

Regional Roads Forum – Longreach

4 December 2013

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Overview

- **Strategic Direction**
- **Priority Road Network**
- **Case studies – Bruce Highway**
- **Election commitments and Investment Strategies**
- **How to achieve success?**

Strategic Direction

The Queensland Plan

- For release in early 2014, the *Queensland Plan* will outline the state's shared vision for the next 30 years and identify local and state-wide priorities.
- The Plan has 5 key focus areas:
 - growing and strengthening our regions
 - strengthening the state's economic direction
 - fostering community health and wellbeing
 - balancing economic prosperity and the natural environment
 - community cohesion.



Transport Coordination and Delivery Plan (TCDP)

- The Department of Transport and Main Roads (TMR) will deliver the government's vision for transport through the TCDP.
- The TCDP sets strategic direction for transport policy, planning, investment prioritisation and programming, and delivering actions.

Priority Road Network

The PRN defines a set of roads considered to be of key importance within the state-controlled road network and covers all state-controlled roads, except the local roads of regional significance (LRRS)

Roads assessed as priority routes need to have a significant number of the following functions:

- Population basis
- Socio economic basis – freight, passengers
- Other functions (strategic, eg military purpose or social, eg remote communities)
- Network basis (eg NLTN, state strategic, regional or district)
- Meet vision standards for economic, safety, social, environmental, planning and non-infrastructure (such as transport corridors)



Case study: Bruce Highway

Bruce Highway

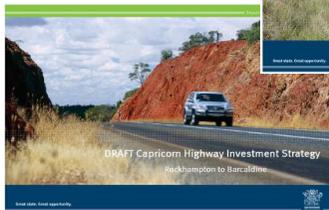
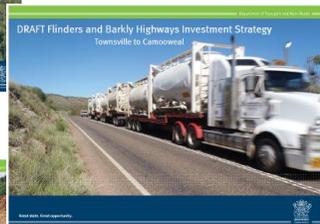
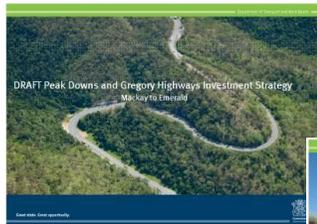
- *Bruce Highway Action Plan* (the Plan) was released in October 2012.
- Aimed at improving safety, flood and capacity
- Included detailed technical assessments
- Documented prioritisation process
- Showed a program of works over the next 10 years as High Priority 1 (years 1 to 4), High Priority 2 (years 5 to 7) and High Priority 3 (years 8 to 10)
- Plan was aimed at securing Federal funding
- Result:
 - Federal Government has committed \$6.7 billion, towards a \$8.5 billion 10-year program, to address safety, flooding and congestion from Brisbane to Cairns
 - Cooroy to Curra (Section A), Yeppen Floodplain South upgrade, Mackay Ring Road, Sandy Gully Bridge upgrade, Caloundra Road to Sunshine Motorway
 - Packages for safety, overtaking lanes and widening projects



Election commitments and Investment Strategies

Other Federal election commitments:

- Warrego Highway - Total cost of proposed works is \$635m (Federal Government - \$508m and Queensland Government - \$127m) for critical safety, freight efficiency and capacity improvements
- Toowoomba Second Range Crossing - \$700m
- Outback Way - \$33m
- Melbourne - Brisbane Railway - \$300m
- Road Safety - \$2.2 billion
- Bridges Renewal Program - \$300m
- Local Roads (27 projects) - \$26m



Draft Investment Strategies

- Subject to available funds, outline 10-year investment plans to improve safety, efficiency and reliability in response to current deficiencies and growing traffic demands on each east-west route
- Flinders & Barkly, Peak Downs & Gregory, and Capricorn Highways ready for consultation
- TMR is now working on investment strategies for the Gore and Landsborough Highways

How to achieve success?

The following will assist with success:

- Clear strategy (asset management, condition, access)
- Well-argued case (technical need/priority)
- Reasonable ask for \$\$
- Incremental approach
- Demonstrated benefits
- Identified funding scenarios (multi-party, leverage sources of funding)
- Identify your own role
- Delivery mechanisms

