration charges on private-use vehicles and we will continue to lobby for this.

When the State Government made an election promise to keep registration, driver licence fees and associated fees to CPI increases, it was assumed that the escalation would be tied to published CPI, because this is the increase mechanism generally applied to public transport fares and toll charges. Instead, the government has artificially inflated registration and licence costs for motorists by using a hypothetical CPI forecast of 2.25%, rather than the published annual CPI of 1.5% (March quarter 2019). The government has not predicted CPI correctly for at least the last four years (see Table 4) and it is illogical to use an escalation mechanism historically proven to be wrong. It is highly likely that the actual CPI will come in under the government CPI forecast, and Queensland motorists will have been charged too much.

Table 4: Queensland Mid-Year Fiscal and Economic Review (MYFER) CPI/inflation forecast versus actual

<table>
<thead>
<tr>
<th>Year</th>
<th>MYFER Forecast</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015-16</td>
<td>2.5%</td>
<td>1.6%</td>
</tr>
<tr>
<td>2016-17</td>
<td>2.5%</td>
<td>1.7%</td>
</tr>
<tr>
<td>2017-18</td>
<td>2.25%</td>
<td>1.7%</td>
</tr>
<tr>
<td>2018-19</td>
<td>2.25%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Queensland Driver Licence

From 1 July 2019 the fee structure for Queensland driver licences will increase by a CPI forecast of 2.25%. This is less than the 3.5% increase last year, but more than published CPI of 1.5% (March quarter 2019). Licence costs are shown in Table 5:

Table 5: Queensland driver licence fees

<table>
<thead>
<tr>
<th>Licence duration</th>
<th>Cost 1 July 2018</th>
<th>Cost 1 July 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 year licence</td>
<td>$78.90</td>
<td>$80.70</td>
</tr>
<tr>
<td>2 year licence</td>
<td>$110.00</td>
<td>$112.50</td>
</tr>
<tr>
<td>3 year licence</td>
<td>$136.15</td>
<td>$139.20</td>
</tr>
<tr>
<td>4 year licence</td>
<td>$157.55</td>
<td>$161.05</td>
</tr>
<tr>
<td>5 year licence</td>
<td>$176.75</td>
<td>$180.70</td>
</tr>
</tbody>
</table>

Vehicle Registration (Stamp) Duty

There are no changes to vehicle registration duty rates in the 2019-20 Budget. Vehicle Registration (Stamp) Duty applies to the GST-inclusive price of a car and the stamp duty rate varies depending on the number of cylinders of the vehicle:

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• 2% for hybrid or electric vehicles
• 3% for 1 to 4 cylinder vehicles, 2 rotors
• 3.5% for 5 or 6 cylinder vehicles, 3 rotors
• 4% for 7 or more cylinder vehicles.

In July 2018 the Queensland Government introduced a Premium Motor Vehicle Duty and increased stamp duty on vehicles valued above $100,000 by 2%. This increased the amount of vehicle registration duty payable by $2 per $100 of dutiable value (excluding heavy vehicles). On a 4 cylinder car priced at $100,001 this inflated the amount of stamp duty paid from $3,000.03 to $5,000.05. The additional stamp duty is on top of the Federal Luxury Car Tax already levied on these vehicles (see Table 6).

### Table 6: Vehicle stamp duty costs

<table>
<thead>
<tr>
<th>Cylinders</th>
<th>Start Costs</th>
<th>33% Luxury Car Tax</th>
<th>Stamp Duty (SD)</th>
<th>Purchase Price</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Price incl GST</td>
<td>LCT @ 33%</td>
<td>Price (33% LCT)</td>
<td>Current SD</td>
</tr>
<tr>
<td>4 cylinder</td>
<td>$92,231</td>
<td>$7,770</td>
<td>$100,001</td>
<td>$3,000.03</td>
</tr>
<tr>
<td>6 cylinder</td>
<td>$92,231</td>
<td>$7,770</td>
<td>$100,001</td>
<td>$3,500.04</td>
</tr>
<tr>
<td>8 cylinder</td>
<td>$92,231</td>
<td>$7,770</td>
<td>$100,001</td>
<td>$4,000.04</td>
</tr>
</tbody>
</table>

In the 2019-20 Budget the State Government is forecasting total vehicle registration duty revenue of $583 million, an increase of 4.7% on the $557 million in vehicle stamp duty collected during 2018-19. This percentage increase is significantly higher than the 2017-18 to 2018-19 increase of 2.6%, due to the boost from the Premium Motor Vehicle Duty. The additional 2% in vehicle stamp duty will lift consolidated revenue by around $25 million per annum, as shown in Table 7:

### Table 7: Vehicle stamp duty - additional government revenue

<table>
<thead>
<tr>
<th></th>
<th>2018-19</th>
<th>2019-20</th>
<th>2020-21</th>
<th>2021-22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Premium Motor Vehicle Duty</td>
<td>$24.02 million</td>
<td>$25.25 million</td>
<td>$26.49 million</td>
<td>$27.87 million</td>
</tr>
</tbody>
</table>

Source: Queensland State Budget 2018-19 Budget Paper No. 4 Budget Measures

### Comment

Motorists already pay their fair share and the RACQ will continue to oppose the higher vehicle registration duty on cars valued above $100,000.

The additional 2% in stamp duty 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 could discourage motorists from buying some of the safest and most environmentally friendly vehicles, which are often priced over $100,000.

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3 Queensland State Budget 2019-20 Budget Paper No. 2 Budget Strategy and Outlook
Road and Transport Funding

In 2019-20 the Budget capital program comprises $11.3 billion of capital purchases of non-financial assets (PNFA) and acquisitions of non-financial assets under finance leases. As shown in Chart 2, transport accounts for the largest share of capital purchases, at 46%.

Chart 2: Capital purchases by purpose 2019-20

![Chart showing capital purchases by purpose](image)

Source: Queensland State Budget 2019-20 Budget Paper No. 3 Capital Statement

In 2019-20 budgeted capital for roads and transport including ports, Cross River Rail and capital grants, is $5.62 billion. This is $670 million or 13.5% more (in nominal terms) than the amount budgeted in 2018-19 ($4.95 billion).

Excluding capital grants, the 2019-20 Queensland State Budget provides $5.36 billion in capital for transport and road infrastructure. This consists of $2.9 billion for roads, buses and cycling, $2.12 billion for rail and $337 million for ports.

After a number of years of depressed infrastructure funding, the 2019-20 Budget continues the previous year’s trend and starts to see investment in roads and transport move in the right direction. As a percentage of Gross State Product (GSP), budgeted roads and transport capital funding will increase from 1.3% in 2018-19 to 1.5% of GSP in 2019-20 (see Chart 3).

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4 Cross River Rail is being delivered by the Cross River Rail Delivery Authority and funding sits in the Treasury Department.
5 Queensland State Budget 2019-20 Budget Paper No. 3 Capital Statement. This excludes capital grants and includes ports and Cross River Rail.
Chart 3: Queensland Government budgeted transport and road capital funding as a percentage of Gross State Product (GSP) *

*Includes ports and excludes capital grants and excludes Natural Disaster Relief and Recovery Arrangements (NDRRA) funding. NDRRA funding for 2017-18 and 2019-20 is not included as it was not itemised in the State Budget papers.


In previous years budgeted capital went partly unspent and rolled into future year budgets. As Chart 4 shows, this was not the case in 2017-18 or in 2018-19.
Budgeted maintenance funding in 2019-20 is $1.01 billion. This is an increase of 5.6% on the 2018-19 budgeted amount of $955.6 million. Four year maintenance funding is budgeted at $4.133 billion in 2019-2022-23, up marginally from $4.085 billion in 2018-19 to 2021-22.

Comment

The RACQ is pleased to see an increase in annual budgeted capital funding for transport and road infrastructure in 2019-20. With Queensland’s population forecast to rise 43% to 7.16 million by 2041, increased investment in good roads and transport is essential. Despite the increase, funding as a percentage of GSP is more than 40% less than it was at the peak on 2009-10.

The RACQ was also pleased to see the actual road and transport 2018-19 funding exceed the 2018-19 budgeted allocation by $550 million. Bringing funding forward accelerates the safety and productivity benefits of these projects.

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6 Maintenance funding provided by the office of the Minister for Transport and Main Roads
7 Queensland Transport and roads Investment Program 2019-20 to 2022-23
QTRIP 2019-20 to 2022-23 was released in conjunction with the 2019-20 Queensland State Budget. It itemises funding for various roads and transport projects over the four years commencing 2019-20.\(^8\)

Total four-year funding for transport and roads in Queensland is $23 billion. The 2019-20 to 2022-23 QTRIP total of $23 billion is an increase of $1.3 billion (6%) from the 2018-18 to 2021-22 QTRIP. It passes on $1.3 billion of the $1.7 billion in additional Federal transport infrastructure funding provided to Queensland for 2019-20 to 2022-23.\(^9\)

Of the $23 billion QTRIP spend, $14.5 billion (63%) will go to regional Queensland projects, up from an allocation of $12.6 billion (58%) in the 2018-19 to 2021-22 QTRIP.\(^10\)

In year 1 of the 2019-20 to 2022-23 QTRIP, funding is $4.3 billion. This is 8% less than year 1 funding in the previous 2018-19 to 2021-22 QTRIP of $4.67 billion. This is largely due to the completion of construction for major Public Private Partnership projects.

It is interesting to note that the 2018-19 to 2021-22 QTRIP was forecasting total road and transport funding of $4.9 billion for 2019-20. This is $600 million more than the funding for 2019-20 in the latest QTRIP, of $4.3 billion (see Chart 5). The reduction is due to a realignment of budgets to delivery schedules and the acceleration of project delivery into 2018-19.

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\(^8\) Funding for Cross River Rail is not included in QTRIP because Cross River Rail comes under the umbrella of an independent authority, The Cross River Rail Delivery Authority (CRRDA)

\(^9\) The balance of the Federal funding boost goes directly to local government

\(^10\) Advice provided by the office of the Minister for Transport and Main Roads
As the overall quantum of QTRIP funding has grown over the last few years, so too has the percentage of funding pushed to the outlying years (years 3 and 4). In 2019-20 to 2022-23 it reaches 58% (Table 8).

**Table 8: Year 3 and 4 QTRIP funding as a percentage of the QTRIP total**

<table>
<thead>
<tr>
<th>QTRIP ($ b)</th>
<th>2015-16 to 2018-19</th>
<th>2016-17 to 2019-20</th>
<th>2017-18 to 2020-21</th>
<th>2018-19 to 2021-22</th>
<th>2019-20 to 2022-23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total QTRIP</td>
<td>$18.8</td>
<td>$20</td>
<td>$21</td>
<td>$21.7</td>
<td>$23</td>
</tr>
<tr>
<td>Year 3 + 4 funding</td>
<td>$10.4</td>
<td>$9.4</td>
<td>$10.9</td>
<td>$12.1</td>
<td>$13.4</td>
</tr>
<tr>
<td>% of total</td>
<td>55%</td>
<td>47%</td>
<td>52%</td>
<td>56%</td>
<td>58%</td>
</tr>
</tbody>
</table>

**Key Road Project Funding**

Key road funding commitments outlined in the 2019-20 Queensland Budget and 2019-20 to 2022-23 QTRIP are listed below:

- continued construction activities of the $812.9 million Queensland and Australian Government funded Bruce Highway six-laning upgrade between Caloundra Road and the Sunshine Motorway
• continue delivery of the $550.8 million Queensland and Australian Government funded North Coast Line - Beerburrum to Nambour rail project

• continuing construction of the $514.3 million Queensland and Australian Government funded Haughton River Floodplain project on the Bruce Highway, north of Ayr

• continued delivery of the $497.4 million Queensland and Australian Government funded Mackay Ring Road (Stage 1) project

• commencing construction of the $481 million Queensland and Australian Government funded Bruce Highway – Cairns Southern Access Corridor – Stage 3: Edmonton to Gordonvale

• continued delivery of the $400 million Queensland and Australian Government funded Ipswich Motorway Upgrade: Rocklea to Darra – Stage 1 project

• continued delivery of the $197.5 million Queensland and Australian Government funded M1 Pacific Motorway Upgrade: Mudgeeraba to Varsity Lakes

• continued delivery of the $195.3 million Queensland and Australian Government funded Pacific Motorway Upgrade: M1/M3/Gateway merge upgrade project

• continued delivery of the $121 million Queensland and Australian Government funded Bruce Highway Upgrade: Rockhampton Northern Access (Stage 1)

• continued delivery of the $152 million Queensland Government funded Smithfield Bypass project

• commencing construction of the $110.6 million Queensland and Australian Government funded Mackay Northern Access Upgrade project

• continued delivery of the $104.1 million Queensland and Australian Government funded upgrade of the Bruce Highway - Cairns Southern Access Corridor (Stage 4) between Kate Street (renamed Links Drive) and Aumuller Street in Cairns

• continued delivery of the $75 million Queensland and Australian Government funded Capricorn Highway (Rockhampton-Duaringa): Rockhampton to Gracemere Duplication project

• continued delivery of the $63.6 million widening and applying wide centre line treatments on the Warrego Highway between Dalby and Miles

• continued delivery of stages 2, 3 and 4 of the Queensland Government funded $17.2 million North Brisbane Bikeway

In addition, there is $1.48 billion in funding for Cross River Rail in 2019-20.

**Other funding allocated in the 2019-20 Budget and 2019-20 to 2022-23 QTRIP is provided in Appendix I.**

**Building our Regions Program**

Building our Regions received a boost of $70 million over four years, taking the total funding for the program to $515 million for regional infrastructure program for local government projects. Of this funding, $150 million has been allocated to the Transport Infrastructure Development Scheme (TIDS) to increase the funding delivered through TIDS to regional local governments. The remaining $365 million of the Building our Regions program is administered by the Department of State Development, Manufacturing, Infrastructure and Planning.
The purpose of the program is to provide funding for critical infrastructure in regional areas of the State that meet the specific needs of regional communities and supports economic development, including generating jobs.11

Comment

The RACQ welcomes the funding for these projects and the continued commitment to the $12.6 billion Bruce Highway program, the M1 Pacific Motorway (Eight Mile Plains to Daisy Hill and Varsity Lakes to Tugun), Beerburrum to Nambour Rail Upgrade and Cross River Rail projects. Along with the other projects listed above, these provide vital transport links and address safety, freight, capacity and congestion issues. Unfortunately, there are still funding gaps and insufficient capital to progress Gold Coast Light Rail Stage 3A and Exits 41 and 49 on the Pacific Motorway.

The RACQ was pleased to see funding for the regional Queensland boosted, with projects including the Smithfield Bypass, Cairns Southern Access Corridor, Mackay Ring Road and Rockhampton Northern Access upgrade.

The Queensland Transport and Road Investment Program (QTRIP) 2019-20 to 2022-23 funding will total $23 billion. The RACQ was pleased to see QTRIP funding surpass inflation, with a $1.3 billion increase (6%) on the previous QTRIP. However QTRIP funding is being pushed out into the later years. There is a danger that as QTRIP funding gets pushed out from year to year, we may never see it eventuate.

Road Safety

Road safety funding will be increased by $205 million over four years, taking Queensland’s road safety budget to $900 million. Much of the increased funding will come from higher Camera Detected Offence Program (CDOP) income, as well as extra Federal Government Black Spot funding.

The additional safety investment will fund safety barriers, overtaking lanes, road widening and wider centrelines. It will also go to improving pedestrian crossings and road-based technology improvements.

A lower Queensland road toll is forecast in 2019-20. The Department of Transport and Main roads (DTMR) estimates that total road fatalities per 100,000 population will be 4.4 in 2019-20, down from 4.7 in 2018-19 and 5.23 in 2017-18.12

11 Queensland State Budget 2018-19 Budget Paper No. 3 Capital Statement
12 Queensland State Budget 2019-20 Service Delivery Statements: Department of Transport and Main Roads back to 2017-18
Police

A total of $2.6 billion is budgeted in 2019-20 for Queensland Police Service’s (QPS) operating and capital budget, up from $2 billion in 2018-19.13

In line with the election commitment to add 535 frontline police and operational specialists in priority areas across Queensland, police numbers will increase from 12,771 in 2018-19 to 12,847 in 2019-20.14

The Service Delivery statement notes that road safety priorities for the QPS in 2019-20 include:

- engaging and educating the public around the role everyone plays in improving road safety
- increasing the number of radars on marked motorcycles
- increasing training for road police officers to enable them to better detect and deter broader criminal activities.

Comment

Last year, 246 fatalities were recorded on Queensland roads and the State’s road toll is currently at 94 fatalities for 2019.15 Every single one of these fatalities is a tragedy that affects many other people – including family members, friends and communities.

The RACQ was pleased to see an increase in road safety funding and road safety must remain a priority for the Queensland Government.

Speed and Red Light Camera Revenue

Net revenue from camera detected offences (speed and red light cameras) is used to fund road safety programs. This is legislated under the Transport Operations (Road Use Management) Act 1995. The Act requires that money collected for penalties imposed for camera detected offences, in excess of the administrative costs, must be used for specific road safety purposes.

As part of the 2019-2020 Budget the Government is providing total increased funding of $180.3 million over four years across departments as part of the Camera Detected Offence Program.16

The latest data available shows that under the CDOP in 2017 there were:

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15 Queensland Government, Queensland Road Crash Weekly Report - Fatalities: 1 January to 31 December 2018, Data Extracted: 21 Jan 2019; Queensland Road Crash Weekly Report Fatalities: Year to Date to Sunday, 9 June 2019, Data Extracted: 10 Jun 2019
16 Queensland State Budget 2019-20 Budget Paper No. 4 Budget Measures
• 30,084 red light camera infringements (this includes red light camera notices detected by combined red light / speed camera)
• 471,951 mobile speed camera infringements
• 146,377 fixed speed camera infringements
• 7,309 point-to-point speed camera infringements (in 2014 and 2015 the point-to-point camera system was not in operation due to roadworks).\(^\text{17}\)


The Department of Transport and Main Roads (DTMR) does not publish total revenue collected from all traffic-related fines; however revenue from the CDOP is published and itemised separately in DTMR annual reports. The most recent published data shows that in 2017-18 revenue from Queensland’s CDOP was $166 million (up 24% from $133 million in 2016-17) and net revenue was

\(^{17}\) Department of Transport and Main Roads Annual Report 2017–18
$107 million (up 35% from $79 million in 2016-17). Revenue going back to 2009 is shown in Chart 10.

Chart 10: Camera Detected Offence Program revenue 2009-10 to 2017-18 ($'000)

Source: Department of Transport and Main Roads (DTMR) Annual Reports going back to 2009

In 2017-18 net revenue from the CDOP was used to fund:
- Road accident injury rehabilitation programs ($4.5 million)
- Improvements to the safety of state-controlled roads ($72.6 million)
- Road safety education and awareness ($14.3 million).18

Comment

While net revenue from camera detected offences is used to fund road safety programs, RACQ urges motorists to obey the road laws and not risk being fined.

The RACQ works with Government to ensure that speed and red light cameras are installed at legitimate locations where the geography and terrain can’t unfairly penalise motorists.

18 Department of Transport and Main Roads Annual Report 2017–18
Congestion

The State Budget 2019-20 Service Delivery Statements show little change in congestion measures. During the morning traffic peak the average travel time (minutes per 10km) in 2018-19 was 11.7. The forecast for 2019-20 is slightly less at 11.5. In the afternoon / evening peak, the 2019-20 travel time is predicted to be 11.9 (in 2018-19 it was 12.1).\(^\text{19}\)

The percentage of the road network with reliable travel times is forecast at 76% for the morning peak in 2019-20 and 68% for the afternoon peak. As expected, these are well under the forecast of 87% during off-peak travel times.\(^\text{20}\)

Comment

Brisbane has the highest congestion growth rate of any Australian capital city other than Perth. In 2015 delays in Brisbane caused by congestion were estimated to cost $2.3 billion. This cost is expected to reach between $4.1 and $5.9 billion by 2030.\(^\text{21}\)

Public Transport and Walking

The State Budget Papers outline an expected 2% increase in the number of south-east Queensland public transport trips to 193.91 million trips in 2019-20, up from 189.64 million trips in 2018-19.\(^\text{22}\) The average cost per passenger trip to administer state-wide Government contracted passenger transport services is estimated to be $12.92 in 2019-20, down from $13.19 in 2018-19.\(^\text{23}\)

Comment

The RACQ lobbies for improved public and active transport infrastructure and considers there is a need to improve public transport and walking and cycling facilities so that more people have a reasonable alternative to using their cars.

Public transport subsidies are likely to increase as the cost of delivering Cross River Rail ramps up.

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\(^\text{19}\) Queensland State Budget 2019-20 Service Delivery Statements: Department of Transport and Main Roads
\(^\text{20}\) Queensland State Budget 2019-20 Service Delivery Statements: Department of Transport and Main Roads
\(^\text{22}\) Queensland State Budget 2019-20 Service Delivery Statements: Department of Transport and Main Roads
\(^\text{23}\) Queensland State Budget 2019-20 Service Delivery Statements: Department of Transport and Main Roads
Major roads projects (including investments jointly-funded with the Australian Government)

- $1.03 billion widening, from four to six lanes, of the Pacific Motorway between Varsity Lakes and Tugun

- $1 billion funding commitment for the Gateway Motorway extension between Bracken Ridge and Pine River

- $1 billion for the Bruce Highway – Cooroy to Curra (Section D)

- $812.9 million widening of the Bruce Highway, from four to six lanes, between Caloundra Road and the Sunshine Motorway, and upgrading interchanges at Caloundra Road and Sunshine Motorway

- $749 million motorway widening and busway extension along the Pacific Motorway between Eight Mile Plains and Daisy Hill

- $662.5 million widening of the Bruce Highway, from Pine River to Caloundra Road

- $514.3 million construction of the Haughton River Floodplain upgrade on the Bruce Highway between Horseshoe Lagoon and Palm Creek

- $497.4 million construction of the Mackay Ring Road (stage 1) project

- $481 million construction of the Bruce Highway – Cairns Southern Access Corridor (stage 3)

- $400 million for the Ipswich Motorway (Rocklea to Darra) (stage 1) project to upgrade the motorway from four to six lanes from just east of the Oxley Road roundabout to the Granard Road interchange at Rocklea

- $301.3 million construction of the Maroochydore Road Interchange Upgrade (stage 1) project

- $197.5 million widening of the Pacific Motorway, from four to six lanes, between Mudgeeraba and Varsity Lakes

- $195.3 million construction of additional southbound lanes on the merge between the Gateway Motorway and the Pacific Motorway at Eight Mile Plains and Rochedale

- $189.3 million upgrade of the Peak Downs Highway at Eton Range

- $180 million construction of the Bruce Highway – Townsville Ring Road (stage 5)

- $152 million construction of the Smithfield Bypass project between McGregor Road and Caravonica roundabouts in Cairns

- $150 million construction of the Deception Bay Road Interchange Upgrade on the Bruce Highway

- $146.3 million commitment for Pacific Motorway interchange upgrades at Exits 41 and 49

- $121 million duplication, from two to four lanes, the Bruce Highway Rockhampton Northern Access Upgrade (stage 1) between Rockhampton-Yeppoon Road and Parkhurst
• $110.6 million construction of additional lanes on the Bruce Highway between Ron Camm Bridge and Mackay Ring Road (stage 1), as part of the Mackay Northern Access Upgrade project

• $104.1 million construction of the Bruce Highway – Cairns Southern Access Corridor (stage 4) (Kate Street to Aumuller Street)

• $80 million construction of the Sumners Road interchange over the Centenary Motorway

• $26 million construction of the Everton Park Link Road connecting Stafford Road and South Pine Road

Rail projects

• $4.156 billion New Generation Rollingstock project

• $634.4 million European Train Control System – Inner City implementation

• $298.2 million for upgrading or improving station accessibility at 11 train stations – Strathpine, Boondall, Morayfield, Auchenflower, Southbank, Albion, Cannon Hill, Loganlea, Dakabin, Buranda and East Ipswich

• $160.8 million (Queensland Government contribution) towards the $550.8 million commitment towards upgrading of the North Coast Line between Beerburrum train station and Nambour train station

• $120 million for three new railway stations on the Gold Coast, associated with the Cross River Rail project

• $88.6 million for about 1500 extra car spaces at eight south-east Queensland train station park ‘n’ rides

• $87.7 million Townsville to Mount Isa Rail Line

• $68.2 million North Coast Line capacity improvement project (passing loops)

• $57 million for upgrading various stations between Fairfield train station and Salisbury train station

• $5 million upgrade of the Yeppoon Rail Line

Public transport infrastructure projects

• $250 million for the Inner Northern Busway at Roma Street Station

• $53 million construction of the Northern Transitway project to deliver bus priority measures along Gympie Arterial Road between Sadlier Street and Hamilton Road

• $22 million for the Eastern Transitway project to deliver bus priority measures along Old Cleveland Road

• $21 million to deliver about 600 new car spaces at Greenbank bus park ‘n’ ride

• $4.5 million to provide 340 extra car spaces at the Eight Mile Plains bus station park ‘n’ ride
Bike-riding infrastructure projects

• $42.7 million construction of the Veloway 1 (V1) Cycleway (stage E) project between Birdwood Road in Holland Park West and Gaza Road at Tarragindi

• $17.2 million construction of the North Brisbane Bikeway (stage 2, 3 and 4) between Windsor and Wooloowin to link Brisbane’s CBD to the northern suburbs

• $4 million installation of on-road bicycle lanes along Logan Road between Levington Road and Kingston Road at Underwood, as part of the Veloway 1 (V1) Cycleway²⁴