Queensland Budget 2021-22

The 2021-22 Queensland Budget delivered an increase in funding for roads and transport infrastructure. There was no major increase in mobility costs beyond CPI, but also no reduction in household transport expenditure.

Infrastructure Funding Outcomes

- ✓ Annual budgeted capital funding for road and transport infrastructure will increase in 2021-22 to reach 1.8% of Gross State Product (GSP). This is up from 1.7% of GSP in 2020-21 and represents a welcome boost to economic activity during a period of hardship for many Queensland households.[1]
- ✓ The Queensland Transport and Road Investment Program (QTRIP) 2021-22 to 2024-25 funding will total $27.5 billion. This is a $600 million increase (2.2%) on the previous QTRIP (this is higher than CPI and therefore a real increase in funding). It is also approximately double Queensland's population growth rate from December 2019 to December 2020 of 1.1% (0.4% growth from June 2020-December 2020).
- ✓ The proportion of QTRIP funding allocated to the first 2-years of the program has increased, with a total of 48% of program funding to be spent in 2021-22 and 2022-23. This is up from 45% of program funding in the first 2-years under the previous QTRIP 2020-21 to 2021-22.
- ✓ The Queensland Government delivered over and above on their road and transport budget for 2020-21, with an overspend in capital outlay of approximately $400 million.
- ✓ On projects RACQ had been calling for, there was a continued commitment made to the $1 billion Pacific Motorway (Daisy Hill to Logan Motorway), $244 million Centenary Bridge duplication, $2.1 billion Gateway Motorway and Bruce Highway upgrades in north Brisbane, and a $543.9 million funding commitment to the Warrego Highway between Ipswich and Toowoomba.
- ✗ Regional four-year funding has decreased marginally from $17.8 billion, to $17.5 billion.
- ✗ A funding gap still exists with the delivery of the full Beerburrum to Nambour Rail duplication project, while funding for the Centenary Highway Bridge duplication has been pushed into later years. There is also no new funding for further congestion relief projects on the Centenary Motorway from Darra to Toowong and Ipswich Motorway from Darra to Rocklea (Stage 2).

Table 1 State Budget Overview

Item	2018-19 Actual	2019-20 Actual	2020-21 Est Act.	2021-22 Budget
Economic Growth	2.75%	3%	0.25%	2.75%
Unemployment Rate	6%	6.0%	7.50%	5.75%
Inflation	1.75%	2%	1.25%	1.75%
Transport and Roads Capital Expenditure incl capital grants **Budget***	$4.95 billion	$5.62 billion	$6.27 billion	$6.90 billion

[1] 2020-21: Transport funding of $6.27b/ QLD GSP of $327.1b
2021-22: Transport funding of $6.9b/ QLD GSP of $382.3b

Item	2018-19 Actual	2019-20 Actual	2020-21 Est Act.	2021-22 Budget
Transport and Roads Capital Expenditure **Budget****	$4.71 billion	$5.36 billion	$5.89 billion	$6.42 billion
Government Revenue	$60 billion	$57.7 billion	$60.4 billion	$63.7 billion
Government Expenditure	$59.2 billion	$63.5 billion	$64.2 billion	$67.1 billion
Net Operating Balance	$841 million	$(5.7) billion	$(3.8) billion	$(3.5) billion

*including ports, capital grants and Cross River Rail and is estimate from that year's budget ** including ports and Cross River Rail, excluding capital grants and is estimate from that year's budget
Source: Queensland Budget 2021-22 Budget Paper No. 2 *Budget Strategy and Outlook* and Budget Paper No. 3 *Capital Statement*

Road Safety Outcomes

✓ The Queensland Government has increased its expenditure on transport infrastructure and is expected to continue to deliver key road safety upgrade initiatives over the coming year. The Government also plans to introduce an additional 2,025 police officers over the coming 5 years, which should deliver increased capacity for road rule enforcement.

✓ Queensland has the highest number of road fatalities year-to-date in a decade. The Queensland Government has increased funding on road safety initiatives by $500 million, to total $1.69 billion over 4 years.[2]

Motoring Cost Outcomes

✗ Vehicle registration and driver license CPI increases for 2021-22 will come into effect as of July 2021. The RACQ is disappointed that there is no freeze on registration and license costs to give motorists a cost reprieve. The Queensland Government's budget forecasts indicate that costs associated with vehicle registration are not expected to outpace inflation and population growth over the forward estimates, indicating that inflation level cost increases can be expected to be sustained over the next four years.

✓ Public transport fares will remain flat for 2021. However, despite public transport patronage being down by approximately 30% from pre-covid levels, the total revenue from public transport fares is forecast to recover rapidly over the coming years. The forecast for 2021-22 suggests there will be a 27% increase in public transport patronage.

Congestion Relief and Public Transport

✓ There is funding for a number of significant projects that will reduce congestion in South East Queensland once complete, including the Gateway Motorway, Coomera Connector, Pacific Motorway and Bruce Highway

✓ The Queensland Government has provided funding to improving public transport in the state including investment in the Gold Coast Light Rail Stage 3, new rollingstock, planning for public transport upgrades to Springfield and Ipswich, Gold Coast, Sunshine Coast, and Toowoomba.

[2] Extra funds come from the Federal Road Safety Program, but the whole TMR Targeted Road Safety Program (TRSP) includes the Safer Roads Sooner program, mass action programs, High Risk Roads Program, flashing school zone signs and more.

- ✗ Funding for the Kuraby to Beenleigh Rail Line upgrade project only begins in the forward estimates. The RACQ would like to see this accelerated.

- ✗ No funding for Manly to Cleveland Rail Duplication.

Renewable Energy and New Vehicle Technologies

Renewable Energy and Hydrogen Jobs Fund

The 2021-22 budget outlines an expansion to the previous Renewable Energy Fund by $1.5 billion in the new Renewable Energy and Hydrogen Jobs Fund which now totals $2 billion. The fund allows Government Owned Corporations (GOCs) to invest in renewable energy projects.

Hydrogen

Stanwell (Queensland GOC) is continuing its feasibility investigations for Stanwell including: a hydrogen export facility in Gladstone as part of a consortium with Japan's Iwatani Corporation.

Port GOCs are working with proponents in Gladstone and Townsville to identify and progress potential Hydrogen opportunities at the respective ports.

CS Energy (Queensland GOC) and IHI Corporation Japan announced a partnership in February 2021 to assess the feasibility of establishing a renewable hydrogen demonstration plant next to CS Energy's Kogan Creek Power Station near Chinchilla. The concept includes the co-location of a solar farm, battery, hydrogen electrolyser and a hydrogen fuel cell. The focus of this project is a hydrogen electrolyser being powered by behind-the-meter solar energy, which would make it one of the few truly green hydrogen projects in Australia

Queensland Electric Super Highway

- ✓ Queensland Electric Vehicle Strategy (the EV Strategy) which details what the Queensland Government is doing to continue the transition to electric vehicles has a key deliverable which is the Queensland Electric Super Highway (the QESH). The Queensland Government is expanding the QESH by investing $2.8 million to roll out phase 3. This expansion will deliver 18 new charging sites and will almost double the length of the current QESH. The extension will allow motorists to explore Outback Queensland entirely emissions free, driving tourism and economic recovery in the North-west.

Renewable Energy

The Government has committed $22 million towards a detailed feasibility study (expected to take 2 years) for the proposed pumped hydro storage facility established at the Borumba Dam.

Carbon Reduction Investment Fund

The Queensland Government is establishing a $500 million Carbon Reduction Investment Fund, with its returns used to support the existing Land Restoration Fund to leverage private finance and investment and support financially sustainable carbon markets.

Climate Resilience

The Queensland Resilience and Risk Reduction Fund (QRRRF) provides $14.4 million in the 2021-22 budget. The QRRRF is jointly funded with the Australian Government to improve resilience of communities facing the threat of natural disasters.

The budget also outlines further funding opportunities to support risk mitigation through key infrastructure programs such as the $418.3 million Building Our Regions Fund.

The budget will help increase disaster resilience and support insurance affordability through the $10 million additional funding to establish the North Queensland Natural Disasters Mitigation Program (over 3 years). This program will administer grants to local government for disaster mitigation initiatives that assist in reducing the cost of insurance.

These programs, in conjunction with the Australian Government Northern Australian Reinsurance Pool and the North Queensland Strata Title Resilience Pilot Program, should help ease pressure on insurance premiums for Queenslanders in high-risk cyclone-prone areas.

Taxes and Charges

Vehicle Registration

From 1 July 2021 vehicle registration and traffic improvement fees will increase by 1.7%. This aligns to the latest inflation data and is marginally below last year's 1.8% fee increase.

The registration costs from 1 July 2021 are shown in Table 2.

Table 2: Queensland vehicle registration costs from 1 July 2021 (including the traffic improvement fee)

Cylinders	Cost 1 July 2020	Cost 1 July 2021
1,2,3 cylinders or electric car	$321.40	$326.85
4 cylinder	$392.85	$399.55
5 or 6 cylinder	$588.00	$598.00
7 or 8 cylinder	$800.10	$813.70

A Queensland car registration bill consists of three components:

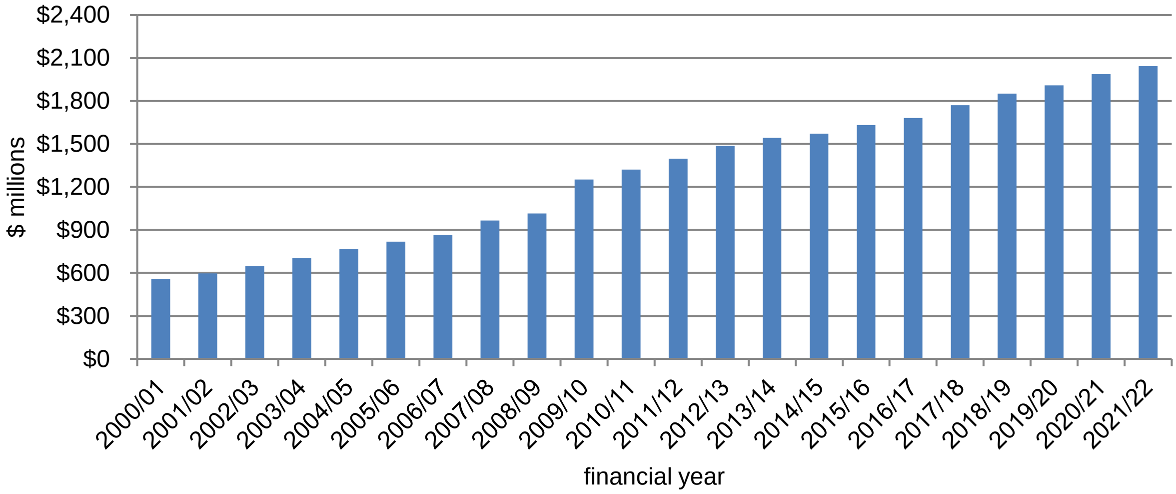
- Base registration fee (revenue goes to government)
- Traffic improvement fee (revenue goes to government)
- Compulsory Third Party (CTP) insurance charge (revenue goes to the insurance provider).[3]

Once CTP is included, from July 2021 it will cost $751.35 to register a four-cylinder car for 12 months, $949.80 to register a six-cylinder car and $1,165.50 for an eight-cylinder car. The below inflation increases in overall registration and CTP costs are driven by the very low increases in CTP rates for the 2021-22 financial year of just 0.06%.

[3] The CTP charge includes a levy for the National Injury Insurance Scheme (NIIS).

Motor vehicle registration is one of the highest single tax takes administered by the State. In 2021-22 it is expected to contribute 11.7% of total Queensland Government taxation revenue. Queensland Government revenue from motor vehicle registration is forecast to grow by 2.9% in 2021-22, from $1.99 billion to $2.04 billion. This growth is depicted in Chart 1.

Chart 1: Queensland Government vehicle registration revenue 2000-2001 to 2021-2022 (excludes traffic and transport fees and CTP)



Source: Queensland State Budget 2021-22 Budget Paper No. 2 *Budget Strategy and Outlook;* historical Queensland Government State Budget Papers No. 2 (back to 2002)

Vehicle registration revenue is forecast to continue increasing throughout the forward estimates, with forecasts for growth at 2.9% in 2022-23, accelerating to 3.4% in 2024-25 (Table 3). This is approximately in line with the forecast combined impact of inflation and population growth.

Table 3: Forecast vehicle registration revenue 2021-22 to 2024-25

State taxation revenue ($ m)	2021-22	2022-23	2023-24	2024-25
Vehicle registration	$2,044	$2,103	$2,169	$2,242
Percentage annual change		2.9%	3.1%	3.4%

Source: Queensland State Budget 2021-22 Budget Paper No. 2 *Budget Strategy and Outlook*

Comment

Queensland has among the highest vehicle registration costs in Australia, with registration cost increases far outstripping the rate of inflation across the state over the past decade. While the increases in registration costs announced for 2021-22 are in line with inflation for the previous financial year, these changes still increase the financial burden on Queensland motorists at a time of elevated financial stress. As a result, the RACQ will continue to call on the Queensland Government to freeze registration rates at current levels going forward.

Queensland Driver Licence

The Queensland Government has increased drivers license fees in line with CPI data for Brisbane at 1.7%. This means for a 5 year license motorists will pay an additional $3.15. License costs are shown in Table 4:

Table 4: Queensland driver licence fees

License duration	Cost 1 July 2020	Cost 1 July 2021
1 year license	$82.15	$83.55
2 year license	$114.55	$116.50
3 year license	$141.70	$144.10
4 year license	$163.95	$166.75
5 year license	$183.95	$187.10

From July 2022 the Queensland Government is introducing a driver's license transfer fee of $78.75 which will raise $17 million over 3 years, aimed at people who move to Queensland from interstate. This is the same cost as a replacement license.

Vehicle Registration (Stamp) Duty

There are no changes to vehicle registration duty rates in the 2021-22 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:

- 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 5).

Table 5: Vehicle stamp duty costs

Cylinders	Start Costs	33% Luxury Car Tax		Stamp Duty (SD)		Purchase Price
	Price incl GST	**LCT @ 33%**	**Price (33% LCT)**	**Current SD**	**2% Prem MV Duty**	**inc GST, LCT, SD**
4 cylinder	$92,231	$7,770	$100,001	$3,000.03 3%SD	$2,000.02	$105,001.05
6 cylinder	$92,231	$7,770	$100,001	$3,500.04 3.5%SD	$2,000.02	$105,501.06
8 cylinder	$92,231	$7,770	$100,001	$4,000.04 4%SD	$2,000.02	$106,001.06

In the 2021-22 Budget the State Government is forecasting total vehicle registration duty revenue of $663 million.

Comment

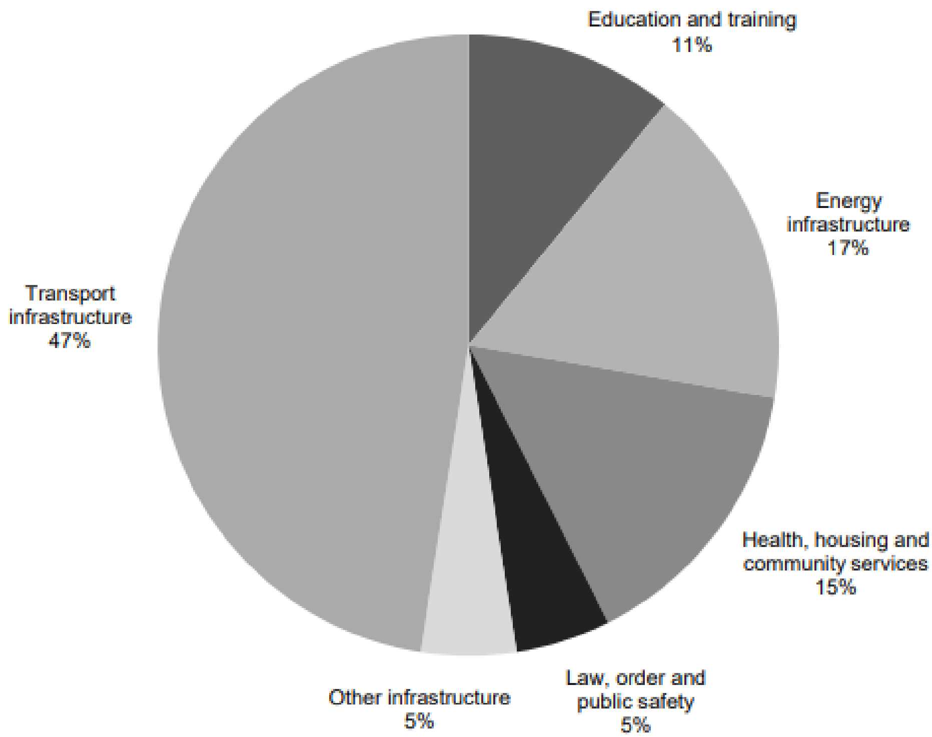
Motorists already pay their fair share and the RACQ will continue to oppose the higher vehicle registration duty on cars valued above $100,000.

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.

Road and Transport Funding

In 2021-22 the Budget capital program comprises $12.6 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 47%.

Chart 2: Capital purchases by infrastructure class, 2021-22

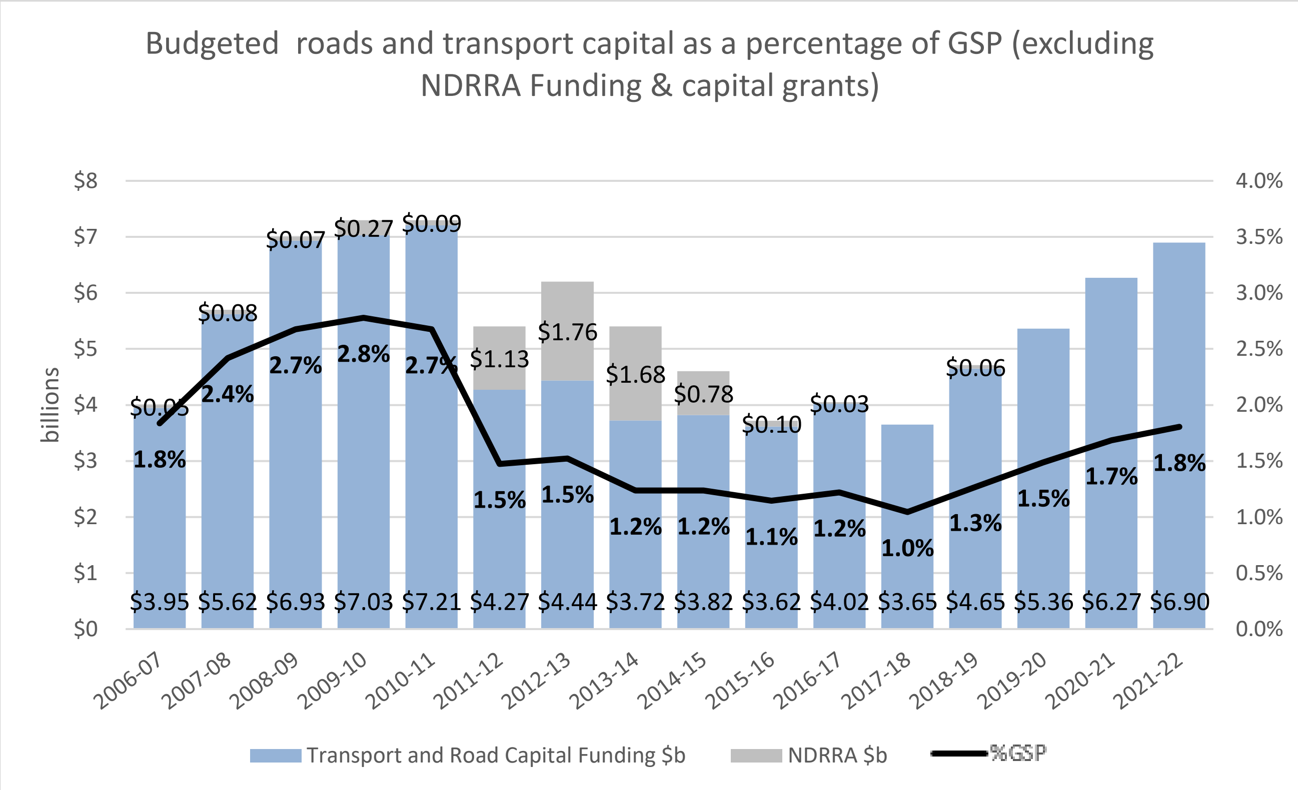


Source: Queensland State Budget 2021-22 Budget Paper No. 3 *Capital Statement*

In 2021-22 budgeted capital for roads and transport including ports, Cross River Rail and capital grants, is $6.90 billion.[4] This is $630 million or 10.0% more (in nominal terms) than the amount budgeted in 2020-21 ($6.27 billion). This increase in transport capital funding is welcome in light o the continued economic challenges resulting from the COVID-19 epidemic. Excluding capital grants, the 2021-22 Queensland State Budget provides $6.4 billion in capital for transport and road infrastructure.[5]

Total capital expenditure on transport related projects as a proportion of Queensland's overall level of economic activity continues to improve. As a percentage of Gross State Product (GSP), budgeted roads and transport capital funding will increase from 1.7% in 2020-21 to 1.8% of GSP in 2021-22 (see Chart 3).

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, 2019-20 and 2020-21 is not included as it was not itemised in the State Budget papers.

Sources: Budget Paper No. 3, 2006-07 to 2021-22; advice from TMR; QTRIP 2010-11 - 2013-14 to QTRIP 2015-16 -2021-22 ; TMR annual report 2016-17; https://data.qld.gov.au/dataset/gsp-factor-cost-industry-components/resource/99f59524-db21-465a-8898-a9686b55deba ;http://www.qgso.qld.gov.au/products/tables/qld-state-accounts-tables/index.php Table 31 (original, current prices)

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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 2020-21 Budget Paper No. 3 *Capital Statement*. This excludes capital grants and includes ports and Cross River Rail.

Budgeted road maintenance funding for 2021-22 will be $1.1 billion, which is the highest annual value of the current 4 year forward estimates. The 4-year total is budgeted for more than $4.6 billion.

Comment

The RACQ is pleased to see an increase in annual budgeted capital funding for transport and road infrastructure in 2021-22. The increase in capital expenditure on mobility projects will deliver a welcome increase in employment opportunities while ensuring a legacy of high-quality infrastructure in Queensland over the coming decades.

Queensland Transport and Roads Investment Program (QTRIP)

QTRIP 2021-22 to 2024-25 was released in conjunction with the 2021-22 Queensland State Budget. It itemises funding for various roads and transport projects over the four years commencing 2021-22.[6]

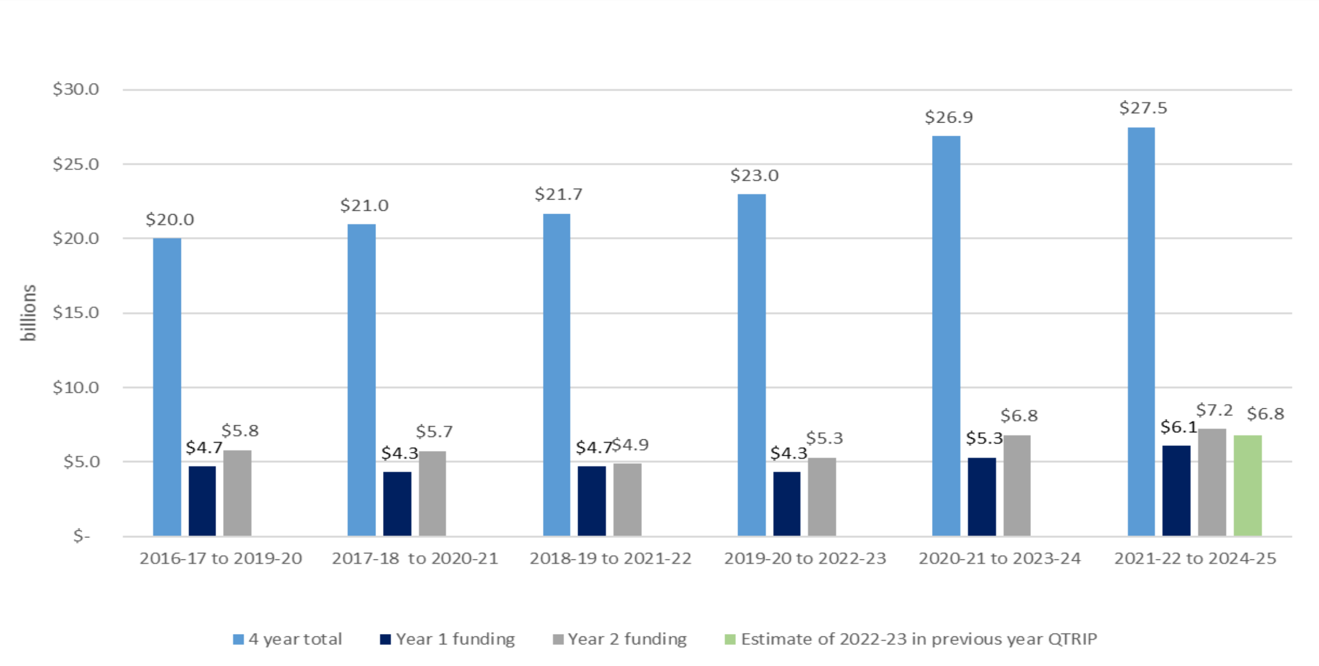
The 2021-22 to 2024-25 QTRIP total four-year funding for transport and roads in Queensland is $27.5 billion (chart 4). This represents an increase of $600 million (2.2%) from the previous 2020-21 to 2023-24 QTRIP. Of the $27.5 billion in program funding over the 2021-22 to 2024-25 period, $16.8 billion is funded by the Queensland Government / other funding sources and $10.7 billion has been funded by the Federal Government.

Sixty-four percent, or $17.5 billion of the $27.5 billion QTRIP spend will be directed to projects outside of TMR's metropolitan region. This is down from the $17.8 billion (66% of the total) directed to regional Queensland projects in the 2020-21 to 2023-24 QTRIP.

Year 1 (2021-22) funding in the QTRIP 2021-22 to 2024-25 program is $6.065 billion, representing an increase of approximately $741 million relative to the $5.324 billion in Year 1 (2020-21) funding under the QTRIP 2020-21 to 2023-24. Additionally, Year 1 (2021-22) funding in the QTRIP 2021-22 to 2024-25 program is less than the $6.8 billion in Year 2 (2021-21) funding under the QTRIP 2020-21 to 2023-24 program. RACQ would like to see budgeted forward estimates in previous QTRIPS and budgets, maintained.

[6] 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)

Chart 4: QTRIP funding



Source: Queensland Transport and Roads Investment Programs and information provided by the Department of Transport and Main Roads

As the overall quantum of QTRIP funding has grown over the last few years, the percentage of funding pushed to the outlying years (years 3 and 4) has previously increased, however this year's QTRIP is showing an increase in the proportion year 1 and 2 funding. In QTRIP 2021-22 to 2024-25 it reaches 52% (Table 6). While the majority of the 4-year expenditure budgeted in QTRIP is in the latter years, it is still down from the 58% of spending forecast for years 3 and 4 in QTRIP 2019-20 to 2022-23.

Table 6: Year 3 and 4 QTRIP funding as a percentage of the QTRIP total

QTRIP ($ b)	2017-18 to 2020-21	2018-19 to 2021-22	2019-20 to 2022-23	2020-21 to 2023-24	2021-22 to 2024-25
Total QTRIP	$21.0	$21.7	$23.0	$26.9	$27.5
Year 3 + 4 funding	$10.9	$12.1	$13.4	$14.8	$14.2
% of total	52%	56%	58%	55%	52%
Annual % Change in total QTRIP		3.3%	6.0%	17.0%	2.2%

Key Road Project Funding

Key road funding commitments outlined in the 2021-22 Queensland Budget and 2021-22 to 2024-25 QTRIP are listed below:

- $2.1 billion for Gateway Motorway and Bruce Highway upgrades in northern Brisbane
- $1.065 billion Rockhampton Ring Road
- $1 billion Pacific Motorway Varsity Lakes to Tugun upgrade

- $1 billion funding commitment for Pacific Motorway Daisy Hill to Logan Motorway
- $1 billion Bruce Highway Cooroy to Curra Section D
- $932.2 million Bruce Highway Caloundra Road to Sunshine Motorway upgrade
- $750 million Pacific Motorway Eight Mile Plains to Daisy Hill upgrade
- $662.5 million Bruce Highway Caboolture – Bribie Island Road to Steve Irwin Way upgrade
- $543.9 million funding for the Warrego Highway
- $514.3 million Bruce Highway Haughton River Floodplain upgrade
- $500 million funding injection to the Bruce Highway (program details, timing and Australian Government funding contribution subject to negotiation with the Australian Government, noting the Queensland Government's priorities for this additional investment include improvements to sections between Gladstone and Rockhampton, and between Mackay and Proserpine)
- $500 million funding commitment towards upgrades of the Inland Freight Route (Charters Towers to Mungindi)
- $481 million Bruce Highway – Cairns Southern Access Corridor (Stage 3), Edmonton to Gordonvale
- $359 million Cairns Ring Road (Cairns CBD to Smithfield)
- $350 million Mackay Port Access (Bruce Highway to Mackay – Slade Point Road)
- $320 million Mooloolah River interchange upgrade (Stage 1)
- $301.3 million Bruce Highway, Maroochydore Road and Mons Road interchanges upgrade
- $300 million Cairns Western Arterial Road, Redlynch Connector Road to Captain Cook Highway duplication
- $244 million Centenary Bridge upgrade
- $237.5 million funding for the Mount Isa to Rockhampton corridor
- $230 million Townsville Ring Road (Stage 5)

Other funding allocated in the 2021-22 Budget and 2021-22 to 2024-25 QTRIP is provided in Appendix I.

Comment

The RACQ welcomes the funding for these projects and the continued commitment to the Bruce Highway program, the M1 Pacific Motorway (Eight Mile Plains to Daisy Hill and Varsity Lakes to Tugun), and Beerburrum to Nambour Rail Upgrade. Along with the other projects listed above, these provide vital transport links and address safety, flooding, freight, capacity and congestion issues. The RACQ also welcomes the funding to progress Gold Coast Light Rail Stage 3A which didn't have adequate funding in the previous budget. Whilst the Beerburrum to Nambour Rail Upgrade had some funding, there is still a noticeable funding gap to complete the project.

The RACQ was pleased to see funding for regional Queensland continuing, with projects including the Cooroy to Curra Section D, Cairns Ring Road ($359 million) and CWAR ($300m), Edmonton to

Gordonvale duplication, Townsville Ring Road, Rockhampton Ring Road, Inland Freight Corridor ($500m), ROSI corridor (Mt Isa to Rockhampton), Mooloolah River Interchange Upgrade (Stage 1) and Mackay Port Access (Stage 2 of Mackay Ring Road).

The Queensland Transport and Road Investment Program (QTRIP) 2021-22 to 2024-25 funding will total $27.5 billion. The RACQ was pleased to see QTRIP funding surpass inflation and population growth, with an additional $600 million. Additionally, the RACQ is pleased to see that an increased proportion of QTRIP funding has been budgeted for the first 2-years of the program when compared to the previous 2020-21 to 2023-24 QTRIP program.

Road Safety

A lower Queensland road toll is forecast in 2021-22. The Department of Transport and Main roads (DTMR) estimates that total road fatalities per 100,000 population will be 4.3 in 2021-22, down from 5.9 in 2020-21 and 4.6 in 2019-20.[7]

Police

A total of $2.85 billion is budgeted in 2021-22 for Queensland Police Service's (QPS) operating and capital budget, up from $2.7 billion in 2020-21.[8]

In line with its election commitment, the budget includes measures for the hiring of an additional 2,025 police personnel over the next 5-years, while an additional 25 police beats will be established.

The Service Delivery statement notes that road safety priorities for the QPS in 2021-22 include the effective enforcement of safe speeds and driver behaviour, including hooning, to reduce road trauma.

Revenue from fines and forfeitures is forecast to grow by 39.3% in 2021-22 because of the introduction of new cameras which detect mobile phone use and detect whether seat belts are being worn. Revenue is expected to continue to increase in 2022-23 by 7.9%, before stabilising in 2023-24 and 2024-25.

Comment

The RACQ supports policies that will reduce fatalities and serious injuries on Queensland's roads. Reducing vehicle crashes will require investment in areas ranging from transport infrastructure to driver education and road rule enforcement. As a result, the RACQ welcomes the Queensland Government's increased investment in transport and safety infrastructure and the move to prioritise policing of safe speeds and hooning behaviour.

[7] Queensland State Budget 2021-22 Service Delivery Statements*: Department of Transport and Main Roads* back to 2017-18

[8] Queensland State Budget 2021-22 Service Delivery Statements*: Queensland Police Service*

Congestion

The 2021-22 Queensland Budget congestion measures and measurement methodologies for the coming financial year remain the same as the previous budget. This includes service standard measures that set a road network efficiency measure based upon average travel times per 10km during the AM peak, PM peak and off-peak periods. The targets for these average travel times per 10km are:

- AM peak: 9.5 minutes
- PM peak: 10.0 minutes
- Off-peak: 9.2 minutes

An additional new measure is the percentage of the road network with reliable travel times. The targets for this measure have been set as follows:

- AM peak: 86%
- PM peak: 79%
- Off-peak: 90%

Comment

Congestion remains a serious issue within South East Queensland and other highly urbanised parts of Queensland. The RACQ supports the Queensland Government funding of priority projects that will have a material impact on reducing travel times, congestion and improving travel time reliability on the road network.

Public Transport and Active Transport

Public transport fares remain frozen for 2021. The State Budget Papers outline an expected 27% increase in the number of south-east Queensland public transport trips from 121.95 million trips in 2020-21 to 154.76 million trips in 2021-22.[9] This forecast increase is likely to be attributable to the vaccination rollout as well as more of a return to physical work premises, following the fall in passenger use seen during the COVID pandemic. Bus use is expected to increase the most, by almost 20 million trips in 2021-22.

The 2020–21 Estimated Actual of South East Queensland patronage is estimated to be 1.35 million trips higher than the 2020–21 estimate. While all modes continue to be impacted by COVID-19, the return to public transport is above the expected target as patrons' confidence in the network begins to return following low COVID-19 case numbers in South East Queensland.

[9] Queensland State Budget 2021-22 Service Delivery Statements*: Department of Transport and Main Roads*

With the number of passenger trips expected to increase significantly over the financial year, the average cost per passenger trip is expected to decrease from $22.65 in 2020-21 to $18.33 in 2021-22.[10]

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 safe and accessible alternative option to using their cars.

As more people move from working at home to physical workplaces, there is expected to be an increase in public transport patronage. If Queensland maintains its low or no COVID-19 case numbers and the vaccination rollout ramps up, this will go a long way to achieving the government's estimated/ targeted public transport numbers.

[10] Queensland State Budget 2021-22 Service Delivery Statements*: Department of Transport and Main Roads*

Appendix I: Queensland Projects

Key Programs / Projects

Key rail investments (including some investments jointly funded with the Australian Government and local governments) include:

- $5.4 billion Cross River Rail (100% funded by the Palaszczuk Government and being delivered by the Cross River Rail Delivery Authority)
- $4.156 billion New Generation Rollingstock being delivered as a Public Private Partnership
- $1.044 billion Gold Coast Light Rail (Stage 3) Broadbeach South to Burleigh Heads (with project costs subject to the finalisation of contract negotiations)
- $646.4 million European Train Control System Level 2 upgrades
- $600 million Rollingstock Expansion Project
- $550.8 million North Coast Line - Beerburrum to Nambour Rail Upgrade (Stage 1)
- $486.9 million train station upgrades at various locations including Albion, Auchenflower, Banyo, Buranda, Cannon Hill, Fairfield to Salisbury, Lindum, Morningside, Southbank, Wooloowin, Bundamba, East Ipswich, Burpengary and Dakabin
- $356.2 million Gold Coast rail line (Kuraby to Beenleigh) capacity improvement preconstruction activities
- $292.6 million Clapham Yard Stabling (Moorooka) construction
- $255 million New Generation Rollingstock, European Train Control System fitment, install new signalling
- $163 million funding commitment for the Beams Road (Carseldine) rail level crossing
- $146 million funding commitment for the Boundary Road (Coopers Plains) rail level crossing (project cost, timing and funding arrangements subject to further planning and negotiation with Brisbane City Council)
- $120 million Queensland Government funding commitment for three new Gold Coast railway stations at Pimpama, Helensvale North and Worongary/Merrimac
- $114.2 million Mayne Yard (Mayne) upgrade
- $95.1 million Loganlea train station relocation

Key targeted road safety projects (including some investments jointly funded with the Australian Government) include:

- $57 million Strathpine - Samford Road (Eatons Crossing Road and Mount Samson Road) intersection and safety improvements
- $41.8 million Isis Highway (Bundaberg - Childers) safety improvements at various locations
- $37.5 million Kennedy Highway (Mareeba - Atherton) targeted road safety improvements
- $33.9 million Nerang - Murwillumbah Road safety treatments (various locations)
- $28.8 million Morayfield Road and Beerburrum Road intersection improvements (various locations)

- $21.7 million Captain Cook Highway (Cairns - Mossman) Section 2 safety improvements

Other public transport infrastructure highlights (including some investments jointly funded with the Australian Government and local governments) include:

- $82 million for park 'n' ride upgrades at Coomera, Beenleigh, Ferny Grove and Carseldine train stations
- $72 million Northern Transitway
- $34.1 million Southern Moreton Bay Islands ferry terminals upgrade
- $30 million Eastern Transitway (Stage 1)
- $21 million Greenbank bus facility park 'n' ride upgrade

Significant active transport infrastructure investments (including some investments jointly funded with the Australian Government and local governments) include:

- $22.5 million Queensland Government funding commitment for the Riverwalk (Kangaroo Point), Mowbray park to Captain Burke park
- $24 million Cairns Southern Access Cycleway
- $20 million Broadbeach South to Burleigh Heads cycleway (associated with Gold Coast Light Rail, Stage 3)
- $14.5 million Veloway 1 (V1) cycleway, O'Keefe Street bridge
- $10 million Queensland Government funding commitment for the South Brisbane bike network

Maritime infrastructure projects include:

- $12.1 million Spit Masterplan (Southport), northern end of Main Beach, implement spit masterplan
- $12 million funding for the Boating Infrastructure Program
- $9 million Molongle Creek (Gumlu) channel deepening
- $9 million Yorkeys Knob, construct boat ramp and floating walkways
- $8 million Yorkeys Knob boat launching facility landside works (jointly funded with Cairns Regional Council)