Summary

*Much of the 2018-19 Queensland State Budget was positive for RACQ members, with increases to roads and transport funding. But disappointingly there were higher registration and driver licence fees and increases to vehicle stamp duty.*

✓ The Budget provides $4.95 billion in capital for transport and road infrastructure in 2018-19, an increase of $1 billion on the 2017-18 budget (see Table 1). As a percentage of Gross State Product (GSP), budgeted funding goes from 1.1% in 2017-18 to 1.4% of GSP in 2018-19.

✓ The forward estimates for Queensland’s transport infrastructure look reasonable. Queensland Transport and Road Investment Program (QTRIP) 2018-19 to 2021-22 funding will total $21.7 billion. This is a $700 million increase on the previous QTRIP.

❌ Queensland motorists will pay more for vehicle registration and driver licences. These fees will increase by 3.5% on 1 July 2018. From 2019-20 the Government will limit registration, driver licence fees and associated fees to a CPI increase.

❌ Vehicle registration (stamp) duty will go up by an additional 2% for buyers of cars valued at more than $100,000

RACQ Wins

✓ Funding for the Beerburrum to Nambour rail upgrade, M1 Pacific Motorway upgrades, Cross River Rail, Mount Lindesay Highway and Stafford road and South Pine road intersection

✓ Continued funding for Bruce Highway upgrades

✓ Funding to progress works on the Gregory and Kennedy Developmental roads, Capricorn Highway, Peak Downs Highway and Flinders Highway

✓ Increased funding for Police and potentially a greater police patrol presence on our roads

Table 1 State Budget Overview

<table>
<thead>
<tr>
<th>Item</th>
<th>2015-16</th>
<th>2016-17</th>
<th>2017-18</th>
<th>2018-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Growth</td>
<td>2.4%</td>
<td>2.5%</td>
<td>2.75%</td>
<td>3%</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>6.4%</td>
<td>6.2%</td>
<td>6.25%</td>
<td>6.25%</td>
</tr>
<tr>
<td>Inflation</td>
<td>1.6%</td>
<td>1.7%</td>
<td>1.75%</td>
<td>2.0%</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>$3.93 billion</td>
<td>$4.39 billion</td>
<td>$3.89 billion</td>
<td>$4.95 billion</td>
</tr>
<tr>
<td>Budget*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transport and Roads Capital</td>
<td>$3.72 billion</td>
<td>$4.05 billion</td>
<td>$3.65 billion</td>
<td>$4.71 billion</td>
</tr>
<tr>
<td>Expenditure Budget**</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transport and Roads Capital</td>
<td>$2.97 billion</td>
<td>$3.4 billion</td>
<td>$3.82 billion</td>
<td>N/A</td>
</tr>
<tr>
<td>Expenditure Est. Actual***</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Government Revenue</td>
<td>$51.0 billion</td>
<td>$56.2 billion</td>
<td>$58.3 billion</td>
<td>$57.7 billion</td>
</tr>
<tr>
<td>Government Expenditure</td>
<td>$50.0 billion</td>
<td>$53.3 billion</td>
<td>$56.7 billion</td>
<td>$57.6 billion</td>
</tr>
<tr>
<td>Net Operating Balance</td>
<td>$1.0 billion</td>
<td>$2.8 billion</td>
<td>$1.5 billion</td>
<td>$0.1 billion</td>
</tr>
</tbody>
</table>

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

Source: Queensland Budget 2018-19 Budget Paper No. 2 Budget Strategy and Outlook and Budget Paper No. 3 Capital Statement
Taxes and Charges

Vehicle Registration

From 1 July 2018 vehicle registration and the associated traffic improvement fee will increase by 3.5%. This is double Brisbane’s 2018 March quarter inflation rate of 1.7% and it follows an increase of 3.5% last year and 3.5% annually the prior two years. The registration costs from 1 July 2018 are shown in Table 2.

Table 2: Queensland vehicle registration costs from 1 July 2018 (including the traffic improvement fee)

<table>
<thead>
<tr>
<th>Cylinders</th>
<th>Cost 1 July 2017</th>
<th>Cost 1 July 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,2,3 cylinders or electric car</td>
<td>$298.30</td>
<td>$308.75</td>
</tr>
<tr>
<td>4 cylinder</td>
<td>$364.65</td>
<td>$377.40</td>
</tr>
<tr>
<td>5 or 6 cylinder</td>
<td>$545.80</td>
<td>$564.90</td>
</tr>
<tr>
<td>7 or 8 cylinder</td>
<td>$742.65</td>
<td>$768.65</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).

Once CTP is included, from July 2018 it will cost $727.60 to register a four-cylinder car, $915.10 to register a six-cylinder car and $1118.85 for an eight-cylinder car.

Last year the Queensland Government announced it would restrict registration, driver licence and associated fees to a CPI increase. This will take effect from July 2019.

Motor vehicle registration is one of the highest single tax takes administered by the State. In 2018-19 it will contribute 12.9% of total Queensland Government taxation revenue. Queensland Government revenue from motor vehicle registration is forecast to grow by 4.6% in 2018-19, from $1.75 billion to $1.83 billion. This growth is depicted in Chart 1.

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1 The CTP charge includes a levy for the National Injury Insurance Scheme (NIIS).
Comment

Queensland has among the highest registration fees in Australia. Since 2015 Queensland motorists have been hit with a cumulative 14.75% increase in registration and driver licence increases. This is more than double the rate of inflation. From July 2019 increases to registration and driver licence fees will be capped at CPI.

Queensland motorists spend over $200 per week on transport costs, making it the third largest household expense behind housing and food. The RACQ has been asking the Queensland Government to freeze vehicle registration charges on private-use vehicles and we will continue to lobby for this. If a three-year freeze on registration was introduced in 2018, it is estimated that Queensland motorists would collectively save $230 million over the three-year period.

Reduced Registration for Historic Motorcycles

From 1 July 2018 the Government is reducing registration fees for vintage motorcycle owners by approximately 70%. This will cost the Government $100,000 per annum.

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3 Queensland State Budget 2018-19 Budget Paper No.4 Budget Measures
Queensland Driver Licence

From 1 July 2018 the fee structure for Queensland driver licences will increase by 3.5%. This follows an increase of 3.5% in 2017 and 3.5% annually the prior two years. Licence costs are shown in Table 3:

Table 3: Queensland driver licence fees

<table>
<thead>
<tr>
<th>Licence duration</th>
<th>Cost 1 July 2017</th>
<th>Cost 1 July 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 year licence</td>
<td>$76.25</td>
<td>$78.90</td>
</tr>
<tr>
<td>2 year licence</td>
<td>$106.30</td>
<td>$110.00</td>
</tr>
<tr>
<td>3 year licence</td>
<td>$131.55</td>
<td>$136.15</td>
</tr>
<tr>
<td>4 year licence</td>
<td>$152.20</td>
<td>$157.55</td>
</tr>
<tr>
<td>5 year licence</td>
<td>$170.75</td>
<td>$176.75</td>
</tr>
</tbody>
</table>

Hazard Perception Test Fee

The Government will introduce a one off charge of $37.05 for entry into the hazard perception test (HPT) environment until the customer has successfully completed the test. This represents an increase for the motor vehicle HPT and a new charge for the introduction of HPT for motorcycles. A person will not be able to obtain a P1 licence and drive unsupervised until they have passed the HPT.

The Government has said that this should improve road safety outcomes, and the delivery of a nationally uniform test may have road safety benefits for a group of licensed riders that are over represented in the road toll.4

Learner Licence Discount for Photo Identification Card (PIC) Holders

The Government is introducing a $40 discount off the learner licence fee for any person who applies for a Queensland learner licence and already holds a Photo Identification Card (PIC). This means a person with a PIC would be required to pay $126.10 instead of $166.10 for a three year learner licence.5

Vehicle Registration (Stamp) Duty

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:

- 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.

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4 Queensland State Budget 2018-19 Budget Paper No.4 Budget Measures
5 Queensland State Budget 2018-19 Budget Paper No.4 Budget Measures
From 1 July 2018 the Queensland Government will increase stamp duty on some cars by 2% and is introducing a Premium Motor Vehicle Duty on vehicles valued above $100,000. This will increase 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 will take 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 4).

Table 4: 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 2018-19 Budget the State Government is forecasting total vehicle registration duty revenue of $592 million, an increase of 9% on the $543 million in vehicle stamp duty collected during 2017-18. The additional 2% in vehicle stamp duty will boost consolidated revenue by $104 million over the forward estimates, as shown in Table 5 below:

Table 5: 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 has 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 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.

Road and Transport Funding

In 2018-19 the Budget capital program comprises $9.92 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 2018-19

Source: Queensland State Budget 2018-19 Budget Paper No. 3 Capital Statement

In 2018-19 budgeted capital for roads and transport including ports, Cross River Rail and capital grants, is $4.95 billion. 6 This is $1.06 billion or 27% more (in nominal terms) than the amount budgeted in 2017-18 ($3.89 billion).

Excluding capital grants, the 2018-19 Queensland State Budget provides $4.71 billion in capital for transport and road infrastructure. 7 This consists of $3.21 billion for roads, buses and cycling, $1.32 billion for rail and $181 million for ports.

After a number of years of depressed infrastructure funding, the 2018-19 Budget will see investment in roads and transport start to move in the right direction (see Chart 3). As a percentage of Gross State Product (GSP), budgeted roads and transport capital funding will increase from 1.1% in 2017-18 to 1.4% of GSP in 2018-19.

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6 Cross River Rail is being delivered by the Cross River Rail Delivery Authority and funding sits in the Treasury Department
7 Queensland State Budget 2018-19 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*

*Includes ports and excludes capital grants

Source: Queensland State Budget 2018-19 Paper No. 3 Capital Statement; historical Queensland Government State Budget Papers No. 3 (back to 2006-07)

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.

Chart 4: Budgeted versus actual transport capital expenditure*

*Excludes capital grants, includes ports and includes Cross River Rail funding in 2018-19

Source: Queensland State Budget 2018-19 Paper No. 3 Capital Statement; historical Queensland Government State Budget Papers No. 3 (back to 2015-16)

Budgeted maintenance funding in 2018-19 is $955.6 million. This is an increase of 8.5% on the 2017-18 budgeted amount of $880.8 million.8

8 Maintenance funding provided by the office of the Minister for Transport and Main Roads
Comment

The RACQ is pleased to see an increase in annual budgeted capital funding for transport and road infrastructure in 2018-19. With population growth forecast to rise 60% between 2018 and 2044, increased investment in good roads and transport is essential.\(^9\)

Queensland Transport and Roads Investment Program (QTRIP)

QTRIP 2018-19 to 2021-22 was released in conjunction with the 2018-19 Queensland State Budget. It itemises funding for various roads and transport projects over the four years commencing 2018-19.\(^10\)

Total four-year funding for transport and roads in Queensland is $21.7 billion. In year 1 of the 2018-19 to 2021-22 QTRIP, funding is $4.49 billion. This is 3.9% more than year 1 funding in the previous 2017-18 to 2020-21 QTRIP of $4.32 billion.

The new QTRIP total of $21.7 billion is an increase of $700 million from the 2017-18 to 2020-21 QTRIP. It is interesting to note that the 2017-18 to 2020-21 QTRIP was forecasting total road and transport funding of $5.74 billion for 2018-19. This is $1.25 billion more than the funding for 2018-19 in the latest QTRIP, of $4.49 billion (see Chart 5). The reduction is the result of a number of factors, including changes to the timing of Federal contributions, project savings, project delays and lower tender costs.

Chart 5: QTRIP funding

\[\text{Source: Queensland Transport and Roads Investment Programs and information provided by the Department of Transport and Main Roads}\]


\(^10\) 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)
Key Road Project Funding

In line with commitments made at the time of the 2017 State election, the Budget includes:

- $75 million to construct northern and eastern transitways
- $26 million to upgrade the Stafford Road and South Pine Road intersection, Everton Park
- $20 million to upgrade the Mount Lindesay Highway between Camp Cable Road and the Tamborine/Johanna Street intersection
- Additional funding of $35 million over four years for the Roads Renewal Fund. Out of the fund $16 million will go to upgrade intersections at Ruthven Street and North Street (Toowoomba), Peachester Road and Old Gympie Road (Beerwah) and Rothwell (Petrie)
- $10 million for the initial Bruce Highway Trust establishment
- $400,000 additional funding over three years for a feasibility study into an overpass at the Beams Road level crossing at Carseldine.

This Budget also provides:

- $160.8 million towards the Beerburrum to Nambour rail duplication (the Australian Government has provided an initial $390 million over five years towards this project)
- $152 million to construct the Smithfield Bypass
- $65 million to upgrade the Centenary Motorway Sumners Road overpass bridge
- $45 million to construct Stage E of the Veloway (V1) cycleway between Birdwood Road and Gaza Road
- $30 million to upgrade the Petrie Roundabout on Redcliffe Road and Anzac Avenue
- $25 million to improve the interchange Exit 57 at Oxenford on the Pacific Motorway to improve traffic flow
- An additional $30 million (that was reallocated internally) for the Transport Infrastructure Development Scheme (TIDS). TIDS is the grants program through which funding is provided to local government for targeted investment in transport-related infrastructure
- $733 million for the Cross River Rail Delivery Authority to continue to progress the planning, procurement and development associated with the $5.4 billion Cross River Rail project
- $50 million for the Kennedy Developmental Road (Hann Highway)
- $25 million for the Landsborough Highway
- $16.5 million for the Carnarvon Highway
- $8.7 million for Clermont - Alpha Road
- $6.2 million for the Barkly Highway
- $6 million for Wills Developmental Road
- $5 million for Diamantina Developmental Road
- $189.3 million for the Peak Downs Highway Eton Range realignment
- $75 million for the Capricorn Highway duplication
- $18 million for the Flinders Highway
- $48 million for the Gregory Developmental Road.

There was funding for announced commitments on the M1 Pacific Motorway and Bruce Highway (some of which falls beyond the forward estimates):
$1.03 billion to upgrade the Pacific Motorway (M1) between Varsity Lakes and Tugun from four to six lanes, with the Queensland Government providing $515 million, $206 million of which was committed during the 2017 State Election.\textsuperscript{11}

- $1 billion for Cooroy to Curra - Section D, with the Queensland Government providing $200 million
- $200 million to duplicate the Bruce Highway from four to six lanes, Caloundra Road to the Sunshine Motorway
- $749 million to widen the Pacific Motorway and extend the busway from Eight Mile Plains to Daisy Hill, with the Queensland Government providing $374.5 million.\textsuperscript{12}

In addition, budgeted funding for a number of previously announced transport projects includes:

- $472 million to continue delivery of 75 new six-car sets, and services over a 32-year period for the New Generation Rollingstock
- $534 million towards the Toowoomba Second Range Crossing project
- $45 million towards widening the Gateway Motorway North to six lanes
- $115 million to construct the Mackay Ring Road (Stage 1).

The Budget also committed $114 million to upgrade Park and Ride facilities at:

- Eight Mile Plains
- Virginia
- Lindum
- Lawnton
- Geebung
- Greenbank
- Darra
- Salisbury
- Springfield Central.

**Comment**

The RACQ welcomes the funding for these projects and the continued commitment to the Bruce Highway, M1 Pacific Motorway 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.

The RACQ was pleased to see the new commitment of $160.8 million in funding for the Beerburrum to Nambour Rail Upgrade (with $14 million allocated in 2018-19). This is one of RACQ’s priority projects and is also on Building Queensland’s Priority List. This $780 million rail upgrade will deliver increased capacity and reliability on the North Coast Line. Along with the Commonwealth contribution of $390 million, the combined project funding now totals $550 million, leaving a $230 million funding gap that will be subject to further negotiations with the Commonwealth.

\textsuperscript{11} Indicative total project cost subject to business case development. Project timing and funding arrangements subject to negotiations with the Australian Government
\textsuperscript{12} Indicative total project cost subject to business case development. Project timing and funding arrangements subject to negotiations with the Australian Government
Road Safety

A lower Queensland road toll is forecast in 2018-19. The Department of Transport and Main roads (DTMR) estimates that total road fatalities per 100,000 population will be 4.7 in 2018-19, down from 5.23 in 2017-18 and 5.43 in 2016-17.  

Safer Roads Sooner

Under the Safer Roads Sooner program 42 projects will receive over $30 million of funding in 2018-19. The Safer Roads Sooner program focuses on high benefit, cost effective road engineering treatments addressing known and potential crash locations.

Safer Roads Sooner is funded through the Targeted Road Safety Program which is primarily sourced from revenue collected from the Camera Detected Offence Program. Projects include:

- $9.79 million on three road safety projects on the Warrego Highway near Ipswich
- $3.23 million for upgrades to the intersection on Toowoomba-Cecil Plains Road and Oakey-Pittsworth Road
- $1.14 million for shoulder widening, line marking and guardrail installation at a section of the New England Highway near Cooyar
- $1.15 million for traffic signal installation at the intersection of Brighton-Redcliffe Road (Oxley Avenue) and Irene Street
- $1.82 million for lane and shoulder widening on curves on the Tamborine-Oxenford Road near Wongawallan
- $2.25 million for intersection improvements at the intersection of Proserpine-Shute Harbour Road and Gregory Cannon Valley Road.

The 2018-19 Budget and 2018-19 to 2021-22 QTRIP also includes funding for the Safety Mass Action programs and the Black Spot Program.

Police

In line with election commitments, the Government is providing additional funding of $169.5 million over four years and $81.5 million per annum ongoing from 2022-23 for 400 police officers. This forms part of the Government's commitment to an additional 535 frontline police and operational specialists in priority areas across Queensland.

There is funding of $2.4 million over four years to purchase additional police vehicles as well as increased funding of $5.9 million over three years to provide frontline police officers with an additional 1,400 QLiTE mobile tablet devices.

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13 Queensland State Budget 2018-19 Service Delivery Statements: Department of Transport and Main Roads back to 2016-17
14 Queensland State Budget 2018-19 Budget Paper No. 4 Budget Measures
Comment

Queensland’s road toll is currently at 103 fatalities for 2018. This is one more than at the same time last year. Every single one of these fatalities is a tragedy that affects many other people – including family members, friends and communities. We need to continue our efforts to reduce road trauma on Queensland’s roads 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 2018-19 Budget the Government will provide total increased funding of $166.6 million over four years across departments as part of the Camera Detected Office Program (CDOP).

The latest data available shows that under the CDOP in 2016 there were:
- 238,387 red light camera infringements (this includes red light camera notices detected by combined red light / speed camera)
- 477,533 mobile speed camera infringements
- 152,828 fixed speed camera infringements
- 6,623 point-to-point speed camera infringements (in 2014 and 2015 the point-to-point camera system was not in operation due to roadworks).\textsuperscript{15}

\textsuperscript{15} Department of Transport and Main Roads Annual Report 2015–16 and Annual Report 2016–17
The Department of Transport and Main Roads (DTMR) does not appear to 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 2016-17 revenue from Queensland’s CDOP was $133 million and net revenue was $79 million. Revenue going back to 2009 is shown in Chart 10.

In 2016-17 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 ($118.6 million)
- Road safety education and awareness ($15.4 million).\(^\text{16}\)

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\(^{16}\) Department of Transport and Main Roads *Annual Report 2016–17*. The amount spent in 2016-17 includes expenditure from prior year surpluses.
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.

Congestion

The State Budget 2018-19 Service Delivery Statements show little change in congestion measures. During the morning traffic peak the average travel time (minutes per 10km) in 2017-18 was 11.4. The forecast for 2018-19 is slightly higher at 11.5. In the afternoon / evening peak, the 2018-19 travel time is predicted to be 11.9 (in 2017-18 it was also 11.9).17

The percentage of the road network with reliable travel times is forecast at 76% for the morning peak in 2018-19 and 68% for the afternoon peak. As expected, these are well under the forecast of 87% during off-peak travel times.18

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 2030.19

Public Transport and Walking

The State Budget Papers outline an expected 2.1% increase in the number of south-east Queensland public transport trips to 186.36 million trips in 2018-19, up from 182.46 million trips in 2017-18.20 The average cost per passenger trip to administer state-wide Government contracted passenger transport services is estimated to be $12.07 in 2018-19.21

17 Queensland State Budget 2018-19 Service Delivery Statements: Department of Transport and Main Roads
18 2018-19 Queensland State Budget 2018-19 Service Delivery Statements: Department of Transport and Main Roads
20 2018-19 Queensland State Budget 2018-19 Service Delivery Statements: Department of Transport and Main Roads
21 2018-19 Queensland State Budget 2018-19 Service Delivery Statements: Department of Transport and Main Roads
Transport concessions for veterans

The Government will provide half-price public transport for veterans by expanding the current transport discount to the 19,000 Department of Veterans' Affairs (DVA) white card holders under 64 - those who have war or service related injuries or disease.

Public Transport Ticketing

There is funding of $8 million over three years for trials and pilots associated with implementing a new public transport ticketing system in Queensland.

Queensland Walking Strategy

There is additional funding of $2.5 million over three years to develop and implement a Queensland Walking Strategy that is focused on getting people to walk as a mode of transport.

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.

Additional Information

Building our Regions Program

There is increased funding of $70 million over three years for Round 4 of Building our Regions to deliver critical infrastructure for the regions. Total funding for the Building Our Regions - Regional Infrastructure Fund is $445 million over six years, from 2015-16 to 2020-21. 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. Allocated funding in 2018-19 is $35,000 and it is $17,500 in both 2019-20 and 2020-21.22

Disaster Resilience Fund

The Government is providing additional funding of $38 million over four years to establish the Disaster Resilience Fund (DRF). The DRF funds local governments, State agencies and non-government organisations to deliver mitigation and resilience projects.23

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22 Queensland State Budget 2018-19 Budget Paper No. 4 Budget Measures
23 Queensland State Budget 2018-19 Budget Paper No. 4 Budget Measures