Summary

The Royal Automobile Club of Queensland (RACQ) welcomes the opportunity to provide comment ahead of the 2019-20 Queensland Budget. The RACQ is the independent advocate for Queensland motorists. The RACQ represents more than 1.7 million members, covering nearly 70% of households in Queensland.

This submission calls on the Queensland Government to fund key transport projects and endorse RACQ’s policy priorities, thereby supporting our communities, creating jobs, ensuring our future prosperity and protecting Queenslanders.

In 2018, 246 lives were lost on Queensland roads. Every death is an unnecessary tragedy that has an irrevocable and long-term impact on families and the communities in which they live. We need a renewed focus on road safety, including better roads, safer cars, and a reduction in unsafe driving behaviours.

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.

Queensland’s population is forecast to rise 60% between 2018 and 2044, to 8 million, and the State will need increased road capacity and efficiency improvements in the transport network to cater for future growth in traffic. Without upgrades to our highways and freight routes, vehicle operating costs and travel times will increase, leading to greater productivity losses.

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.

This submission makes 12 recommendations for safe, affordable and sustainable mobility. Importantly, each RACQ recommendation aligns to one of the Queensland Government’s Our Future State: Advancing Queensland’s Priorities and supports the government’s desire to keep communities safe, be responsive, keep Queenslanders healthy and create jobs. RACQ’s 12 recommendations are shown within the context of the government’s Our Future State: Advancing Queensland’s Priorities plan in figure 1.

We ask the Queensland Government in the 2019-20 Budget to support RACQ’s 12 key recommendations for safe, affordable and sustainable mobility.

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2 Our Future State is the government’s plan to advance Queensland—both now and into the future. Our Future State: Advancing Queensland’s Priorities are the government’s objectives for the community and they include: create jobs in a strong economy; give all our children a great start; keep Queenslanders healthy; keep communities safe; protect the Great Barrier Reef; be a responsive government.

Title: RACQ Pre-Budget Submission to Queensland Treasury 2019-2020

Issued Date: April 2019
### Queensland Government: Our Future State – Advancing Queensland Priorities

#### Keep Communities Safe
- **RACQ Key Recommendations**
  - Improve the safety of drivers, cars and roads
    - 1. 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 the end of 2022
  - 2. Increased on-road Police patrol presence to provide a higher level of visible enforcement of unsafe driving behaviours
  - 3. Queensland Government to fund, provide crash data and support both ANCAP and UCSR car safety rating programs
  - 4. Deliver Queensland funding for the National Motor Vehicle Theft Reduction Council
  - 5. Deliver Compulsory Third Party (CTP) insurance reform

#### Be a responsive government
- Respond to community calls for more convenient and affordable mobility and ease the financial burden on Queenslanders
- 6. Continue the mandatory fuel price reporting trial
- 7. Freeze vehicle registration charges for three years to ease the financial burden on Queensland motorists
- 8. Eliminate stamp duty on all new cars to help make Queensland’s vehicle fleet safer and cleaner
- 9. Implement an integrated public transport authority that administers the delivery of all public transport services in Queensland

#### Keep Queenslanders healthy
- Facilitate safe, active transport
- 10. 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

#### Create jobs in a strong economy
- Invest in transport projects that deliver economic growth and create jobs
- 11. Queensland’s annual roads and transport capital expenditure to be a minimum of 2% of Gross State Product
- 12. Fund RACQ priority transport projects

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Figure 1: RACQ Priorities - Delivering on *Our Future State*
Recommendation 1

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 the end of 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.

The Queensland Road Safety Action Plan 2017-2019 has already set a target for Queensland’s national network roads of 90% of travel at AusRAP 3-star by 2022, however no star rating target has been set for the state road network. Local roads of regional significance (LRSS) should aim for greater than 80% of travel at AusRAP 3-star or better by the end of 2022.

The Queensland Government must commit to provide a significant investment targeted and dedicated to a mass-action safety program of low-cost, high impact safety treatments to be delivered on State roads and higher order Local Government roads. All levels of government must work together to deliver these life-saving measures.

Recommendation 2

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

In 2018, 246 fatalities were recorded on Queensland roads. In addition to this, it is estimated that there were around 6,000 people hospitalised as a result of crashes, with 3,880 of these recorded by 31 July 2018. 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.

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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.

The RACQ has welcomed government’s commitment to employ an additional 535 police personnel by 2021-22, but it is unclear as yet how many of these will be deployed to the Road Policing unit.

**Recommendation 3**

**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.

**Recommendation 4**

**Deliver Queensland funding for the National Motor Vehicle Theft Reduction Council**

Government needs to keep Queensland communities safe by targeting crime reduction such as motor vehicle theft. The RACQ welcomes the recent announcement that the Queensland Government will reinstate funding for the National Motor Vehicle Theft Reduction Council (NMVTRC).
Since 2012 Queensland has been the only state not providing a financial contribution to the Council. The removal of NMVTRC programs and services from Queensland is having a negative impact, with the year-to-September 2018 passenger/light commercial vehicle theft rate for Queensland showing a 12% increase. Queensland has now displaced New South Wales from second place in vehicle theft, behind Victoria.

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.5

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.

The RACQ appreciates that the Queensland Government has honoured its 2017 election commitment to review NMVTRC funding and expects to see funding budgeted for 2019-20 and across the forward estimates.

**Recommendation 5**

**Deliver Compulsory Third Party (CTP) Insurance Reform**

Most Queenslanders do not understand what CTP is and what it covers them for. There is a lack of understanding and complacency around this compulsory insurance cover which is misleading and unfair to Queensland motorists.

Some Queenslanders think if they are in a car accident, they are automatically covered for medical treatment and replacement income if unable to get straight back to work. The sad reality is, they are not.

The reason for this is Queensland operates its CTP under an ‘at fault’ scheme. What this means is any Queensland road user injured as a result of a motor vehicle accident, who can’t blame another driver for their injuries, gets nothing from their CTP cover. There are many situations where this occurs – single vehicle accidents, accidents caused by animals, sliding on wet roads, or a child who may get injured from a road accident they caused.

CTP in Victoria, NSW, Tasmania and the Northern Territory protects its residents with a ‘no fault’ insurance scheme – where everyone injured on the road gets help from their CTP insurance. As these states progressively reform their CTP, claim farmers are being pushed out (and straight into Queensland).

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5 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
Claim farmers are people who cold-call residents and encourage them to make a compensation claim for a car crash. They pass the personal information on to the lawyer for follow-up and are paid a referral fee for encouraging those people to make a claim.

Lawyers are then entitled to take up to 50% of the person’s injury compensation payment which includes cover for medical expenses and lost income. According to Queensland’s CTP regulators report, only 31 cents in every dollar paid in CTP premiums in Queensland goes to injured people. In NSW, it is double that. The RACQ welcomes the government’s current reforms with respect to claim farming and acknowledges it is a step in the right direction; however the CTP scheme in general needs greater reform.

RACQ wants to see greater education around CTP insurance and wants the government to change Queensland’s CTP structure to provide a scheme which:

- removes the adversarial legal process which relies on blame and costly legal processes
- prevents Queensland from becoming a haven for claim farming
- ensures more of the money that Queenslanders pay for their CTP coverage goes back to them when they are injured and most in need of support
- delivers a fair and equitable scheme that protects all Queenslanders and provides the level of cover Queenslanders think they have now, but don’t.

**Recommendation 6**

**Continue the mandatory fuel price reporting trial**

Fuel prices in Queensland are some of the highest in Australia. Historically, Brisbane has consistently been 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 welcomed the introduction of the mandatory fuel price reporting trial in December 2018 and hopes to see a continuation of this program. The RACQ had lobbied for the introduction of transparent, real-time fuel price reporting to encourage Queensland motorists to drive competition by purchasing from the cheapest retailers.

Early evidence suggests the mandatory fuel price reporting trial is promoting a more competitive fuel market in Queensland and is already delivering transport savings to motorists. At the time of writing, Brisbane has had two consecutive months of below average indicative RULP retail margins.

**Recommendation 7**

**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 $1.8 billion in registration tax revenue each year and are charged more than the average of other States and Territories for registration.

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6 MAIC Presentation to Australian Lawyers Alliance 20th State Conference, Queensland CTP Scheme: The view from the middle of the road, 16 February 2018
7 Excluding CTP

Title: RACQ Pre-Budget Submission to Queensland Treasury 2019-2020

Issued Date: April 2019
On average, Queensland motorists spend over $200 per week on transport costs making it the third largest household expense behind housing and food.\(^8\)

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 now, RACQ estimates that Queensland motorists would collectively save $230 million over the three-year period.

**Recommendation 8**

**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.\(^9\)

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.

The RACQ was disappointed the government increased stamp duty on some cars by 2\% in July 2018 and introduced a Premium Motor Vehicle Duty on vehicles valued above $100,000. In 2019-20 this will boost government consolidated revenue by $25 million, on top of the $540 million in stamp duty motorists already pay each year.\(^10\) For a four cylinder car priced at $100,001, the amount of stamp duty paid is now $5,000.05, compared to stamp duty of $3,000.03 prior to July 2018.

Motorists already pay their fair share and the RACQ opposed the increase in 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 Federal 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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\(^10\) Queensland State Budget 2018-19 Budget Paper No. 4 Budget Measures
Recommendation 9

Implement an integrated public transport authority that administers the delivery of all public transport services in Queensland

The RACQ supports high-quality public transport that improves accessibility and mobility for Queenslanders, and 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. This authority would consolidate the responsibility for the delivery of public transport, resulting in several benefits to Queenslanders. These include increased patronage, reduced congestion on roads, better access for people with a disability, and improved network optimisation.

Public transport delivery in Queensland is fragmented and poorly coordinated. In South East Queensland specifically, delivery of public transport is administered through a convoluted process. Currently, rail, bus, ferry and light rail infrastructure is administered by the Queensland Government through TransLink, with varying contributions by councils.11 Public transport service delivery is coordinated by TransLink, and administered through complex contracts to deliver rail services operated by Queensland Rail and bus services operated by both the Brisbane City Council’s Brisbane Transport subsidiary and multiple private operators. Ferry services on the Brisbane River are operated by Transdev Brisbane Ferries. This process and structure leads to siloed operations and multiple administrative processes which create inefficiencies and barriers to implementing further public transport improvements.

Recently, the efficiency and reliability of public transport in south-east Queensland has come under increasing scrutiny, with ongoing issues associated with reduced and unreliable services, and station skipping. 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 administrative processes and shared services, and the potential to further optimise reliability, efficiency and accessibility through the adoption of mobility enhancing technologies and services.

Recommendation 10

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

11 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.
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 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.

Recommendation 11

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, particularly with respect to reducing congestion, improving flood immunity, regular maintenance and enhancing safety. 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 within a decade.

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.

Figure 2 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.

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12 NDRRA funding was excluded from the percentage of GSP calculation to offset funding spikes arising from flood and cyclone repairs.
Figure 2: Queensland Government budgeted transport and road capital funding (excluding NDRRA funding) as a percentage of Gross State Product (GSP)*

<table>
<thead>
<tr>
<th>Transport and Road Capital Funding $b</th>
<th>NDRRA $b</th>
<th>%GSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3.95</td>
<td>$5.62</td>
<td>$6.93</td>
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The RACQ was pleased to see a billion dollar increase in annual budgeted capital funding for transport and road infrastructure in 2018-19. As a percentage of Gross State Product (GSP), budgeted roads and transport capital funding rose from 1.1% in 2017-18 to 1.4% of GSP in 2018-19. Nonetheless, in 2018-19 capital funding for transport and road infrastructure as a percentage of GSP is half of what it was at the peak in 2009-10. 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 2009-10 Queensland’s population has grown by 14%.

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.13

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Recommendation 12

Fund RACQ priority transport projects

The RACQ asks that the Queensland Government increase investment in Queensland’s road and rail system in 2019-20 and progress the key transport projects outlined in Table 1. Our State needs strong investment in transport projects like these to improve safety and mobility and deliver efficiency and productivity gains. We also need the Queensland Government to contribute funding to Federally committed projects so that they can progress.

A project with specific 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, removal of roadside hazards and flood immunity improvements. 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.

Table 1: RACQ priority transport projects

<table>
<thead>
<tr>
<th>RACQ Top Ten Greater Brisbane projects</th>
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<tbody>
<tr>
<td>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</td>
</tr>
<tr>
<td>Progress Cross River Rail</td>
</tr>
<tr>
<td>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)</td>
</tr>
<tr>
<td>North-South Urban Arterial – provide arterial standard link to relieve pressure on the Bruce Highway between North Lakes and Gateway Motorway</td>
</tr>
<tr>
<td>Upgrade Centenary Motorway Bridge to eight lanes, with associated enhancements along the route from Legacy Way to the Ipswich Motorway</td>
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<tr>
<td>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</td>
</tr>
<tr>
<td>Complete Ipswich Motorway Upgrade (Darra to Rocklea) – complete Stage 1 and 2 including widening to six lanes, service roads and interchange improvements</td>
</tr>
<tr>
<td>Pedestrian and cycle bridge from the Brisbane CBD to Kangaroo Point, with other potential walk and cycle links to New Farm and Hawthorne</td>
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<tr>
<td>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</td>
</tr>
<tr>
<td>Extension of the Springfield rail line to Ripley</td>
</tr>
</tbody>
</table>
## RACQ Regional Queensland projects

Commit funding to complete the Bruce Highway Upgrade Program and deliver the Bruce Highway Trust

Commit funding to complete Warrego Highway Upgrade Program, including Ipswich to Toowoomba capacity and safety upgrades

### 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\(^\text{13}\)
- 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\(^\text{14}\)
- 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\(^\text{13}\)

### Mackay / Whitsunday

- Peak Downs Highway – Safety works package\(^\text{13}\)
- Gregory Developmental Road – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway\(^\text{14}\)
- 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\(^\text{13}\)
- Gregory Highway – safety works package, including flood improvements to provide suitable inland alternative route to the Bruce Highway\(^\text{13}\)
- 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\(^\text{13}\)
- D’Aguilar Highway (Caboolture to Kingaroy) – safety works package along the D’Aguilar Highway linking Burnett Highway to Caboolture\(^\text{13}\)
- Accelerate delivery of Bruce Highway Cooroy to Curra Section D construction (including Gympie Bypass)

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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
Sunshine Coast

• Progress Beerburrum to Nambour rail upgrade project
• Steve Irwin Way – safety works package, including duplication where required\textsuperscript{14}
• Complete Bruce Highway six lane upgrade between Pine River and Caloundra Road and deliver Bruce Highway Maroochydore Road to Mons Road upgrade

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 the Coomera Connector from Stapylton-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\textsuperscript{15}
• New England Highway – safety works package\textsuperscript{15}
• 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\textsuperscript{14}
• Mt Lindesay Highway - safety works package including duplication to Jimboomba\textsuperscript{14}
• Investigate Salisbury to Beaudesert rail corridor - passenger rail to Flagstone

Conclusion

The RACQ appreciates the government’s determination to advance Queensland and welcomes the *Our Future State: Advancing Queensland’s Priorities* plan. RACQ’s recommendations support the government’s plan and address safety, affordability and mobility issues affecting Queenslanders.

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 Queensland’s economy.

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.

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.

\textsuperscript{15} ‘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