

6 April 2022

Hon Cameron Dick
Treasurer and Minister for Trade and Investment
1 William Street
Brisbane Qld 4000

Via email: treasurer@ministerial.qld.gov.au

Dear Treasurer,

RACQ Submission to the Queensland Government Budget Process 2022-23

The RACQ is pleased to provide a pre-budget submission to Queensland Treasury.

The RACQ represents nearly 1.8 million Queensland members, and our submission urges the Queensland Government to save lives and fix our roads, improve sustainability and resiliency, and support affordable transport for Queensland families.

In the past year the RACQ has welcomed Queensland Government's action on adopting the Move Over, Slow Down rule, rolling out new mobile phone laws and cameras, committing to the Renewable Energy Fund and key Motorway and Highway upgrades, and most recently committing to provide funding for house raising, retrofitting and voluntary buybacks of properties at risk from future floods as part of a \$741 million resilience funding package. The RACQ commends your government for delivering on these priorities. These actions will save lives and are integral to helping our communities recover from the 2022 South East Queensland flood event.

To harness the emerging opportunities for our State, such as the 2032 Olympic and Paralympic Games, we need a clear vision, a committed pipeline of improvements, and adequate funding to support delivery. Through consultation with our members, as well as policy and infrastructure analysis, RACQ has developed a set of key policy and project recommendations (see attachments 1-3) which can help the Government create economic stability and growth, improve community safety and wellbeing, reduce climate/emission related risks, and support sustainable job generation.

SAVE LIVES

In 2021 Queensland recorded 275 fatalities on our roads with a 10.8% increase over the five-year average. 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. We call on the Queensland Government to adopt the following policies and safety upgrades to deliver safe roads for Queenslanders:

- Commit to jointly fund and completely utilise the maximum available funding under the \$3 Billion Federal Road Safety Program (and any extension of this Federal program), to deliver mass action treatments across Queensland.
 - Should this Federal program not be extended, we would ask the Queensland Government to 'go it alone' and replicate a similar program by continuing to identify road sections in highest need of safety improvements* and create a new funding stream for this program (i.e. minimum \$100 million per annum) that will continue to elevate the annual investment for the Targeted Road Safety Program (TRSP) in the years to come.



- Commit to conducting and publishing annual assessments of crash data, crash risk and infrastructure risk on State roads at a network and road/corridor level using proven methodologies such as AusRAP (or similar*), which includes development of a public facing website for reporting of the data mentioned above as well as crash data comparisons against required National (and State) Road Safety Strategy targets and reportable metrics.
 - An example of the abovementioned request, and the work RACQ has performed in this space, is shown in attachment 3 (excerpt showing the Top 60 of 83) covering 21,528 km of typically regional, higher volume State roads with speed limits 80 km/h and above from 2016-20 using the AusRAP risk mapping methodology. The 83 prioritised road sections in the full table make up just 8.7% of the road network length in the assessment (21,528km), but recorded 51.7% of Fatal and Serious Injury (FSI) crashes (3234 FSI crashes), and 51.3% of FSI Injuries (4223 FSI Injuries). They highlight where low-cost high benefit upgrades could be most effective and economical to deliver the largest FSI crash reductions¹.
- Increase on-road police patrol presence to provide a higher level of visible enforcement of unsafe driving behaviours.
- Commit full funding for the attached project recommendations (attachments 1 and 2) which provide safety, as well as capacity, flood immunity and productivity improvements.

BOOST SUSTAINABILITY, RESILIENCE AND AFFORDABILITY

Queensland is particularly vulnerable to the impacts of climate change and natural disasters. If left unchecked, over the coming decades it will negatively impact community health and wellbeing and cause significant economic disruption. Forecasts project Queensland will face the greatest cost increases from natural disasters with more a than \$460 billion recovery bill by 2060². The Queensland Government must prioritise policy and funding decisions to take steps now to mitigate future risk and cost burdens on Queensland families and our economy.

Recommended Urban Planning/Home Liveability Initiatives:

- Increase investment in programs to promote private mitigation measures such as additional funding for the Queensland Household Resilience Program (both rounds were over-subscribed). Expand the program to include flood resilience and explore a funding partnership with local councils including Brisbane City Council which operates the Flood Resilient Homes Program, so more homeowners in the high flood risk areas can invest in making their homes more flood resilient.
- Provide immediate funding for risk-reducing projects that are “shovel ready”, such as the Bundaberg flood levee.
- Increase assistance to Councils to invest in flood and storm surge studies and resilience analysis.
- Support development of a national building register to capture and codify standards for resilience and mitigation measures built into new and retro-fitted properties.

¹ The full table of 312 road sections (21,528km) across Queensland is not shown.

² Deloitte Access Economics (2021). Special report: update to the economic costs of natural disasters in Australia. Australian Business Roundtable for Disaster Resilience and Safer Communities.

*RACQ is aware of the significant work the Safer Roads division within the Engineering and Technology department of TMR has put in to understand infrastructure risk, develop network safety plans and to produce crash analysis models/spreadsheets along the State (and Local) network - to identify the highest risk road segments and intersections. This is informing current projects put forward for funding under Tranches of the Federal Road Safety Program.



- Update planning regulations to require all land rezoning/new property developments to be assessed against the likelihood of catastrophic events occurring prior to approval, with the information publicly and freely accessible.
- Undertake tax reform to ensure insurance remains accessible and sustainable, particularly in high-risk areas, including addressing stamp duty. Stamp duty makes up 9% of a home insurance policy. The inclusion of stamp duty on top of GST on insurance policies is a significant driver of the cost pressures our members are facing. The “double tax” equates to 19.9 per cent of a home insurance premium in Queensland. RACQ does not believe it is fair that the more risk our members face, the more tax they pay on their insurance.

Recommended Transport Initiatives:

- Implement a low and zero emission vehicles policy suite including updating planning requirements to ensure energy/housing infrastructure is EV ready and fund further charging infrastructure, particularly in regional Queensland.
- In addition to the current ZEV incentives/subsidies to reduce purchase costs, introduce a 30% reduction in total annual registration costs on new and used low emission cars, compared to current registration costs, to encourage a transition to cleaner vehicles across Queensland.
- Freeze vehicle registration charges for three years to ease the financial burden on Queensland motorists.
- Eliminate stamp duty on all new cars to help make Queensland’s vehicle fleet safer and cleaner.
- Work with Brisbane City Council on delivering discounts and incentives for motorists using the Go Between Bridge to improve patronage and relieve congestion around the William Jolly Bridge and on other surrounding corridors, e.g., Countess Street/Kelvin Grove Road, Hale Street, Coronation Drive and the Captain Cook Bridge.
- Increase investment in maintenance activities (including betterment initiatives) along the state and national road network to improve road conditions, reduce the backlog of maintenance as well as strengthen and boost road resiliency, and save future expenditure.
- Continue developing and progressing vital 2032 Olympic roads, public transport, and active transport infrastructure projects currently in the planning stage and on the Infrastructure Australia (IA) Priority list, and immediately commence planning and following IA process for all other necessary projects so that they are shovel ready for investment.

Recommended Compulsory Third Party (CTP) Insurance Reform:

- Deliver comprehensive Compulsory Third Party insurance reform to improve scheme fairness and equity. For example, RACQ’s CTP portfolio is significantly over-represented in older cars and significantly under-represented in newer cars. The result is an imbalance of risk sharing, resulting in insurers profiteering from being over-indexed with new vehicles (lower risk) and RACQ penalised from being over-indexed with older vehicles (higher risk). RACQ recommends a system that re-distributes premium based on insurer portfolio risk mix. Such a system of remediation would guarantee fairness and sustainability in the long term.

SMART SPENDING ON SMART INFRASTRUCTURE

Given the existing economic pressures and changes in work and travel behaviours, the Queensland government must prioritise spending on targeted initiatives which support uptake on non-vehicle based modes to mitigate congestion and support the anticipated travel demand as the population growth recovers and Queensland works towards delivering a legacy for the 2032 Olympic and Paralympic Games. Public transport usage per capita has also continued to decline and is now exacerbated in the wake of COVID-19 – strong behavioural change policies are required to change private driving patterns. We recommend the government must:

- Increase funding to deliver safe and segregated active transport infrastructure, complete missing links in the V1 cycleway (e.g. Birdwood Road overpass/Velobridge and Lower River Terrace Velobridge and address gaps in the principal cycle network.
- Progress regulatory reform for e-mobility (PMD) devices to improve rider and pedestrian safety, including identifying and funding safe segregated infrastructure solutions to further improve safety and encourage uptake.
- Conduct a review of the public transport network including fare schemes, network configuration and incentives to ensure public transport meets current travellers' needs, reduces transport costs, drives new users onto the public transport network, and encourages previous users to return to public transport more often. For instance, due to established work from home practices after COVID-19, the *Make 8 journeys then travel for half price* initiative may be unappealing to many commuters.
- Enable Cross River Rail to deliver improved service frequency and reliability by funding required operational inputs including rollingstock, infrastructure upgrades and qualified drivers.
- Deliver on the State's share of Olympic and Paralympic games funding commitment and ensure it does not lessen regional road funding.
- Collaborate with Councils on investment in wide and safe shared pedestrian paths and cycling routes improvements between activity centres, schools, and other places such as public transport stations and stops, to give people safe and accessible options for walking, cycling and using micro-mobility options. This includes providing end of trip facilities and storage for bikes.
- Work with the Federal government and other states/territories to develop a harmonious and equitable approach to road user charging which can be implemented in Queensland after electric vehicles see significant penetration.
- Commit to greater investment in real terms for transport infrastructure compared to prior years.

The RACQ appreciates the commitments that your government has already made to supporting Queenslanders since COVID-19 and hopes these opportunities to create a strong vision for Queensland's future with improved community resiliency, and a safe, affordable, sustainable transport network will be of assistance.

We look forward to continuing to engage with the Queensland Government on opportunities to make Queensland the most liveable, productive, and vibrant state in Australia. If you require further information or discussion on any priorities, projects or initiatives in this letter, please do not hesitate to contact myself, or RACQ's Head Of Public Policy, Susan Furze (0438 136 554 / susan.furze@racq.com.au) to arrange a meeting.

Yours sincerely,



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Encl: Attachments 1 – 3 RACQ Project Recommendations



ENCLOSED ATTACHMENTS 1 - 3 – RACQ PROJECT RECOMMENDATIONS

ATTACHMENT 1 - RACQ recommended Brisbane projects to support the 2032 Olympic Games

Mode	Project	Description
All	Universal Access	All existing infrastructure, including major public transport assets, are upgraded to be achieve Disability Discrimination Act compliance
Active	Green Bridges	Delivery of green bridges program: The new bridges will link Kangaroo Point to the Brisbane Central Business District (CBD), Toowong to West End, St Lucia to West End, a new crossing at Breakfast Creek.
Active	Additional Green Bridges	Investigate bridge linking Kangaroo Point to New Farm or Bulimba to Teneriffe as potential fifth bridge location.
Active	Inner CBD/major centres	Pedestrianise inner city and major centres to prioritise/promote the safe movement of people in highly populated areas.
Active	Principal Cycleway Network	Deliver a high quality, connected arterial active travel network across SEQ – underpinned by Principal Cycleway Network, including filling in missing gaps and the completing the Moreton Bay Cycleway.
Active	Footpaths	Deliver high quality, safe and connected footpaths to and from major public transport hubs and activity centres/stadiums to complement on and off-road cycling infrastructure, promote sustainable transport trips and support safe integration of new and emerging personal mobility devices transport options.
Bus	Brisbane Metro	Completion of the ultimate Brisbane Metro network to help address congestion and boost services to the suburbs (including a grade separated Cultural Centre station).
Bus	Eastern Transit ways	A dedicated transitway connection from Eastern Busway through to Capalaba & Cleveland and Cleveland to Redland Bay/Victoria Point. Provision for a transitway/high frequency public transport corridor from Southern Redlands to Loganholme/Beenleigh.
Bus	Northern Transitway	Improve bus travel times and service frequency along Gympie Road corridor north of Chermide.
Rail	Cross River Rail	Completion of Cross River Rail to increase capacity and operational capability across SEQ rail network, including supporting rollingstock and train drivers. Upgrade entire SEQ rail network to European Train Control System Level 3.
Rail	Faster rail	Deliver upgrades to the Gold Coast (Logan and Gold Coast Faster Rail project), Brisbane, and Sunshine Coast lines to deliver increased service frequency reliability and improved travel times. Optimise rail network to improve greater frequency and reduced travel time.
Rail	Beerburrum to Nambour Rail Duplication	Commit additional funding to fully complete the Beerburrum to Nambour Rail upgrade to relieve vehicle and truck pressure on the Bruce Highway.



Rail	Ipswich Mass Transit Corridor	Deliver the Ipswich Mass Transit Corridor which includes the provision of passenger rail to Ripley/Ipswich.
Rail	Salisbury to Beaudesert Rail	Complete passenger rail to Beaudesert, connecting urban growth areas such as Flagstone.
Rail	Manly to Cleveland Rail Duplication	Improve frequency and reliability of services to and from Cleveland.
Rail	Gold Coast Light Rail and heavy rail	Completion of Gold Coast Light Rail to Coolangatta Airport and extension of heavy rail to Coolangatta Airport.
Rail	Caboolture to Maroochydore Corridor (CAMCOS) and Sunshine Coast Mass Transit	Delivery of passenger rail from existing rail connection at Beerwah to Maroochydore and on to the Sunshine Coast Airport, including delivery and connections to local mass transport options from Caloundra to Maroochydore.
Rail	Level crossing upgrade program	Develop a SEQ level crossing upgrade program similar to Victoria including grade separation at the following priorities: Boundary Road (Coopers Plains), South Pine Road (Alderley), Cavendish Road (Coorparoo), Warrigal Road (Runcorn), Kianawah Road / Lindum Road (Wynnum West), Beams Road (Carseldine), Wacol Station Road (Wacol).
Rail	Inland Rail and Future Connection to Port of Brisbane	Connecting Melbourne and Brisbane via regional Victoria, New South Wales and Queensland, this 1,700km rail project will complete our national freight network—better connecting producers to markets and creating new opportunities for businesses, industries and regional communities
Road/multi-modal	Coomera Connector and Pacific Motorway improvements	Deliver the full Coomera Connector project to relieve the Pacific Motorway while continuing to deliver smarter motorways, interchange and capacity upgrades to the existing Pacific Motorway. The Coomera Connector will also provide multi-modal opportunities.
Road/Multi-modal	North West Transport Corridor	Provide relief for Gympie Rd through multi-modal infrastructure provision for intra- and inter-regional travel with added capacity and improved journey times, including delivering Everton Park Link Road and South Pine Road / Stafford Road Stage 2 upgrade. The transport corridor would allow greater (and faster) public transport and active transport opportunities by providing 'turn-up-and-go' rail services and a high-quality cycleway along the corridor.
Road	Mount Lindesay Highway	Deliver the Mount Lindesay Highway 10 year strategic plan 2018-2028. Complete safety, capacity and active transport multi-modal corridor improvements on Mt Lindesay Highway to better service southern and emerging western urban centres in Logan / Scenic Rim Council areas.
Road	Bruce Highway upgrades	Complete Brisbane to Sunshine Coast safety, capacity and flooding upgrades including Pine Rivers Bridge/Gateway Motorway and Gympie Arterial connection, and additional lane project from Sunshine Motorway to Maroochydore Road.
Road	North-South Urban Arterial (Moreton Connector)	Deliver alternative eastern corridor to the Bruce Highway between Caboolture-Bribie Island Rd and the Pine River/Gateway Motorway.
Road	Bruce Highway	Provide an alternative connection to relieve pressure on the Bruce Highway from north Brisbane to northern SEQ regions.



	Western Alternative	
Road	Centenary Motorway upgrade and Kenmore Bypass	Deliver eight lane upgrade between Ipswich Motorway and Toowong to improve journey times, network efficiency and freight productivity as well as deliver additional lanes south of Logan Motorway to Springfield and Ipswich.
Road	Gateway Motorway South	Deliver upgrades to capacity as well as upgrade at interchanges to relieve congestion between the Pacific Motorway/Gateway Motorway Extension and Wynnum Road.
Road	Gateway Motorway North	Deliver six lane upgrade project to relieve congestion between Deagon Deviation and Bruce Highway.
Road	Inner Brisbane Road Network	Work with Brisbane City Council to optimise inner Brisbane road network through capacity and efficiency gains, or alternative corridors – particularly relevant to congestion on the Pacific Highway and Stanley Street entry/exit points, and Captain Cook Bridge/Riverside Expressway/Hale Street corridors.
Road	Inner Orbital tunnel	Connect to the preserved North West Transport Corridor and Stafford Rd, Everton Park.
Road	Ipswich Motorway upgrade	Complete Darra to Rocklea project and upgrade Ipswich Motorway between Warrego Highway (Riverview) and Logan Motorway (Gailes) to accommodate growth and traffic volumes, improve active travel facilities, safety and network efficiency.
Road	Logan Motorway	Capacity improvements to relieve congestion between Ipswich Motorway and Mount Lindesay Highway.
Road	Park Ridge Connector	Relieve Mount Lindesay Highway.
Road	Southern Infrastructure Corridor	Connect Coomera Connector to Park Ridge Connector.
Road	Sunshine Coast corridors	Deliver Sunshine Motorway - Mooloolah River Interchange, Coolum interchange upgrade and duplicate Pacific Paradise to Coolum. Upgrade Caloundra Road intersections (CKB and Nicklin Way)
Road	Warrego Highway	Improve journey times, safety, network efficiency and freight productivity between Ipswich Motorway (Gailes) and Toowoomba through capacity and interchange upgrades.
Road	Walter Taylor Bridge duplication	Improve travel times and speeds, and manage safety issues at Walter Taylor Bridge.
Water-based transport	Connected ferry and vehicle barge network	High quality water-based transport network that provides efficient, sustainable and high-quality service to island communities to the mainland as well as connections along Brisbane River.
Future Vehicles (EV's, AV's and Connected Vehicles)	Infrastructure to support future vehicles, technology and fuels	Invest in infrastructure and digital technology to support electric, connected and automated vehicles (e.g., V2X) and the benefits they can provide to safe, affordable and sustainable transport within the transport network, including EV charging (and hydrogen refueling) infrastructure.
Mobility as a Service (MaaS)	MaaS	Continue trials and implementation of transport technology to enable greater mobility choice for residents and visitors.
Smarter Infrastructure	Infrastructure to support network efficiency	Continue to deliver Smarter Motorways packages, additional Smart Pedestrian Crossings and trialling innovative traffic detection and traffic controller technologies to improve network efficiency.



ATTACHMENT 2: RACQ Regional Priority Projects

Regional Queensland Priority Projects	
Bruce Highway Upgrade Program	Commit an additional annual State funding commitment (+50%) to accelerate the Bruce Highway Upgrade Program and partner with the Federal Government to deliver the Bruce Highway Trust.
Mass action road safety program	Deliver a mass action road safety program of low-cost high benefit safety treatments across Queensland's road network (fully utilising Federal Government Road Safety Program funding), to achieve a minimum 50% reduction in fatal and 30% reduction in serious injuries by 2030.
Warrego Highway Upgrades	Commit funding to fast track Warrego Highway additional lanes, safety improvements, interchange upgrades and service road improvements from Ipswich to Toowoomba..
Inland Highway and regional road safety, productivity and maintenance funding improvements	Accelerate delivery of the Inland Highway (Inland Freight Route) project by bringing forward budget contributions. Increase other funding for regional road productivity improvements in Queensland as prioritised and delivered through multiple programs such as ROSI, Inland QLD Road Network Strategy, TransIT, Roads to Recovery, Regional Economic Enablement Fund (REEF) and Northern Australia Roads. Increase maintenance funding to more adequately maintain as well as rehabilitate and strengthen roads (including betterment initiatives) reducing the maintenance backlog in Queensland and improving resilience to future damage.
Cairns (Far North Queensland)	
Kennedy Developmental Road and Highway (Inland Highway alternative route)	Deliver a safety works package, including bridge and flood immunity improvements to provide a suitable inland alternative route to the Bruce Highway.
Cairns Ring Road projects (Captain Cook Highway and Cairns Western Arterial Road)	Fast-track the Cairns Western Arterial Road project and the Cairns Ring Road project (Cairns CBD to Smithfield) including delivery of safety upgrades along the entire Captain Cook Highway including widening the corridor, improving roadside safety, adding overtaking lanes and providing safe cycling infrastructure.
Cairns Southern Access	Complete all 5 stages of 'Cairns Southern Access' upgrade, including accelerated delivery of Edmonton to Gordonvale Duplication.
Townsville (North Queensland)	
Gregory Developmental Road (Inland Highway alternative route)	Commit to a safety works package, including bridge and flood immunity improvements to provide a suitable inland alternative route to the Bruce Highway.
Hann Highway	Complete dual lane seal along the Hann Highway (Kennedy Developmental Road).
Flinders Highway	Deliver a safety works package, including bridge and flood immunity improvements and overtaking lanes to provide a safe and efficient road.
Mackay / Whitsunday	
Peak Downs Highway	Deliver a safety works package including flood immunity and bridge upgrades to improve productivity.



Gregory Developmental Road (Inland Highway alternative route)	Deliver a safety works package, including bridge and flood immunity improvements to provide a suitable inland alternative route to the Bruce Highway.
Bruce Highway (Sarina to Mackay duplication and Mackay Ring Road)	Duplicate the Sarina to Mackay link of the Bruce Highway to improve safety, capacity and flood immunity and deliver Mackay Ring Road Stage 2 – Mackay Port Access Road.
Rockhampton (Central Queensland)	
Capricorn Highway	Deliver a safety works package, including flood improvements and overtaking lanes to provide a safe and efficient road.
Gregory, Dawson and Carnarvon Highway (Inland Highway alternative route)	Accelerate delivery of a safety works package, including bridge and flood immunity improvements to improve productivity and provide a suitable inland alternative route to the Bruce Highway along the Gregory, Dawson and Carnarvon Highways in Central Queensland.
Rockhampton - Yeppoon Road	Deliver full duplication project from Mulara Road to Tanby Road to improve safety and capacity.
Wide Bay / Burnett	
Burnett Highway	Provide a safety works package, including flood immunity improvements to provide an alternative route to the Bruce Highway.
D'Aguilar Highway (Caboolture to Kingaroy)	Deliver a safety works package along the D'Aguilar Highway linking Burnett Highway to Caboolture.
Bundaberg Regional Roads Upgrade Program	Deliver a safety works package on Isis Highway, Bundaberg-Gin Gin Road, Bundaberg-Miriam Vale Road, and Goodwood Road.

Toowoomba / South-West Queensland	
Carnarvon Highway (Inland Highway alternative route)	Deliver a safety works package including bridge and flood immunity improvements to improve productivity and provide a suitable inland alternative route to the Bruce Highway.
New England Highway	Commit to a complete safety works package to the New South Wales border.
Gore Highway	Deliver safety works and maintenance, strengthening and betterment packages including flood mitigation upgrades.
Southern Queensland	
Cunningham Highway	Deliver a safety works package along the Cunningham Highway.
Mount Lindesay Highway	Deliver the Mt Lindesay Highway 10 year strategic plan 2018-2028. Complete safety, capacity and active transport multi-modal corridor improvements on Mt Lindesay Highway to better service southern and emerging western urban centres in Logan / Scenic Rim Council areas.
Salisbury to Beaudesert Rail Line	Investigate Salisbury to Beaudesert rail corridor for passenger rail to Flagstone to support population growth.

Note: 'Safety works package' includes: lane and shoulder widening, safety barriers or removal of roadside hazards, ATLM / rumble strips, wide centre line treatments with median barrier, intersection improvements and additional overtaking lanes / opportunities.



ATTACHMENT 3: AusRAP Risk Mapping and Performance Tracking

Excerpt showing Top 60 of 83 'Risky Roads' road sections (312 total, 21,528km, 2016-20 crash data) where low cost high benefit upgrades could be most effective and economical to deliver the largest FSI crash reductions. Ranked by FSI Individual Risk and filtered by High Combined Risk (FSI), High Collective Risk (FSI) and finally High or Medium-high Collective Risk (Casualty Crashes).

Casualty Crashes Analysis										FSI Crashes Analysis														
Road Name	From-To	Type	Length km	Avg. Daily Traffic 2016-20	Casualty crashes 2016-20	Deaths 2016-20	Collective Risk Rating Annual average casualty crashes per km	Individual Risk Rating Annual average casualty crashes per 100M veh-km	Combined Risk Rating (Casualty Crashes)	TMR Region	National / State Ownership	Rank 2018	FSI Crashes 2016-20	FSI Injuries 2016-20	FSI Crashes Annual average FSI crashes per km	FSI Risk Rating (FSI per km)	FSI Crashes Annual average FSI crashes per 100M vkt	FSI Crashes Annual average FSI crashes per billion vkt	FSI Risk Rating (FSI per billion veh. km)	Rank (FSI Crashes per km)	Rank (FSI Crashes per billion)	Combined Risk Rating (FSI Crashes)	FSI Rank (Combined Risk)	
Mt Glorious Road	Mt Glorious to Somerset	Single	27	604	50	2	0.372 High	168.99 High	High	North Coast	State	1	30	35	0.2234	High	101.40	1013.96	High	57	1	High	1	
Brisbane Woodford Road	Dayboro to Woodford	Single	34	1732	78	1	0.455 High	72.02 High	High	North Coast	State	8	54	61	0.3151	High	49.86	498.63	High	37	2	High	5	
Gold Coast Springbrook Road	Mudgeeraba to Springbrook	Single	23	994	35	0	0.300 High	82.58 High	High	South Coast	State	5	21	26	0.1797	High	49.55	495.46	High	70	3	High	11	
Beechmont Road	Advancetown to Beechmont	Single	18	1650	38	1	0.412 High	68.47 High	High	South Coast	State	15	26	31	0.2822	High	46.85	468.49	High	44	5	High	7	
Nerang Murwillumbah Road	Nerang to Murwillumbah	Single	36	2009	64	9	0.354 High	48.23 High	High	South Coast	State	23	43	75	0.2376	High	32.40	324.02	High	53	10	High	21	
Gavial Gracemere Road	Gavial to Gracemere	Single	11	4291	28	0	0.515 High	32.89 High	High	Fitzroy	State	105	22	26	0.4048	High	25.84	258.44	High	25	17	High	19	
Gillies Highway	Gordonvale to Atherton	Single	52	2961	103	5	0.399 High	36.88 High	High	Far North	State	34	69	86	0.2670	High	24.71	247.07	High	47	19	High	27	
Atherton Herberton Road	Atherton to Herberton	Single	15	2200	20	1	0.267 Medium-high	33.22 High	High	Far North	State	48	14	14	0.1867	High	23.26	232.56	High	65	22	High	39	
Kin Kin Road	Pomona to Kin Kin	Single	14	1726	17	0	0.247 Medium-high	39.19 High	High	North Coast	State	103	10	12	0.1452	High	23.05	230.52	High	87	23	High	49	
Samford Mt Glorious Road	Samford to Mt Glorious	Single	16	4009	45	1	0.577 High	39.40 High	High	North Coast	State	22	24	28	0.3075	High	21.01	210.13	High	40	28	High	32	
Beerburum Road	Caboolture to Beerburum	Single	13	4364	30	2	0.454 High	28.52 High	High	North Coast	State	89	22	29	0.3331	High	20.91	209.12	High	34	29	High	26	
Kennedy Highway	Smithfield to Kuranda	Single	14	8658	90	0	1.286 High	40.71 High	High	Far North	State	7	45	54	0.6432	High	20.35	203.53	High	13	31	High	12	
Gympie Brooloo Road	Gympie to Brooloo	Single	37	2327	43	2	0.230 Medium-high	27.09 High	High	Wide Bay / Burnett	State	58	32	45	0.1713	High	20.16	201.60	High	74	32	High	53	
Nambour Mapleton Road	Nambour to Mapleton	Single	7	5077	18	0	0.490 High	26.43 High	High	North Coast	State	41	13	16	0.3537	High	19.09	190.89	High	31	38	High	29	
Tabragalba to Tamborine	Tabragalba to Tamborine	Single	14	5920	52	1	0.765 High	35.39 High	High	South Coast	State	45	28	46	0.4118	High	19.06	190.56	High	23	39	High	23	
Mt Lindesay Highway	Beaudesert to Rathdowney	Single	30	2109	33	1	0.220 Medium-high	28.58 High	High	South Coast	State	90	22	26	0.1467	High	19.05	190.51	High	85	40	High	65	
Mossman Mt Molloy Road	Mossman to Mt Molloy	Single	28	1660	26	0	0.182 Medium-high	30.12 High	High	Far North	State	70	16	17	0.1123	High	18.53	185.34	High	108	42	High	74	
Tamborine Oxenford Road	Tamborine to Oxenford	Single	14	4884	37	2	0.542 High	30.42 High	High	South Coast	State	39	22	26	0.3225	High	18.09	180.90	High	36	45	High	34	
Kilcoy Beerwah Road	Boorobin to Beerwah	Single	16	4298	43	2	0.527 High	33.61 High	High	North Coast	State	100	23	30	0.2820	High	17.98	179.80	High	45	47	High	38	
Kilcoy Beerwah Road	Woodford to Boorobin	Single	14	3449	26	1	0.385 High	30.57 High	High	North Coast	State	79	15	16	0.2221	High	17.64	176.37	High	58	49	High	51	
Maleny Kenilworth Road	Maleny to Conondale	Single	19	2411	20	1	0.211 Medium-high	23.92 High	High	North Coast	State	46	14	16	0.1474	High	16.74	167.45	High	84	53	High	73	
D'Aguilar Highway	Kilcoy to Yarraman	Single	49	3858	40	4	0.326 High	23.15 High	High	North Coast	State	157	56	72	0.2282	High	16.20	162.03	High	55	57	High	57	
Forest Hill Fernvale Road	Forest Hill to Fernvale	Single	39	2010	40	4	0.206 Medium-high	28.03 High	High	Metropolitan	State	66	23	36	0.1183	High	16.12	161.20	High	101	59	High	85	
Yandina Bli Bli Road	Yandina to Bli Bli	Single	13	2727	20	0	0.305 High	30.60 High	High	North Coast	State	29	10	10	0.1523	High	15.30	153.02	High	78	64	High	78	
Sarina Coast Road	Sarina to Sarina Beach	Single	13	2259	15	0	0.230 Medium-high	27.90 High	High	Mackay Whitsunday	State	97	8	10	0.1227	High	14.88	148.78	High	96	66	High	89	
Rosewood Laidley Road	Rosewood Laidley	Single	24	2670	30	0	0.254 Medium-high	26.05 High	High	Metropolitan	State	112	17	19	0.1439	High	14.76	147.62	High	88	67	High	83	
Malanda Lake Barrine Road	Malanda Lake Barrier Road	Single	12	1864	11	1	0.182 Medium-high	26.74 High	High	Far North	State	38	6	11	0.0993	High	14.59	145.86	High	118	68	High	104	
Proserpine Shute Harbour Road	Proserpine to Cannonvale	Single	18	7923	52	5	0.585 High	20.24 High	High	Mackay Whitsunday	State	93	37	59	0.4164	High	14.40	143.99	High	22	69	High	31	
Waterford Tamborine Road	Waterford to Tamborine	Single	25	11113	127	9	1.017 High	25.08 High	High	South Coast	State	24	71	98	0.5687	High	14.02	140.20	High	14	71	High	20	
Malanda Atherton Road	Malanda to Atherton	Single	16	3848	24	0	0.295 High	20.99 High	High	Far North	State	94	15	21	0.1843	High	13.12	131.19	Medium-high	67	79	High	79	
Captain Cook Highway	Clifton Beach to Port Douglas	Single	38	6595	92	3	0.478 High	19.87 High	High	Far North	State	61	60	78	0.3120	High	12.96	129.61	Medium-high	39	80	High	47	
Oxenford Coomera Gorge Road	Maudsland to Mt Nathan	Single	8	7509	29	0	0.768 High	28.03 High	High	South Coast	State	19	13	17	0.3444	High	12.56	125.64	Medium-high	32	88	High	44	
D'Aguilar Highway	Nanango to Kingaroy	Single	21	4552	32	2	0.301 High	18.14 High	High	Wide Bay / Burnett	State	99	22	26	0.2073	High	12.47	124.73	Medium-high	60	89	High	76	
Mt Cotton Road	Sheldon to Carbrook	Single	13	15511	86	0	1.299 High	22.95 High	High	Metropolitan	State	20	46	58	0.6949	High	12.27	122.74	Medium-high	12	93	High	17	
Bunya Highway	Wondai to Goomeri	Single	31	2665	30	5	0.197 Medium-high	20.20 High	High	Wide Bay / Burnett	State	181	18	24	0.1179	High	12.12	121.21	Medium-high	102	96	High	110	
Hajigslea Amberley Road	Hajigslea to Amberley	Single	9	4458	13	1	0.276 Medium-high	16.96 High	High	Metropolitan	State	88	9	11	0.1911	High	11.74	117.42	Medium-high	64	101	High	84	
Gladstone Mt Larcom Road	Gladstone to Mt Larcom	Single	27	3626	26	1	0.192 Medium-high	14.48 Medium-high	Medium-high	Fitzroy	State	218	20	23	0.1474	High	11.14	111.37	Medium-high	83	104	High	107	
Beaudesert Nerang Road	Canungra to Nerang	Single	21	7744	56	1	0.532 High	18.83 High	High	South Coast	State	55	33	42	0.3136	High	11.09	110.95	Medium-high	38	105	High	56	
Western Yeppoon Emu Park Road	Emu Park to Yeppoon	Single	19	4481	26	0	0.277 Medium-high	16.93 High	High	Fitzroy	State	234	17	21	0.1810	High	11.07	110.69	Medium-high	68	107	High	90	
Beenleigh Redland Bay Road	Carbrook to Redland Bay	Single	11	6169	26	1	0.462 High	20.53 High	High	Metropolitan	State	123	14	17	0.2489	High	11.05	110.53	Medium-high	52	108	High	70	
Kennedy Highway	Kuranda to Mareeba	Single	35	6351	64	8	0.368 High	15.87 Medium-high	High	Far North	State	82	44	68	0.2529	High	10.91	109.11	Medium-high	50	112	High	69	
Brisbane Woodford Road	Petrie to Dayboro	Single	15	4332	22	0	0.291 High	18.39 High	High	North Coast	State	72	13	22	0.1718	High	10.87	108.68	Medium-high	73	114	High	95	
Nambour Bli Bli Road	Nambour to Bli Bli	Single	8	10678	34	1	0.843 High	21.62 High	High	North Coast	State	36	17	19	0.4213	High	10.81	108.10	Medium-high	21	117	High	36	
Cooroy Noosa Road	Cooroy to Noosa	Single	10	10772	43	1	0.863 High	21.94 High	High	North Coast	State	69	20	26	0.4012	High	10.20	102.04	Medium-high	27	125	High	40	
Bruce Highway	Sarina to Mackay	Single	26	9940	66	3	0.508 High	13.99 Medium-high	High	Mackay Whitsunday	National	67	48	68	0.3692	High	10.17	101.72	Medium-high	29	126	High	46	
Mt Lindesay Highway	Park Ridge to Jimboomba	Mixed	12	22609	92	3	1.533 High	18.58 High	High	South Coast	State	27	50	65	0.8333	High	10.10	100.98	Medium-high	9	127	High	10	
Camp Cable Road	Mt Lindesay Hwy to Yarrabilba	Single	7	9892	30	1	0.828 High	22.92 High	High	South Coast	State	28	13	23	0.3586	High	9.93	99.32	Medium-high	30	130	High	50	
Captain Cook Highway	Smithfield to Clifton Beach	Mixed	9	23765	77	3	1.670 High	19.26 High	High	Far North	State	17	39	46	0.8460	High	9.75	97.53	Medium	8	132	High	9	
Landsborough Maleny Road	Landsborough to Maleny	Single	12	8546	26	0	0.452 High	14.50 Medium-high	High	North Coast	State	73	17	17	0.2957	High	9.48	94.78	Medium	42	140	High	67	
Ipswich Rosewood Road	Ipswich to Rosewood	Single	13	4150	18	0	0.281 Medium-high	18.53 High	High	Metropolitan	State	64	9	12	0.1403	High	9.26	92.63	Medium	90	145	High	121	
Captain Cook Highway	Port Douglas to Mossman	Single	11	5830	18	1	0.321 High	15.11 Medium-high	High	Far North	State	125	11	14	0.1964	High	9.23	92.32	Medium	62	146	High	97	
Bruce Highway	Mackay to Proserpine	Single	118	5150	130	15	0.220 Medium-high	11.71 Medium	Medium-high	Mackay Whitsunday	National													



Performance Tracking (Network)

2016-2020										
Year	Length (km)	Network vehicle kilometres travelled	Network Casualty crashes	Network Deaths	Network Avg Collective Risk (Annual Casualty crashes per km)	Network Avg. Individual Risk (Annual Casualty crashes per 100 million veh. km)	Network FSI Crashes	Network FSI Injuries	Network Avg Collective Risk (Annual FSI crashes per km)	Network Avg. Individual Risk (Annual FSI crashes per billion veh. km travelled)
2013-17	21443	19528945400	10910	533	0.102	16.36				
2014-18	21435	19976366050	10950	529	0.102	15.37	5994	7889	0.056	101.55
2015-19	21576	20490430225	11097	524	0.103	14.82	6176	8121	0.057	101.34
2016-20	21528	20525888211	11053	526	0.103	14.36	6259	8229	0.058	100.50
Change vs 2015-19		35457986	-44	2	0.00	-0.45	83	108	0.001	-0.86
Change %		0.2%	-0.4%	0.4%	-0.2%	-3.0%	1.3%	1.3%	1.6%	-0.8%
FSI - Fatal and Serious Injury										

Change in Collective Risk and Individual Risk, 2016-20 vs 2014-18, (%) of kilometres in each risk banding

2016-20		
Collective Risk (FSI crashes per km)		
Bandings	% vs 2014-18	
Low	20.7%	
Low-medium	15.7%	
Medium	23.4%	
Medium-high	19.6%	
High	20.5%	
2016-20		
Individual Risk (FSI Crashes per billion vkt)		
Bandings	% vs 2014-18	
Low	16.6%	
Low-medium	18.4%	
Medium	19.7%	
Medium-high	23.1%	
High	22.3%	