Description: Brisbane City Council logo

Brisbane City Plan 2014

Local Government Infrastructure Plan

Extrinsic Material

Transport Network

June 2025

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# Addendum

The Transport Extrinsic Material document was adopted in June 2018 and amended in December 2021. Brisbane City Council completed its 5-year review of the Local government infrastructure plan (LGIP), in November 2021, as required under the *Planning Act 2016*. Following this, Council has undertaken to make an amendment to the LGIP (LGIP amendment 1B) to ensure the accuracy, currency and relevance of the LGIP in reflecting Council’s trunk infrastructure priorities. As a part of LGIP amendment 1B, a complete review of this document has been conducted and, where required, relevant sections have been amended.

# Glossary of Terms

In this extrinsic material report the following abbreviations are used:

|  |  |
| --- | --- |
| Term | Description |
| BSTM\_MM | Brisbane Strategic Transport Model (Multi Modal) |
| BSD | Brisbane Standard Drawings |
| CBD | Central Business District |
| CPI | Consumer Price Index |
| CPO | City Project’s Office |
| DDA | *Disability Discrimination Act [Cth] 1992* |
| DSS | Desired Standards of Service |
| EMP | Environmental Management Plan |
| ET | Equivalent Tenement |
| GFA | Gross Floor Area |
| GPO | General Post Office |
| GST | Goods and Services Tax |
| IDPSP | Infrastructure design planning scheme policy |
| LGIP | Local government infrastructure plan |
| LOS | Level of service |
| MGR | Minister’s Guidelines and Rules |
| OLC | Open Level Crossing |
| PA | *Planning Act [Qld] 2016* |
| PFTI | Plans for trunk infrastructure |
| PIA | Priority infrastructure area |
| PUP | Public Utility Plant |
| SoW | Schedule of works |
| SPA | *Sustainable Planning Act [Qld] 2009* |
| TMR | Department of Transport and Main Roads |

In this extrinsic material report the following definitions apply:

|  |  |
| --- | --- |
| Term | Description |
| Desired Standards of Service (DSS) | see the *Minister’s Guidelines and Rules*. |
| Equivalent Tenement (ET) | means the demand unit which is represented by a single detached dwelling |
| Establishment Cost | see the *Planning Act 2016* (Schedule 2). |
| Gross Floor Area | see Schedule 1 of the planning scheme. |
| Link | means the road segment between two intersections. |
| Local government infrastructure plan | see the *Planning Act 2016* (Schedule 2). |
| Plans for Trunk Infrastructure (PFTI) | Plans for trunk infrastructure identify the existing and planned trunk infrastructure networks intended to service urban development. Refer to Section [4.5.2](#_bookmark25) for further information. |
| Priority infrastructure area | see the *Planning Act 2016* (Schedule 2). |
| SPA | means *Sustainable Planning Act* [Qld] 2009. |
| Transport Plan | means the Transport Plan for Brisbane – Strategic Directions. |

# Introduction

## Background

Brisbane City Plan 2014 is Council’s planning scheme maintained in accordance with the *Planning Act [Qld] 2016*. The planning scheme sets a framework for managing development in Brisbane. In accordance with legislation Council is required to prepare a Local Government Infrastructure Plan (LGIP) to guide the planning of trunk infrastructure over a 15-year horizon. The LGIP forms part of the planning scheme in Part 4 and Schedule 3.

The following documents are extrinsic material and contain supporting material used to draft the LGIP:

1. Public parks and land for community facilities network;
2. Transport network;
3. Stormwater network;
4. Planning assumptions; and
5. Schedule of works model.

This document (extrinsic material) provides supporting material for the transport network.

## Purpose

The purpose of this report is to:

1. define and identify trunk infrastructure for the transport network;
2. explain the methodology used to plan trunk infrastructure for the transport network identified in the LGIP;
3. summarise how the establishment cost for the transport network trunk infrastructure identified in the LGIP is calculated; and
4. list relevant background studies and reports used in the preparation of the LGIP.

# Legislative requirements

Under the *Planning Act 2016*, a local government that wishes to levy infrastructure charges or impose conditions about trunk infrastructure is required to prepare a Local government infrastructure plan (LGIP). The LGIP was updated in December 2021 in accordance with the Minister’s Guidelines and Rules.

The guideline states an LGIP must comprise the following sections:

1. assumptions about growth, type, scale, location and timing of development;
2. priority infrastructure area (PIA);
3. desired standards of service (DSS);
4. plans for trunk infrastructure (PFTI) supported by schedule of works (SoW); and
5. extrinsic material.

The PA stipulates that a local government must keep available for inspection and purchase, all supporting material used to draft the LGIP. This supporting material forms part of the extrinsic material within the LGIP.

# Transport network overview

## Road network

Trunk infrastructure for the transport network (road network) comprises development infrastructure, land or works or both land and works having met the following criteria:

1. the infrastructure is for a Council controlled major road, being an arterial road, a suburban road or a district road identified on the Road hierarchy overlay map which:
   1. includes land and works for the major road such as:
      1. roadworks;
      2. major intersections and traffic signals;
      3. road drainage, culverts, and kerb and channel;
      4. pedestrian footpaths and on road cycle lanes;
      5. land for indented bus bays;
      6. street lighting;
      7. traffic control and information signage; and
      8. bridges and open level crossings.
   2. excludes land and works for:
   3. other infrastructure networks;
   4. services for other infrastructure providers;
   5. infrastructure on a major road that is not required for the major road, such as minor intersections; and
   6. infrastructure that is only required to service the development of premises.
2. the purpose of the infrastructure is to accommodate the existing demand for existing urban development and projected demand for assumed future urban development for each service catchment of the transport network (road network) stated in the planning assumptions; and
3. the function of the infrastructure is to deliver the standard of performance for the transport network (road network) stated in the desired standards of service.

## Pathway network

Trunk infrastructure for the transport network (pathway network) comprises development infrastructure, land or works or both land and works having met the following criteria:

1. the infrastructure is for a primary route or secondary route not in a road, or RiverWalk on the Bicycle network overlay map which:
   1. includes land and works for infrastructure such as lighting, culverts, bridges, furniture, directional and information signage and surface marking for the primary route, secondary route or RiverWalk; and
   2. excludes land and works for other trunk infrastructure networks, services for other infrastructure providers or infrastructure that is not required for the primary route, secondary route or RiverWalk and is only required to service the development of premises;
2. the purpose of the infrastructure is to accommodate the existing demand for existing urban development and projected demand for assumed future urban development for each service catchment of the transport network (pathway network) stated in the planning assumptions; and
3. the function of the infrastructure is to deliver the standard of performance for the transport network (pathway network) stated in the desired standards of service.

## Bus stops network

Trunk infrastructure for the transport network (bus stops network) comprises development infrastructure works having met the following criteria:

1. the infrastructure is for bus stops, shelters and signs on Council controlled major roads being an arterial road, a suburban road or a district road identified on the Road hierarchy overlay map, which excludes land and works for other trunk infrastructure networks, services for other infrastructure providers or infrastructure that is only required to service the development of premises;
2. the purpose of the infrastructure is to accommodate the existing demand for urban development and projected demand for assumed future urban development for each service catchment of the transport network (bus stops network) stated in the planning assumptions; and
3. the function of the infrastructure is to deliver the standard of performance for the transport network (bus stops network) stated in the desired standards of service.

## Ferry terminals network

Trunk infrastructure for the transport network (ferry terminals network) comprises development infrastructure, land or works or both land and works having met the following criteria:

1. The infrastructure contributes to additional ferry passenger capacity or provides immediate access to the ferry terminal or is for ferry terminal signage, which excludes land and works for other trunk infrastructure networks, services for other infrastructure providers or infrastructure that is only required to service the development of premises;
2. the purpose of the infrastructure is to accommodate the existing demand for existing urban development and projected demand for assumed future urban development for each service catchment of the transport network (ferry terminals network) stated in the planning assumptions; and
3. the function of the infrastructure is to deliver the standard of performance for the transport network (ferry terminals network) stated in the desired standards of service.

# Network planning

## Preliminary

The methodology for preparing the LGIP for the transport network involved the following steps:

1. refine planning inputs in terms of:
   1. prediction of growth and demand;
   2. PIA
   3. demand generation
   4. DSS;
2. infrastructure planning in terms of:
   1. network planning;
   2. network works; and
3. determining the cost of existing and future trunk infrastructure:
   1. infrastructure valuations and unit rates

These steps are described in more detail in the following sections.

### Process in the road network project selection

1. Selection of projects is underpinned by the Transport Plan and the road hierarchy overlay code in the planning scheme.
2. Only major roads that support land use to 2036, as identified in the Road hierarchy overlay code in the planning scheme, are considered for project selection. The priority of project selection is based on a descending level of road hierarchy classification, the order being arterial roads, suburban roads then district roads. Roads are classified in the road hierarchy according to their function in connecting land use as identified in the planning scheme and the road network.
3. The road projects were assessed and prioritised against the following criteria:
   1. capacity constraints identified along sections of corridors in the Brisbane Strategic Transport Model – Multi Modal (BSTM\_MM);
   2. specific locations and intersections with safety issues identified by recorded accident history;
   3. actual vehicle speeds recorded significantly below the speed limit by vehicle travel time survey;
   4. corridors or intersections serving areas of high development application activity for the preceding 5 years;
   5. corridors or intersections serving areas that are expected to experience a high percentage growth in population from 2021 to 2036 (City Plan 2014);
   6. corridors or intersections serving areas that are expected to experience a high percentage growth in employment from 2021 to 2036 (City Plan 2014);
   7. completion of ‘missing links’ where corridors either have inconsistent number of traffic lanes or unformed sections of road; and
   8. projects that require land acquisition.
4. Projects were selected based on the fulfilment of the above criteria and the list truncated based on the deliverability and financial sustainability over the period to 2036.
5. Six Open Level Crossings (OLCs) from a prioritised list were included (two in each five year time period); this is consistent with the four to five year planning cycle to deliver OLCs and with OLC planning at the time of preparation.
6. The time frame (five-year cohort) to project completion was selected through the projected timing of development, including consideration of development timing in the planning assumptions and discussion with senior officers to determine a reasonable program of delivery, considering: scope of project; land acquisition, priority and constructability.

### Process in pathways network project selection

1. Selection of projects is underpinned by the Active Transport Strategy 2012 - 2026, the Inclusive Brisbane Plan 2019-2029 and the Bicycle network overlay identified in the planning scheme.
2. The pathways projects were assessed and prioritised having consideration to the following criteria:
   1. are primary routes or secondary routes in the Bicycle network overlay;
   2. pathways serving areas that are expected to experience a high percentage growth in population from 2021 to 2036 (City Plan 2014);
   3. pathways serving areas that are expected to experience a high percentage growth in employment from 2021 to 2036 (City Plan 2014);
   4. completion of ‘missing links’ in the pathways network;
   5. projects that require land acquisition;
   6. pathways with known demand for particular routes;
   7. condition of existing infrastructure; and
   8. requests from members of the public.
3. The priority of project selection is based on a descending level of bicycle network hierarchy classification, the order being primary routes then secondary routes. Bicycle routes are classified in the hierarchy according to their function in connecting land use as identified in City Plan 2014.
4. The time frame (five-year cohort) to project completion was selected through discussion with senior officers to determine a reasonable time period of delivery, considering: scope of project, land acquisition and constructability.

### Process in the bus stops network project selection

Future bus stop projects have not been included in the SoW or the PFTI as their location and type are determined at time of delivery. The location, type and timing of delivery is influenced by the Disability *Discrimination Act 1992* (DDA) upgrade program, service demand, community requests and changes to service routes by Council’s Transport for Brisbane and TransLink.

Bus stops will be delivered by Council and generally not at the time of development. Land for indented bus stops is delivered with the local government trunk road network.

### Process in the ferry terminals network project selection

1. Selection of projects is underpinned by the and the Brisbane City Council Ferry Terminal Infrastructure Asset Management Plan.
2. The ferry terminals network is a key component of the public transport network. Council is progressively upgrading ferry terminal infrastructure to comply with safety and accessibility requirements as well as meet growing demand and improve flood resilience.
3. Ferry terminal projects selected for inclusion in the LGIP are to service demand hubs or require significant upgrades.
4. Prioritisation and scheduling of upgrades take into account geo-technical surveys, condition of existing infrastructure and potential impacts on the network from terminal closures.

## Planning assumptions – methodology

### Existing and projected residential and non-residential growth

The planning assumptions estimate the existing and projected residential and non-residential growth for the Council area. This information estimates where and when development will occur and to what scale. This information is provided to infrastructure network partners to aid them estimate demand generated on the network from future growth.

The LGIP Extrinsic Material for the Planning Assumptions contains the full methodology and the assumptions used to derive the existing and projected residential and non-residential growth.

## Planning assumptions – demand

### How the demand for transport infrastructure is expressed

Demand is generated through different types of development in a particular location and is generally reported by development type. Demand by development type is initially reported as existing and future population and employment persons, dwellings and floor space (the methods for these are explained in sections 4, 5 and 6 of the planning assumptions extrinsic material); this is then converted to transport demand, expressed in existing and future daily trips, using the demand generation rates below.

Demand is based on land use types and by expressing this demand in relative terms across land uses. A range of different uses can be standardised through a single index. A development unit is the measure that describes the scale of a type of development. In the case of residential development, the ‘development unit’ is the lot or dwelling. In the case of non-residential development, the general form of the ‘development unit’ is square metres of gross floor area (GFA) although some variations to this do exist for specific uses such as in the case of schools or aged care facilities.

Table 4.3.1.1—Demand generation and conversion rates for the road network

|  |  |
| --- | --- |
| Development type | Demand generation rate  (vehicle trips/day/dwelling or m2 GFA) |
| Lot or Detached dwelling | 6.5 |
| Multi-unit dwelling | 4.2 |
| Non-private/Other dwelling | 2.0 |
| Retail | 0.4 |
| Commercial | 0.16 |
| Industrial | 0.05 |
| Community Purpose | 0.15 |
| Other | N/A |

Table Note: Traffic generation rates are used to estimate the level of demand generated by different land uses / land use types. Traffic generation rates differ based on residential or non-residential development.

Table 4.3.1.2—Demand generation and conversion rates for the pathway network

|  |  |
| --- | --- |
| Development type | Demand generation rate  (person trips/day/dwelling or m2 GFA) |
| Lot or Detached dwelling | 2.3 |
| Multi-unit dwelling | 1.48615 |
| Non-private/Other dwelling | 0.70769 |
| Retail | 0.14154 |
| Commercial | 0.05662 |
| Industrial | 0.01769 |
| Community Purpose | 0.05308 |
| Other | N/A |

Table 4.3.1.3—Demand generation and conversion rates for the ferry terminals network

|  |  |
| --- | --- |
| Development type | Demand generation rate  (person trips/day/dwelling or m2 GFA) |
| Lot or Detached dwelling | 0.07101 |
| Multi-unit dwelling | 0.04588 |
| Non-private/Other dwelling | 0.02185 |
| Retail | 0.00437 |
| Commercial | 0.00175 |
| Industrial | 0.00055 |
| Community Purpose | 0.00164 |
| Other | N/A |

### Brisbane Strategic Transport Model (BSTM\_MM) travel demand

Council uses the BSTM\_MM for road network planning. This is a four-step transport model that predicts travel patterns from inputs of land use, demographics, road network characteristics and public transport schedules.

Roads carrying major demands or contributing to the network are included in the model. Only use of roads constructed and controlled by Council are included when determining the access charge. Not included are:

1. roads outside Brisbane City;
2. roads controlled by TMR; and
3. projects funded by other mechanisms (tolls, public-private partnerships etc.).

Each trip on the road network is the result of land use at its origin and its destination. The cost associated with the use of the road network by each land use is half the total cost of the trip.

Because Council can only recover costs from development within Brisbane, trips that cross the Brisbane boundary are only charged to the trip end in Brisbane.

Between 2021 and 2036, the BSTM\_MM is used to calculate for each model zone, the value of road space used, and the number of trips generated. This data is then aggregated geographically into sectors to arrive at a sector level charge.

The charge is expressed mathematically in [Equation 1.](#_bookmark21)

Equation 1—Sector level charge

L - road link

VSL - traffic volume from Sector S

CL - cost of the road space used per vehicle (road space used is calculated as the value of the link divided by its capacity)

The value using the road network for each trip generated for Area can be calculated as:

Equation 2—Sector cost of road space by trip

These calculations are undertaken in the BSTM\_MM which:

1. assigns the trips;
2. calculates the volumes and costs per trip to each zone; and
3. aggregates the zonal costs and trips to Sectors.

## Priority infrastructure area and service catchments

The PIA is the area that a local government has prioritised for the provision of trunk infrastructure.

Council plans to service the 15-year transport network demand within the PIA; however, it is acknowledged that demand will also be generated and serviced outside the PIA boundary.

In determining appropriate service catchments for the transport infrastructure networks a number of factors were considered, including:

1. trunk infrastructure items operating as a system to service a range of trip types on major roads in catchments of varying scales;
2. reasonable apportionment of establishment costs of trunk infrastructure;
3. clarity of boundary definitions for both open and closed networks;
4. administration of a financial system supporting the LGIP; and
5. Council’s DSS, land acquisition, capital works and expenditure program.

Service catchments reflect the areas serviced by infrastructure items. The road network has 17 service catchments which are based on detailed transport modelling zones which have been aggregated into larger areas for the purposes of the LGIP. The pathway network and ferry terminals network have a single service catchment which covers the extent of the LGA (mainland only).

Service catchments for the transport networks are used for reporting the assumed demand summary.

The PIA and transport network service catchment maps can be found at SC3.3 of the planning scheme.

## Desired standards of service

The DSS details the standards that comprise an infrastructure network suitable for the local context. It is a summary of the service standards which are then supported by the detailed network design standards included in planning scheme policies or other published and controlled design standards, codes or manuals.

### Road network DSS

The road network DSS can be found at Part 4.4.2 of the planning scheme. For standards generally and relating to traffic low, connectivity, safety and access, refer to Chapters 1, 2 & 3 of the IDPSP.

To support the reference to Level of Service (LOS) in the road network DSS (and particularly Level of Service C (LOS C)), the below definitions have been provided.

LOS is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A LOS definition generally describes these conditions in terms of factors such as speed and travel time, delay, density, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. There are six LOS from A to F. LOS A represents the best operating condition (i.e. free-flow) and LOS F the worst (i.e. forced or breakdown flow).

LOS C can be defined as of stable flow but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream.

For more information relating to LOS and LOS C, refer to the Austroads ‘Guide to Traffic Management Part 3: Transport Study and Analysis Methods.’

### Pathway network DSS

The pathway network DSS can be found at Part 4.4.2 of the planning scheme. For design standards generally and relating to connectivity, safety and access refer to Chapters 1 & 4 of the IDPSP and the Bicycle network overlay code.

### Bus stops network DSS

The bus stops network DSS can be found at Part 4.4.2 of the planning scheme. For design standards generally, refer to Chapters 1, 2 & 3 of the IDPSP.

### Ferry terminals network DSS

The ferry terminals network DSS can be found at Part 4.4.2 of the planning scheme.

## Plans for trunk infrastructure

The PFTI identify the existing and planned trunk infrastructure networks intended to service urban development. The PFTI have a number of functions.

These functions are:

1. identification of infrastructure as trunk infrastructure – local government infrastructure identified in a LGIP is defined as trunk infrastructure for the purposes of the LGIP and applying conditions under PA.
2. transparency – PFTI facilitate community access to local government’s plans for infrastructure provision.
3. development assessment – PFTI provide a benchmark to assess and condition development applications (section 128 of the PA).

The transport network PFTI can be found at Part 4.5 of the planning scheme.

## Schedule of works

SoW is a table including information derived from the Excel based SoW model.

The table states the following for each item of future trunk infrastructure identified on the plans:

1. unique map reference to cross reference the item shown on the PFTI map(s);
2. brief description – the description for the item provides a brief overview of the infrastructure’s cross section, type and size;
3. estimated timing – the estimated timing is expressed in terms of specific years or time periods (e.g. 2021-2036); and
4. establishment cost for land or works – the establishment is stated in current cost terms and is consistent with the PA definition of ‘establishment cost’.

The SoW lists the establishment cost for the delivery of planned trunk infrastructure projects in 30 June 2021 dollars. The costs include a work component and a separate land component where applicable.

The transport network SoW can be found at SC3.2 of the planning scheme and the expanded version in section [5.5](#_bookmark74) of this report.

### Establishment costs - standard unit rates - works component

Establishment costs are based on projects being delivered to the requirements set in Council’s IDPSP, Brisbane Standard Drawings (BSD) and the Infrastructure Installation and Construction Requirement Manual. Costs for projects in the SoW are based on estimated linear unit rates, area unit rates or a total unit cost depending on the type of project.

The standard unit rate and cost build-ups are based on the following general assumptions:

1. construction will be undertaken to Council’s current standards, requirements and industry construction practices;
2. the construction projects will be administered under a traditional form of contract whereby the contractor will undertake to complete the construction phase of the project from already prepared detailed design and project documentation;
3. construction will be undertaken during normal hours;
4. the cost estimate is a strategic estimate as per TMR Project Cost Estimating Manual (Sixth Edition): September 2015;
5. a local qualified suitable construction organisation will construct the project after an open competitive tender process on the open market;
6. labour will be a combination of permanent and contract labour;
7. productivity rates are as expected in the industry for a project of this nature; and
8. no allowance for PUP upgrade.

General exclusions include:

1. demolition works;
2. finance and holding costs;
3. Goods and Services Tax (GST) and associated holding costs;
4. public authorities charges, levies and contributions (if any); and
5. on-going maintenance.

The methodology used to estimate the delivery cost of the projects in the SoW, includes:

1. direct construction cost of infrastructure project; plus
2. project costs, an on-cost allowance for professional services to deliver the project (design, supervision, project management); plus
3. allowance for contingency.

The total unit cost for road and cycle bridges, green bridges, some Riverwalk projects and ferry terminal upgrades are strategic estimates based on an established methodology within Council’s City Projects Office (CPO) for similar projects. A total unit cost for rail crossings is a strategic estimate based on actual costs of similar projects. These types of infrastructure are considered to be one-off construction projects for which construction cost estimates would be based on first principles.

The methodology for calculating the establishment cost for each project is set out in more detail in Section [5.2.](#_bookmark40)

#### Direct construction costs

Direct construction costs are on site labour, materials and plant costs to deliver the project, and depending on the project generally include, but not limited to:

1. site establishment;
2. site preparation work;
3. traffic management;
4. environmental management work;
5. earthworks;
6. drainage works;
7. pavement works;
8. signage and line works; and
9. path and verge works.

#### Project costs

Project costs are an allowance for professional fees to provide detailed design, survey, geotechnical investigations, project management, engineering supervision of works, and certification of the works from a Registered Professional Engineer of Queensland. Project costs equate to 23% of the direct construction costs and comply with the values outlined in the Minister’s Guidelines and Rules.

#### Contingency rates

Contingency rates are based on the project delivery date and applied to the direct construction costs plus project on costs. Contingencies equate to 7.5% for projects with a delivery date up to 2026,15% for projects with a deliver date up to 2031 and 20% for projects with a delivery of up to 2036. These values comply with the Minister’s Guidelines and Rules.

#### Allowances

Length allowances to take into account the project scale have been applied to the direct construction costs of new road, road upgrade, and path projects. The allowance value and application (where applicable) is set out in Section 5.2. The allowances reflect current Council and market experience.

Location allowances to take into account site constraints and risks have been applied to the direct construction costs of new road, road upgrade, new intersection, intersection upgrade and path projects. The allowance value and application (where applicable) is set out in Section [5.2.](#_bookmark40) The allowances reflect current Council and market experience.

An allowance for the relocation of existing utilities has been included in the calculation of establishment cost for road upgrade, intersection upgrade, road bridge and open level crossing (rail) projects. The allowance values and application (where applicable) is set out in Section [5.2.](#_bookmark40) The allowance is not applicable to project costs and contingencies. The allowances are averages based on current Council and market experience, reviewed by a qualified professional quantity surveyor and third party quantity surveying consultancy, as appropriate for the purpose of calculating establishment costs in an LGIP.

### Land valuation rates (all networks)

A report on valuing land for the LGIP was prepared by Taylor Byrne (March 2016) and titled ‘Land Value Estimates for Brisbane City Council LGIP’. The report reviewed the methodology proposed by Council for determining median and average $/m2 land values on a citywide level. The approach to valuing land documented in the report was adopted for determining land values for the roads and pathways network. One recommendation that was not incorporated related to adopting a scaling factor for land take areas. This was because of the complexity of the issues involved in determining a scaling factor, as confirmed by Council’s land valuers. As a part of LGIP amendment 1B, the unit rates from this report have been reviewed and updated by Council’s CPO and indexed to 2021 values using CPI.

All land valuations in the report are in dollars as at 30 June 2021. A breakdown of the land rates for the transport trunk infrastructure items (identified in this report) is contained in section [5.3.](#_bookmark51) The full report is available in section 5.4 of this report.

### Land valuation rates – road network

The land valuations for road projects (including intersections) have been based on the methodology described below.

#### Determination of necessary land

The required land acquisition area for a future road corridor and road bridge projects was established by creating a buffer (using the minimum road reserve corridor shown in BSD-1021 and 1022) and overlaying this corridor with the cadastre layer for the affected properties.

The required land area was then assigned the following attributes:

1. the zone from the planning scheme;
2. the area of land required;
3. the network (road) distance from the general post office (GPO);
4. whether the land required is affected by constraints (see below);
5. whether the property was considered a riverfront lot; and
6. whether the owner of the land is a government entity or not.

For intersection projects, an aerial assessment was undertaken to determine which corners were likely to require a land dedication. For these corners, a land requirement of 150m2 was assumed, based on a standard 3 chord truncation and nominal corridor widths.

#### Application of constraints

This analysis also incorporated a process to identify constrained land so as to apply alternate land costing rates.

The constraints used are as follows:

1. Biodiversity area overlay code (high ecological significance sub-category, general ecological significance sub-category and biodiversity interface area);
2. Flood overlay code (Brisbane River flood planning areas 1, 2, 3, 4 and 5 and creek/waterway flood planning area 1,2,3,4 and 5);
3. Waterway corridor overlay code (waterway corridor city-wide sub-category and waterway corridor local);
4. Wetlands overlay code;
5. Heritage overlay code (State heritage place sub-category, local heritage place sub-category and adjoining State/local heritage sub-category); and
6. Government properties (Commonwealth or State Government land for the purpose of transport or utility purposes and Council land).

#### Application of land values

Proposed land values stated in section [5.3](#_bookmark50) are from the report prepared by Taylor Byrne in March 2016, which have been updated by Council’s CPO and indexed to 2021 values using CPI. These land values were applied as a base rate (median $/m2) to the identified land, and were then altered where necessary, having regard to:

1. constraints reducing the base rate (with proposed land value reductions outlined in section [5.3](#_bookmark50));
2. riverfront land increasing the base rate; and
3. Council owned and managed land, and State government land for the purpose of transport or utilities having been assigned a value of nil.

For intersection projects, because the exact location of the required 150m2 was not known for each lot, it was assumed to be unconstrained. For open level crossings, project design was not detailed enough to identify the required land area. For these projects, it was assumed that land costs were between 15% - 20% of the project construction cost.

### Land valuation rates – pathways network

The land valuations for pathway projects have been based on the methodology described below.

#### Determination of necessary land

The required land acquisition area for future pathway projects was established by creating a buffer to reflect the required corridor width (9m for primary cycle routes and 8m for secondary cycle routes) and overlaying this corridor with the latest cadastre layer for the affected properties.

The land acquisition area was then assigned the following attributes:

1. the zone from the planning scheme;
2. the area of land required;
3. the network (road) distance from the GPO;
4. whether the land required is affected by constraints (see below);
5. whether the property was considered a riverfront lot; and
6. whether the owner of the land is a government entity or not.

#### Application of constraints

This analysis also incorporated a process to identify constrained land so as to apply alternate land costing rates.

The constraints used are as follows:

1. Biodiversity area overlay code (high ecological significance sub-category, general ecological significance sub-category and biodiversity interface area);
2. Flood overlay code (Brisbane River flood planning areas 1, 2, 3, 4 and 5 and creek/waterway flood planning areas 1,2,3,4 and 5);
3. Waterway corridor overlay code (waterway corridor city-wide sub-category and waterway corridor local);
4. Wetlands overlay code;
5. Heritage overlay code (State heritage place sub-category, local heritage place sub-category and adjoining State/local heritage sub-category); and
6. Government properties (Commonwealth or State Government land for the purpose of transport or utility purposes and Council land).

#### Application of land values

Proposed land values stated in section [5.3](#_bookmark50) are from the report prepared by Taylor Byrne in March 2016, which have been updated by Council’s CPO and indexed to 2021 values using CPI.

These land values were applied as a base rate (median $/m2) to the identified land and were then altered where necessary, having regard to:

1. constraints reducing the base rate (with proposed land value reductions outlined in section [5.3](#_bookmark50));
2. riverfront land increasing the base rate; and
3. Council owned and managed land and State Government land for the purpose of transport or utilities having been assigned a value of nil.

For Riverwalk projects, a $0 land cost was applied, as all future projects are proposed on existing Council parkland.

### Valuation of existing assets – road network

The existing trunk road infrastructure was reviewed to include items delivered between 2016 and 30 June 2021. Unit and project costs were indexed using the Producer Price Index.

The land cost of existing trunk roads was determined based on the land rates determined for the future trunk network. An assumption was made for the value of existing trunk roads by assuming that inner city land was more likely to have been obtained at no or minimal cost to Council, from the time of original settlement. To account for this, the land values for roads within an approximation of the inner city (set to 3km network distance from the GPO) were set to $0.

### Valuation of existing assets – pathways network

The existing trunk pathways infrastructure was reviewed to include items delivered between 2016 and 30 June 2021. Unit and project costs were indexed using the Producer Price Index.

The land cost of existing trunk pathways that was not already accounted for within the trunk park network was determined based on the market rate of land acquisition from the report prepared by Taylor Byrne March 2016, “Land value estimates for the Brisbane Local Government Infrastructure Plan (LGIP).”

### Valuation of existing assets – bus stops network

Not applicable.

### Valuation of existing assets – ferry terminals network

The cost of construction of the existing ferry terminals, included in the original LGIP, are based on an independent valuation undertaken by Assetval in 2011. The cost does not include the demolition of existing works.

The cost of construction of ferry terminals delivered between 2016 and 2021 is based on the actual project cost of the delivery or upgrade. The costs for a complete terminal does not include demolition of existing works costs. It has been assumed that terminal upgrades include the demolition of existing works.

All costs are represented at 30 June 2021 dollars. Land costs are not applicable.

# References / Attachments

## References

1. Active Transport Strategy 2012-2026 – https://[www.brisbane.qld.gov.au/sites/default/files/active\_transport\_strategy\_2012-2026.pdf](http://www.brisbane.qld.gov.au/sites/default/files/active_transport_strategy_2012-2026.pdf)
2. Disability Discrimination Act [Cth] 1992 – <https://www.legislation.gov.au/Series/C2004A04426>
3. Transport Plan for Brisbane – Strategic Directions – https://www.brisbane.qld.gov.au/sites/default/files/20181115\_-\_transport\_plan\_for\_brisbane\_-\_strategic\_directions.pdf

## Methodology for determining transport network standard unit rates and costs

### Road network – unit rates

Road projects in the SoW are listed as either new roads or road upgrades, with establishment costs for the delivery of a full or half road respectively.

The decision to limit projects listed in the SoW to full or half roads is due to the difficulty of predicting what works will be delivered, as projects are usually delivered only in part or piecemeal, whether Council or developer delivered.

The following methodology is used to calculate the unit rates for full and half roads in the SoW.

The methodology for estimating establishment costs for works other than full and half roads is set out later in this attachment.

#### Road network - unit rates (full and half roads)

The estimated delivery cost of road infrastructure is based on unit rates of $ per lineal metre.

The unit rates for the delivery of roads have been calculated using first principle build ups of rates and quantities from Council’s estimating system and actual job records for similar projects, taking into account current standards, work practices and materials.

The unit rates are based on the delivery of the three major road types (major - 2 lanes, major - 4 lanes and major - 6 lanes), with constrained corridor widths.

The unit rates include the following:

1. site establishment:
2. provision for traffic;
3. compliance with an environmental management plan (EMP);
4. site preparation;
5. earthworks;
6. road surface and sub-soil drainage;
7. supply and placement of base and sub-base material;
8. supply and placement of asphalt;
9. on road cycle lanes;
10. verge works- turf, footpath and street trees;
11. supply and placement of signs and lines;
12. restoration of adjoining works; and
13. street lighting (new roads only).

The unit rates exclude:

1. special verge treatments;
2. pathways furniture including drinking fountains, bicycle racks, bicycle shelters and special pavement treatment;
3. major stormwater works;
4. stormwater structures restoration; and
5. works external to the road corridor.

Table 5.2.1.1.1—Unit rate per metre – full roads

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project description | Corridor | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m) |
| Major - 6 lanes | 34.8m | $7,583 | $1,744 | $9,327 |
| Major - 4 lanes | 28.2m | $6,586 | $1,515 | $8,101 |
| Major - 2 lanes | 19.5m | $3,907 | $899 | $4,806 |

Table 5.2.1.1.2—Unit rate per metre – half roads

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project description | Corridor | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m) |
| Major - 6 lanes | 34.8m | $4,177 | $961 | $5,138 |
| Major - 4 lanes | 28.2m | $3,800 | $874 | $4,674 |
| Major - 2 lanes | 19.5m | $2,089 | $481 | $2,570 |

Length allowances have been applied to the direct construct unit rates in the SoW, to take into account the scale of a project, when determining the establishment cost for each project.

Table 5.2.1.1.3—Length allowance

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Project length | 1 - 20m | 21 - 50m | 51 - 100m | 101 - 250m | Over 250m |
| **Factor** | 1.35 | 1.15 | 1.00 | 0.82 | 0.74 |

Location allowances have been applied to the direct construction unit rates in the SoW, to take into account the location of the project.

Table 5.2.1.1.4—Location allowance

|  |  |  |
| --- | --- | --- |
| Location | Factor | Comment |
| Inner City | 1.10 | Inner 1km radius from GPO |
| Inner Suburbs | 1.00 | Inner 5km radius |
| Outer Suburbs | 0.95 | Outside 5km radius |
| Major/Suburban Centres | 1.15 | Major shopping centres etc. |

#### Road utility relocation

An allowance of 30% of the direct construction cost has been included in the SoW for the relocation of existing utilities on road upgrades only. The allowance does not apply to project costs and contingencies. A utilities allowance is not applicable to new roads as this is the utilities responsibility.

### Intersections

Future new and upgraded intersections have been included as separate projects in the SoW.

The estimated delivery costs have been calculated using first principle build ups of rates and quantities from Council’s estimating system and actual job records for similar works, taking into account current standards, work practices and materials.

Costs for signals have been included where applicable. Intersection costs have been calculated as a unit cost. The unit costs include costs for the following road works:

1. site establishment;
2. provision for traffic;
3. compliance with an EMP;
4. site preparation;
5. earthworks;
6. road surface and sub-soil drainage;
7. supply and placement of base and sub-base material;
8. supply and placement of asphalt;
9. verge works - turf, footpath and street trees;
10. supply and placement of signs and lines;
11. restoration of adjoining works; and
12. street lighting (new roads only).

The unit rates include costs for the following signal works:

1. pits, conduits and cabling;
2. detector loops;
3. lanterns;
4. posts and mast arms;
5. control boxes; and
6. electrical and communications connections.

The unit costs exclude:

1. special verge treatments;
2. pathways furniture including drinking fountains, bicycle racks, bicycle shelters and special pavement treatment;
3. major stormwater works within the road corridor;
4. stormwater structures restoration; and
5. works external to the road corridor.

#### Intersection unit costs

A base unit cost has been estimated for each intersection configuration. The base unit cost for an intersection is based on:

1. the delivery of a T intersection, where a secondary road of equal or lower order intersects with a primary road;
2. the delivery of 100 metres of the primary road;
3. the delivery of 50 metres of the secondary side road;
4. the signalisation of the intersection; and
5. constrained road corridors.

Table 5.2.2.1—Intersection unit costs

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Primary road | | |
| Major - 6 lanes – 34.8m corridor direct construction unit cost | Major - 4 lanes – 28.2m corridor direct construction unit cost | Major - 2 lanes – 19.5m corridor direct construction unit cost |
| Major - 6 lanes 34.8m | $1,798,982 | N/A | N/A |
| Major - 4 lanes 28.2m | $1,704,913 | $1,553,518 | N/A |
| Major - 2 lanes 19.5m | $1,501,253 | $1,353,463 | $1,007,627 |
| Industrial - 2 lanes 20.0m | $1,513,428 | $1,353,463 | $1,019,458 |
| Local - 2 lanes 14.0m | $1,331,025 | $1,182,339 | $829,679 |

#### Intersection categories

Projects listed in the SoW have been broken into the following categories:

1. Full T intersection with new primary through road and new secondary side road
2. T intersection with existing primary through road and new secondary side road
3. Existing signalised T intersection upgrade
4. Existing un-signalised T intersection upgrade
5. Full X intersection with new primary through road and new secondary side roads
6. Existing signalised X intersection upgrade
7. Existing un-signalised X intersection upgrade
8. Existing un-signalised T intersection (un-signalised) upgrade
9. Existing un-signalised Roundabout upgrade

The calculation of the EC for each intersection listed in the SoW is based on the category of works, the hierarchy of the roads and generic assumptions.

#### Intersection project establishment costs

##### Category 1 – New full signalised T intersection

100% of the unit costs specified in Table 5.2.2.1 - based on the equivalent of the following works:

1. 100% of the cost of 100m of primary through road; plus
2. 100% of the cost of 50m of secondary side road; plus
3. 100% of signal costs.

Table 5.2.2.2—Full signalised T intersection – primary road – major - 6 lanes – 34.8m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 6 lanes 34.8m | $1,798,982 | $413,766 | $2,212,748 |
| Major - 4 lanes 28.2m | $1,704,913 | $392,130 | $2,097,043 |
| Major - 2 lanes 19.5m | $1,501,253 | $345,288 | $1,846,541 |
| Industrial - 2 lanes 20.0m | $1,513,428 | $348,088 | $1,861,516 |
| Local - 2 lanes 14.0m | $1,331,025 | $306,136 | $1,637,160 |

Table 5.2.2.3—Full signalised T intersection – primary road – major - 4 lanes – 28.2m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 4 lanes 28.2m | $1,553,518 | $357,309 | $1,910,827 |
| Major - 2 lanes 19.5m | $1,353,463 | $311,296 | $1,664,759 |
| Industrial - 2 lanes 20.0m | $1,353,463 | $311,296 | $1,664,759 |
| Local - 2 lanes 14.0m | $1,182,339 | $271,938 | $1,454,277 |

Table 5.2.2.4—Full signalised T intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $1,007,627 | $231,754 | $1,239,381 |
| Industrial - 2 lanes 20.0m | $1,019,458 | $234,475 | $1,253,933 |
| Local - 2 lanes 14.0m | $829,679 | $190,826 | $1,020,505 |

##### Category 2 – New signalised T intersection with existing primary through road and new secondary side road

60% of the unit costs specified in Table 5.2.2.2 - based on the equivalent of the following works:

1. 20% of the cost of 100m of primary through road; plus
2. 100% of the cost of 50m of secondary side road; plus
3. 100% of signal costs.

Table 5.2.2.5—Existing primary road and new secondary road – signalised T intersection – primary road – major - 6 lanes – 34.8m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 6 lanes 34.8m | $1,079,389 | $248,259 | $1,327,649 |
| Major - 4 lanes 28.2m | $1,022,948 | $235,278 | $1,258,226 |
| Major - 2 lanes 19.5m | $900,752 | $207,173 | $1,107,924 |
| Industrial - 2 lanes 20.0m | $908,057 | $208,853 | $1,116,910 |
| Local - 2 lanes 14.0m | $798,615 | $183,681 | $982,296 |

Table 5.2.2.6—Existing primary road and new secondary road – signalised T intersection – primary road – major - 4 lanes – 28.2m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 4 lanes 28.2m | $932,111 | $214,386 | $1,146,496 |
| Major - 2 lanes 19.5m | $812,078 | $186,778 | $998,856 |
| Industrial - 2 lanes 20.0m | $812,078 | $186,778 | $998,856 |
| Local - 2 lanes 14.0m | $709,403 | $163,163 | $872,566 |

Table 5.2.2.7—Existing primary road and new secondary road – signalised T intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $604,576 | $139,053 | $743,629 |
| Industrial - 2 lanes 20.0m | $611,675 | $140,685 | $752,360 |
| Local - 2 lanes 14.0m | $497,807 | $114,496 | $612,303 |

##### Category 3 – Upgrade existing signalised T intersection

35% of the unit costs specified in Table 5.2.2.2 - based on the equivalent of the following works:

1. 25% of the cost of 50m of the primary through road; plus.
2. 25% of the cost of 50m of the secondary side road; plus.
3. 50% of the signal costs.

Table 5.2.2.8—Upgrade existing signalised T intersection – primary road – major - 6 lanes – 34.8m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 6 lanes 34.8m | $629,644 | $144,818 | $774,462 |
| Major - 4 lanes 28.2m | $596,720 | $137,245 | $733,965 |
| Major - 2 lanes 19.5m | $525,438 | $120,851 | $646,289 |
| Industrial - 2 lanes 20.0m | $529,700 | $121,831 | $651,531 |
| Local - 2 lanes 14.0m | $465,859 | $107,147 | $573,006 |

Table 5.2.2.9—Upgrade existing signalised T intersection – primary road – major - 4 lanes – 28.2m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 4 lanes 28.2m | $543,731 | $125,058 | $668,790 |
| Major - 2 lanes 19.5m | $473,712 | $108,954 | $582,666 |
| Industrial - 2 lanes 20.0m | $473,712 | $108,954 | $582,666 |
| Local - 2 lanes 14.0m | $413,819 | $95,178 | $508,997 |

Table 5.2.2.10—Upgrade existing signalised T intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $352,669 | $81,114 | $433,783 |
| Industrial - 2 lanes 20.0m | $356,810 | $82,066 | $438,877 |
| Local - 2 lanes 14.0m | $290,387 | $66,789 | $357,177 |

##### Category 4 – Upgrade existing un-signalised T intersection

45% of the unit costs specified in Table 5.2.2.2 - based on the equivalent of the following works:

1. 25% of the cost of 100m of the primary through road; plus
2. 25% of the cost of 50m of the secondary side road; plus
3. 100% of the signal costs.

Table 5.2.2.11—Upgrade existing un-signalised T intersection – primary road – major - 6 lanes – 34.8m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 6 lanes 34.8m | $809,542 | $186,195 | $995,736 |
| Major - 4 lanes 28.2m | $767,211 | $176,458 | $943,669 |
| Major - 2 lanes 19.5m | $675,564 | $155,380 | $830,943 |
| Industrial - 2 lanes 20.0m | $681,043 | $156,640 | $837,682 |
| Local - 2 lanes 14.0m | $598,961 | $137,761 | $736,722 |

Table 5.2.2.12—Upgrade existing un-signalised T intersection – primary road – major - 4 lanes – 28.2m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 4 lanes 28.2m | $699,083 | $160,789 | $859,872 |
| Major - 2 lanes 19.5m | $609,058 | $140,083 | $749,142 |
| Industrial - 2 lanes 20.0m | $609,058 | $140,083 | $749,142 |
| Local - 2 lanes 14.0m | $532,053 | $122,372 | $654,425 |

Table 5.2.2.13—Upgrade existing un-signalised T intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $453,432 | $104,289 | $557,722 |
| Industrial - 2 lanes 20.0m | $458,756 | $105,514 | $564,270 |
| Local - 2 lanes 14.0m | $373,355 | $85,872 | $459,227 |

##### Category 5 – New full signalised X intersection

125% of the unit costs specified in Table 5.2.2.2 - based on the equivalent of the following works:

1. 100% of the cost of 100m of the primary through road; plus
2. 100% of the cost of 100m of the secondary side road; plus
3. 130% of the signal costs.

Table 5.2.2.14—New full signalised X intersection – primary road – major - 6 lanes – 34.8m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 6 lanes 34.8m | $2,248,727 | $517,207 | $2,765,935 |
| Major - 4 lanes 28.2m | $2,131,141 | $490,162 | $2,621,304 |
| Major - 2 lanes 19.5m | $1,876,566 | $431,610 | $2,308,176 |
| Industrial - 2 lanes 20.0m | $1,891,785 | $435,111 | $2,326,896 |
| Local - 2 lanes 14.0m | $1,663,781 | $382,670 | $2,046,451 |

Table 5.2.2.15—New full signalised X intersection – primary road – major - 4 lanes – 28.2m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 4 lanes 28.2m | $1,941,898 | $446,636 | $2,388,534 |
| Major - 2 lanes 19.5m | $1,691,829 | $389,121 | $2,080,949 |
| Industrial - 2 lanes 20.0m | $1,691,829 | $389,121 | $2,080,949 |
| Local - 2 lanes 14.0m | $1,477,924 | $339,922 | $1,817,846 |

Table 5.2.2.16—New full signalised X intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $1,259,534 | $289,693 | $1,549,227 |
| Industrial - 2 lanes 20.0m | $1,274,322 | $293,094 | $1,567,417 |
| Local - 2 lanes 14.0m | $1,037,098 | $238,533 | $1,275,631 |

##### Category 6 – upgrade existing signalised X intersection

40% of the unit costs specified in Table 5.2.2.2 - based on the equivalent of the following works:

1. 25% of the cost of 100m of the primary through road; plus
2. 25% of the cost of 100m of the secondary side road; plus
3. 50% of the signal costs.

Table 5.2.2.17—Upgrade existing signalised X intersection – primary road – major - 6 lanes – 34.8m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 6 lanes 34.8m | $719,593 | $165,506 | $885,099 |
| Major - 4 lanes 28.2m | $681,965 | $156,852 | $838,817 |
| Major - 2 lanes 19.5m | $600,501 | $138,115 | $738,616 |
| Industrial - 2 lanes 20.0m | $605,371 | $139,235 | $744,607 |
| Local - 2 lanes 14.0m | $532,410 | $122,454 | $654,864 |

Table 5.2.2.18—Upgrade existing signalised X intersection – primary road – major - 4 lanes – 28.2m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 4 lanes 28.2m | $621,407 | $142,924 | $764,331 |
| Major - 2 lanes 19.5m | $541,385 | $124,519 | $665,904 |
| Industrial - 2 lanes 20.0m | $541,385 | $124,519 | $665,904 |
| Local - 2 lanes 14.0m | $472,936 | $108,775 | $581,711 |

Table 5.2.2.19—Upgrade existing signalised X intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $403,051 | $92,702 | $495,753 |
| Industrial - 2 lanes 20.0m | $407,783 | $93,790 | $501,573 |
| Local - 2 lanes 14.0m | $331,871 | $76,330 | $408,202 |

##### Category 7 – upgrade existing un-signalised X intersection

60% of the unit costs specified in Table 5.2.2.2 - based on the equivalent of the following works:

1. 25% of the cost of 100m of the primary through road; plus
2. 25% of the cost of 100m of the secondary side road; plus
3. 130% of the signal costs.

Table 5.2.2.20—Upgrade existing un-signalised X intersection – primary road – major - 6 lanes – 34.8m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 6 lanes 34.8m | $1,079,389 | $248,259 | $1,327,649 |
| Major - 4 lanes 28.2m | $1,022,948 | $235,278 | $1,258,226 |
| Major - 2 lanes 19.5m | $900,752 | $207,173 | $1,107,924 |
| Industrial - 2 lanes 20.0m | $908,057 | $208,853 | $1,116,910 |
| Local - 2 lanes 14.0m | $798,615 | $183,681 | $982,296 |

Table 5.2.2.21—Upgrade existing un-signalised X intersection – primary road – major - 4 lanes – 28.2m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 4 lanes 28.2m | $932,111 | $214,386 | $1,146,496 |
| Major - 2 lanes 19.5m | $812,078 | $186,778 | $998,856 |
| Industrial - 2 lanes 20.0m | $812,078 | $186,778 | $998,856 |
| Local - 2 lanes 14.0m | $709,403 | $163,163 | $872,566 |

Table 5.2.2.22—Upgrade existing un-signalised X intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $604,576 | $139,053 | $743,629 |
| Industrial - 2 lanes 20.0m | $611,675 | $140,685 | $752,360 |
| Local - 2 lanes 14.0m | $497,807 | $114,496 | $612,303 |

Table 5.2.2.23—Upgrade existing un-signalised X intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $336,403 | $77,373 | $413,776 |

Table 5.2.2.24—Upgrade existing un-signalised X intersection – primary road – major - 2 lanes – 19.5m corridor

|  |  |  |  |
| --- | --- | --- | --- |
| Secondary road | Direct construction unit cost | Project costs (23% of total direct construction unit costs) | Total unit cost |
| Major - 2 lanes 19.5m | $1,383,316 | $318,163 | $1,701,479 |

#### Location allowance

Location allowances have been applied to the unit costs in the SoW, to take into account the location of the project.

Table 5.2.2.4.1—Location allowance

|  |  |  |
| --- | --- | --- |
| Location | Factor | Comment |
| Inner City | 1.10 | Inner 1km radius from GPO |
| Inner Suburbs | 1.00 | Inner 5km radius |
| Outer Suburbs | 0.95 | Outside 5km radius |
| Major/Suburban Centres | 1.15 | Major shopping centres |

#### Intersection utility relocation

An allowance of 30% of the direct construction cost has been included in the estimated costs in the SoW for the relocation of existing utilities for existing intersection upgrades. The allowance does not apply to on costs, project costs and contingencies. A utilities allowance is not applicable to new roads as this is the utilities responsibility.

### Unit rates – pathways

The estimated delivery cost of future off road, path infrastructure has been calculated using unit rates of $ per lineal metre.

The unit rates for the delivery of shared paths has been calculated using first principle build ups of rates and quantities from Council’s estimating system and actual job records for similar works, taking into account current standards, work practices and materials.

The unit rates are based on the estimated delivery cost for a 3 metre wide reinforced concrete path for each project in the SoW.

The unit rates include the following:

1. site establishment;
2. compliance with an EMP;
3. site preparation;
4. earthworks;
5. supply and placement of reinforced concrete path - broom finish;
6. supply and placement of signs and lines;
7. restoration of adjoining works;
8. entry and exit structures; and
9. lighting.

The unit rates exclude:

1. special pavement treatments; and
2. pathways furniture including drinking fountains, bicycle racks, and bicycle shelters.

Table 5.2.3.1—Unit rate per metre – 3 metre path

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project description | Path width | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m) |
| Primary and secondary cycle routes | 3m | $995 | $229 | $1,223 |

Length allowances have been applied to the direct construction cost in the SoW, to take into account the scale of a project, when determining the estimated cost for each project.

Table 5.2.3.2—Length allowance

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project length | 1 - 50m | 51 - 100m | 101 - 250m | Over 250m |
| **Factor** | 1.15 | 1.00 | 0.82 | 0.74 |

Location allowances have been applied to the direct construction cost in the SoW, to take into account the location of the project.

Table 5.2.3.3—Location allowance

|  |  |  |
| --- | --- | --- |
| Location | Factor | Comment |
| Inner City | 1.10 | Inner 1km radius from GPO |
| Inner Suburbs | 1.00 | Inner 5km radius |
| Outer Suburbs | 0.95 | Outside 5km radius |
| Major/Suburban Centres | 1.15 | Major shopping centres |

### Riverwalk

The estimated delivery cost of future Riverwalk path infrastructure has been calculated using unit rates of $ per lineal metre.

Unit rates for the delivery of the planned walkways have been calculated using actual job records for similar works, taking into account current standards, work practices and materials.

The unit rates are based on the delivery of 6 metre wide on land, reinforced concrete paths with embellishments or a 5.35 metre wide over-water connection.

The unit rates include the following where applicable:

1. site establishment;
2. compliance with an EMP;
3. site preparation;
4. earthworks;
5. supply and placement of reinforced concrete path – special treatments and broom finish;
6. supply and placement of signs, and lines;
7. restoration of adjoining works;
8. entry and exit structures;
9. path furniture;
10. lighting; and
11. bridge structure - Piers / Piles, abutments, headstocks and deck units;
12. deck surface; and
13. sign and lines.

The unit rates for each of the eight walkways have been estimated separately, with consideration given to location and topographic constraints.

Table 5.2.4.1—Unit rate per metre – 6 metre walkway

|  |  |  |  |
| --- | --- | --- | --- |
| Project | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m) |
| BUL-RW-001 | $3,003 | $691 | $3,694 |
| BUL-RW-002 | $3,003 | $691 | $3,694 |
| MOR-RW-001 | $9,003 | $2,071 | $11,074 |
| MOR-RW-002 | $3,003 | $691 | $3,694 |
| TRF-RW-001 | $3,148 | $724 | $3,872 |

Table 5.2.4.2 —Unit rate per metre – 5.35 metre over-water walkway

|  |  |  |  |
| --- | --- | --- | --- |
| Project | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m) |
| KAN-RW-004 | $55,805 | $12,835 | $68,640 |

### Road bridges

The estimated delivery cost of future road bridges upgrades has been calculated using unit rates of

$4,500 per square metre of bridge deck area.

The unit rate has been calculated using actual job records for similar works, taking into account current standards, work practices and materials.

The base unit rate is based on the road bridge being designed and constructed generally in accordance with Council’s IDPSP (Chapter 8), BSD, and Infrastructure Installation and Construction Requirement Manual.

The unit rates include the following:

1. site establishment;
2. compliance with an EMP;
3. site preparation;
4. earthworks;
5. bridge structure - Piers / Piles, abutments, headstocks and deck units;
6. road pavement.
7. pedestrian and/or cycle path;
8. sign and lines; and
9. lighting.

Table 5.2.5.1—Unit rate per square metre – road bridges

|  |  |  |  |
| --- | --- | --- | --- |
| Project Description | Direct construction unit rate ($/m2) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m2) |
| Road Bridge | $4,805 | $1,105 | $5,910 |

The following assumptions have been made in determining the estimated delivery cost listed in the SoW. All planned works are widening of existing bridges.

Table 5.2.5.2—Estimated delivery cost assumptions

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project | Planned works (bridge upgrade) | Length (m) | Width (m) | Area (m2) |
| ACR-RB-002 | 4 lane & footway | 42 | 31 | 1,300 |
| ALB-RB-001 | 6 lane & footway | 65 | 38 | 2,455 |
| CDL-RB-002 | 4 lane & footway | 121 | 17 | 2,072 |
| EVP-RB-001 | 4 lane & footway | 49 | 31 | 1,519 |
| FGR-RB-001 | 4 lane & footway | 51 | 34 | 1,710 |
| MOR-RB-001 | 4 lane & footway | 45 | 31 | 1,395 |
| OXY-RB-001 | 2 lane & footway | 165 | 24 | 3,972 |
| RAN-RB-001 | 4 lane & footway | 46 | 35 | 1,590 |
| ROC-RB-001 | 4 lane & footway | 29 | 34 | 976 |
| ROK-RB-001 | 4 lane & footway | 68 | 31 | 2,120 |
| ROK-RB-002 | 6 lane & footway | 44 | 33 | 1,458 |
| WIL-RB-001 | 6 lane & footway | 83 | 34 | 2,800 |
| WIL-RB-002 | 6 lane & footway | 29 | 35 | 1,014 |
| YER-RB-001 | 4 lane & footway | 31 | 31 | 970 |

#### Road bridge utility relocation

An allowance of 10% of the direct construction cost has been included in the establishment cost in the SoW for the relocation of existing utilities for existing road bridge upgrades. The allowance does not apply to on costs, project costs and contingencies.

### Shared cycle bridges

The estimated delivery cost of future new bridges for primary and secondary cycle routes has been calculated using unit rates of $3,000 per square metre of bridge deck area.

The unit rate has been calculated using actual job records for similar works, taking into account current standards, work practices and materials.

The unit rate is based on the bridge being designed and constructed generally in accordance with Council’s IDPSP (Chapter 8), BSD, and Infrastructure Installation and Construction Requirement Manual.

The unit rates include the following:

1. site establishment;
2. compliance with an EMP;
3. site preparation;
4. earthworks;
5. bridge structure - Piers / Piles, abutments, headstocks and deck units;
6. deck surface;
7. sign and lines; and
8. lighting.

Table 5.2.6.1—Unit rate per square metre – shared cycle bridges

|  |  |  |  |
| --- | --- | --- | --- |
| Project Description | Direct construction unit rate ($/m2) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m2) |
| Shared Cycle Bridge | $3,203 | $737 | $3,940 |

The following assumptions have been made in determining the EC listed in the SoW. All planned works are for the delivery of new bridges.

Table 5.2.6.2—Estimated delivery cost assumptions

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project | Planned works | Length (m) | Width (m) | Area (m2) |
| ALB-SB-001 | New bridge | 178 | 4 | 712 |
| ENG-SB-001 | New bridge | 79 | 4 | 316 |
| MOR-SB-001 | New bridge | 70 | 4 | 280 |
| SIP-SB-001 | New bridge | 70 | 4 | 280 |

### Green bridges

The estimated delivery cost of future green bridges has been calculated using unit rates of $ per lineal metre.

Unit rates for the delivery of the planned green bridges have been calculated using project estimates, taking into account current standards, work practices and materials.

The unit rates are based on the delivery of green bridges with a 7.5 metre wide deck.

The unit rates include the following:

1. site establishment;
2. compliance with an EMP;
3. site preparation;
4. earthworks;
5. bridge structure - Piers / Piles, abutments, headstocks and deck units;
6. deck surface;
7. sign and lines; and
8. lighting.

The unit rates for each of the two green bridges have been estimated separately, with consideration given to location.

Table 5.2.7.1—Unit rate per metre – 7.5 metre bridge deck

|  |  |  |  |
| --- | --- | --- | --- |
| Project Description | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m) |
| KAN-GB-001 | $244,124 | $56,149 | $300,273 |
| NWS-GB-001 | $144,819 | $33,308 | $178,128 |
| SLU-GB-001 | $428,230 | $98,493 | $526,723 |
| TOO-GB-001 | $425,910 | $97,959 | $523,869 |

### Open level crossings upgrades

Upgrades to OLCs are delivered jointly by the Council and the State Government.

The ECs to upgrade the four OLCs listed in the SoW are in order costs based on the delivery of similar works.

OLC upgrade ECs are based on recent completed projects of a similar nature that have been constructed by Council. This method for calculating the cost of OLC upgrades was selected by Council as these projects do not have finalised detailed designs.

The ECs are a global cost that includes all associated construction, land, on costs and contingency costs.

OLC upgrades are delivered with funding assistance from the Commonwealth and/or State Governments. The funding assistance subsidy is 85% of the total construction cost.

#### Open level crossing utility relocation

An allowance of 30% of the direct construction cost has been included in the estimated costs in the SoW for the relocation of existing utilities for open level crossings. The allowance does not apply to on costs, project costs and contingencies.

### Unit rates – ferry terminals

The EC costs are strategic estimates based on Council’s records for the delivery of similar works across the ferry network.

### Local government trunk roads – unit rates for calculating establishment costs for works different to that listed in the SoW

Alternate or part works, of that listed in the SoW, are often delivered through development approvals.

The following methodology will be used to calculate the establishment cost for these works as required.

The estimated delivery cost of local government trunk road infrastructure is based on unit rates of $ per lineal metre.

Unit rates for the delivery of local government trunk roads, have been calculated using first principle build ups of rates and quantities from Council’s estimating system and actual job records for similar projects, taking into account current standards, work practices and materials.

The unit rates are based on the delivery of the three major road types (major - 2 lanes, major - 4 lanes and major - 6 lanes), with constrained corridor widths.

The unit rates include the following if applicable:

1. site establishment;
2. provision for traffic;
3. compliance with an EMP;
4. site preparation;
5. earthworks;
6. road surface and sub-soil drainage;
7. supply and placement of base and sub-base material;
8. supply and placement of asphalt;
9. on road cycle lanes;
10. verge works - turf, footpath and street trees;
11. supply and placement of signs and lines;
12. restoration of adjoining works; and
13. street lighting (new roads only).

The unit rates exclude:

1. special verge treatments;
2. pathways furniture including drinking fountains, bicycle racks, bicycle shelters and special pavement treatment;
3. major stormwater works;
4. stormwater structures restoration; and
5. works external to the road corridor.

Table 5.2.9.1—Unit rate per metre - one lane pavement excluding verge, and kerb and channel and works

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project description | Corridor width | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m) |
| Major - 6 lanes | 34.8m | $1,301 | $299 | $1,601 |
| Major - 4 lanes | 28.2m | $943 | $217 | $1,160 |
| Major - 2 lanes | 19.5m | $1,037 | $239 | $1,276 |

Table 5.2.9.2—Unit rate per metre – one lane pavement including verge, and kerb and channel works

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project description | Corridor width | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate $/m |
| Major - 6 lanes | 34.8m | $2,763 | $636 | $3,399 |
| Major - 4 lanes | 28.2m | $2,620 | $603 | $3,223 |
| Major - 2 lanes | 19.5m | $2,044 | $470 | $2,514 |

Table 5.2.9.3—Unit rate per metre – verge, kerb and channel, and 1.5m pavement

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Project description | Corridor width | Direct construction unit rate ($/m) | Project costs (23% of total direct construction unit rates) | Total unit rate ($/m) |
| Major - 6 lanes | 34.8m | $2,473 | $569 | $3,042 |
| Major - 4 lanes | 28.2m | $2,312 | $532 | $2,844 |
| Major - 2 lanes | 19.5m | $1,325 | $305 | $1,630 |

Length allowances will be applied to the direct construct unit rates, to take into account the scale of a project, when determining the establishment cost for the works.

Table 5.2.9.4—Length allowance

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Project length | 1 - 20m | 21 - 50m | 51 - 100m | 101 - 250m | Over 250m |
| **Factor** | 1.35 | 1.15 | 1.00 | 0.82 | 0.74 |

Location allowances will be applied to the direct construction unit rates to take into account the location of the project, when determining the establishment cost for the works.

Table 5.2.9.5—Location allowance

|  |  |  |
| --- | --- | --- |
| Location | Factor | Comment |
| Inner City | 1.10 | Inner 1km radius from GPO |
| Inner Suburbs | 1.00 | Inner 5km radius |
| Outer Suburbs | 0.95 | Outside 5km radius |
| Major/Suburban Centres | 1.15 | Major shopping centres |

#### Road utility relocation

An allowance of 30% of the direct construction cost will be included in the establishment cost for the relocation of existing utilities on road upgrades only. The allowance does not apply to project costs and contingencies. A utilities allowance is not applicable to new roads as this is the utilities responsibility.

## Methodology for determining land rates

Land values for the road network and pathway network are calculated using the methods detailed in sections [4.7.3](#_bookmark32) and [4.7.4](#_bookmark33) respectively. The land rates and constraint parameters applied are detailed in this section.

Table 5.3.1—Land rates applied to the road network and pathway network

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Vacant rate(1) | | | | Occupied rate | | | |
| Zone(2) | Road distance from GPO(3) | Site area(4) | Median ($/m2)(5) | Zone | Road distance from GPO | Site area | Median ($/m2) |
| Group 1 (LDR, CR1, CR2) | 0-3km | >200m2 | $2,558 | Group 1 (LDR, CR1, CR2) | 0-3km | >200m2 | $2,558 |
| 3-5km | >200m2 | $1,744 | 3-5km | >200m2 | $2,208 |
| 5-8km | >200m2 | $1,475 | 5-8km | >200m2 | $1,692 |
| 8-12km | >200m2 | $1,077 | 8-12km | >200m2 | $1,115 |
| 12+km (<=2,000m2) | >200m2  <=2,000m2 | $851 | 12+km (200m2- 2,000m2) | >200m2  <=2,000m2 | $991 |
| 12+km (>2,000m2) | >2,000m2 | $147 | 12+km (2,000m2- 10,000m2) | >2,000m2  <=10,000m2 | $367 |
|  |  |  | 12+km (>10,000m2) | >10,000m2 | $65 |
| Group 2 (LMR1, LMR2, LMR3, EC) | 0-3km | >300m2 | $2,047 | Group 2 (LMR1, LMR2, LMR3, EC) | 0-3km | >300m2 | $2,991 |
| 3-5km | >300m2 | $1,440 | 3-5km | >300m2 | $1,895 |
| 5-8km | >300m2 | $1,172 | 5-8km | >300m2 | $1,706 |
| 8-12km | >300m2 | $972 | 8-12km | >300m2 | $1,195 |
|  | 12+km (<=2,000m2) | >300m2  <=2,000m2 | $972 |  | 12+km (300m2- 2,000m2) | >300m2  <=2,000m2 | $1,124 |
| 12+km (>2,000m2) | >2,000m2 | $266 | 12+km (2,000m2- 10,000m2) | >2,000m2  <=10,000m2 | $307 |
|  |  |  | 12+km (>10,000m2) | >10,000m2 | $205 |
| Group 3 (MDR, MU2, MU3) | 0-3km | >300m2 | $1,535 | Group 3 (MDR, MU2, MU3) | 0-3km | >300m2 | $2,814 |
| 3-5km | >300m2 | $1,279 | 3-5km | >300m2 | $1,893 |
| 5-8km | >300m2 | $1,126 | 5-8km | >300m2 | $1,740 |
| 8-12km | >300m2 | $921 | 8-12km | >300m2 | $1,177 |
| 12+km (<=2,000m2) | >300m2  <=2,000m2 | $819 | 12+km (<=2,000m2) | >300m2  <=2,000m2 | $1,023 |
| 12+km (>2,000m2) | >2,000m2 | $409 | 12+km (>2,000m2) | >2,000m2 | $614 |
| Group 4 (HDR1, HDR2, MU1) | 0-3km | >300m2 | $4,094 | Group 4 (HDR1, HDR2, MU1) | 0-3km | >300m2 | $5,117 |
| 3-5km | >300m2 | $2,558 | 3-5km | >300m2 | $2,558 |
| 5+km | >300m2 | $1,279 | 5-8km | >300m2 | $1,535 |
|  |  |  | 8-12km | >300m2 | $1,279 |
|  |  |  | 12+km (300m2- 2,000m2) | >300m2  <=2,000m2 | $1,279 |
|  |  |  | 12+km (2,000m2- 10,000m2) | >2,000m2  <=10,000m2 | $768 |
|  |  |  | 12+km (>10,000m2) | >10,000m2 | $512 |
| Group 5 (PC1, City Centre) |  | >300m2 | $10,234 | Group 5 (PC1, City Centre) |  | >300m2 | $12,281 |
| Group 6 (PC2, Regional Centre) |  | >300m2 | $1,279 | Group 6 (PC2,  Regional Centre) |  | >300m2 | $1,279 |
| Group 7 (MC) | 0-5km | >300m2 | $1,535 | Group 7 (MC) | 0-5km | >300m2 | $1,535 |
| 5+km | >300m2 | $1,535 | 5+km | >300m2 | $1,535 |
| Group 8 (DC1, DC2, SC4) | 0-5km | >300m2  <=10,000m2 | $2,047 | Group 8 (DC1, DC2, SC4) | 0-5km | >300m2  <=10,000m2 | $2,047 |
| 0-5km | >10,000m2 | $1,535 | 0-5km | >10,000m2 | $1,535 |
| 5+km | >300m2  <=10,000m2 | $1,023 | 5+km | >300m2  <=10,000m2 | $1,023 |
| 5+km | >10,000m2 | $512 | 5+km | >10,000m2 | $512 |
| Group 9 (NC) |  | >300m2 | $1,023 | Group 9 (NC) |  | >300m2 | $1,535 |
| Group 10 (LII, IN1, IN2, IN3, SI) |  | >300m2  <=4,000m2 | $614 | Group 10 (LII, IN1, IN2, IN3, SI) |  | >300m2  <=4,000m2 | $1,404 |
|  | >4,000m2  <=10,000m2 | $537 |  | >4,000m2  <=10,000m2 | $690 |
|  | >10,000m2 | $333 |  | >10,000m2 | $446 |
| Group 11 (II) |  | >1,000m2 | $333 | Group 11 (II) |  | >1,000m2 | $461 |
| Group 12 A (RU) |  | >400m2  <=1,000m2 | $614 | Group 12 A (RU) |  | >400m2  <=1,000m2 | $1,228 |
|  | >1,000m2  <=5,000m2 | $154 |  | >1,000m2  <=5,000m2 | $256 |
|  | >5,000m2  <=20,000m2 | $51 |  | >5,000m2  <=10,000m2 | $154 |
|  |  |  |  | >10,000m2  <=20,000m2 | $102 |
|  | >20,000m2  <=100,000m2 | $10 |  | >20,000m2  <=100,000m2 | $26 |
|  | >100,000m2 | $5 |  | >100,000m2 | $10 |
| Group 12 B (RR) |  | 300m2 | $51 | Group 12 B (RR) |  | >300m2  <=5,000m2 | $205 |
|  |  |  |  | >5,000m2  <=10,000m2 | $102 |
|  |  |  |  | >10,000m2 | $102 |
| Group 13 (SC5) |  | >300m2 | $1,023 | Group 13 (SC5) |  | >300m2 | $2,814 |
| Group 14 (CF4, CF5, CF7) |  | >300m2 | $1,023 | Group 14 (CF4, CF5, CF7) |  | >300m2 | $2,558 |
|  | >10,000m2 | $256 |  |  |  |
| Group 15 (EM) |  | >300m2  <=1,000m2 | $614 | Group 15 (EM) |  | >300m2  <=1,000m2 | $1,228 |
|  |  | >1,000m2  <=5,000m2 | $154 |  |  | >1,000m2  <=5,000m2 | $256 |
|  | >5,000m2  <=20,000m2 | $51 |  | >5,000m2  <=10,000m2 | $154 |
|  |  |  |  | >10,000m2  <=20,000m2 | $102 |
|  | >20,000m2  <=100,000m2 | $10 |  | >20,000m2  <=100,000m2 | $26 |
|  | >100,000m2 | $4 |  | >100,000m2 | $7 |

Table Notes:

1. Lots were assumed vacant if the required land was clear of all dwellings and structures, or if these if dwellings or structures were not deemed likely to be affected by an infrastructure project.
2. Lots with a zoning not listed in this table were assigned to the most appropriate category.
3. Distance from the GPO is based on road network distance, not a Euclidean distance.
4. Site area is based on the total lot area, not the area of land required for infrastructure purposes. Lots outside of the size dimensions listed in this table were assigned the most appropriate category.
5. Based on analysed sales data, and represented as at 30 June 2016, riverfront properties specifically in Groups 1, 2, 3, 4, 5, 12A and 14 (and within a 12km radius from the CBD) had a factor of 2.5 applied to the standard base rate.

Table 5.3.9.2—Overriding base rates for constraints in the biodiversity[[1]](#footnote-2), wetland[[2]](#footnote-3) or waterway[[3]](#footnote-4) overlays in City Plan 2014

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Size of lot in Constraint to be acquired[[4]](#footnote-5) | 0-1ha | >1h-5ha | >5ha-25ha | >25ha |
| **Constrained land rate[[5]](#footnote-6)** | $15/m2 | $10/m2 | $3/m2 | $1/m2 |

Table 5.3.9.3—Base rate factor for constrained areas in the flooding[[6]](#footnote-7) and heritage[[7]](#footnote-8) overlays in City Plan 2014

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Constraint (excludes Riverfront Property) | Equivalent ARI[[8]](#footnote-9) flood event | Group 1 (0-8km) | Group 1 (>8 km) | Groups 2-14 (0-1ha) | Groups 2-14 (1-5ha) | Groups 2-14 (>5ha) |
| Flood overlay (Planning Area 1) | 1 in 10yr | 75% | 60% | 70% | 60% | 50% |
| Flood overlay (Planning Area 2) | 1 in 20yr | 80% | 70% | 75% | 65% | 55% |
| Flood overlay (Planning Area 3) | 1 in 50yr | 85% | 80% | 80% | 70% | 60% |
| Flood overlay (Planning Area 4) | 1 in 100yr | 90% | 85% | 85% | 75% | 65% |
| Flood overlay (Planning Area 5) | 1 in 500yr | 100% | 95% | 95% | 95% | 90% |
| Heritage overlay | N/A | 95% | 85% | 80% | 85% | 90% |

## Land value estimates for Brisbane City Council LGIP

**LAND VALUE ESTIMATES**

**FOR**

**BRISBANE CITY COUNCIL LOCAL GOVERNMENT**

**INFRASTRUCTURE PLAN (LGIP)**

**March 2016**

**File No. BNE-210367**

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###### INTRODUCTION

* 1. Project Overview

This project is in response to the **Project Brief – Land Value Estimates** provided to Taylor Byrne on 23rd December 2015.

The Project Brief notes that, as part of the development of its Local Government Infrastructure Plan (LGIP) and associated schedules of works, Brisbane City Council is required to determine the establishment cost of proposed infrastructure for each of its infrastructure networks. The establishment cost of future infrastructure includes the cost of construction and the current value of the land acquired for the infrastructure. Land in the LGIP may be acquired by Council through direct resumption or by contribution associated with development approval. The LGIP will form part of Council’s citywide planning policy, the Brisbane City Plan 2014.

* 1. Project Scope

Taylor Byrne has been requested to provide recommendations and a report on the proposed method of using land unit rates to best estimate the market value of land required for individual LGIP trunk infrastructure projects. Specifically, Taylor Byrne has been requested to undertake the following eight (8) tasks, as noted in the Project Brief:

1. Review the accuracy and relevance of the two years of recent Brisbane property sales data provided by Council that has been extracted from APM Price Finder (see Attachments 2, 3, 4, 5, 6).
2. Review the land valuation methodology including the classification framework based on zoning, precinct, distance from GPO or Principal Centre (PC2), size of lots, building occupation, constraint on development or other parameter influencing land value and;

* Comment on its validity and any shortcomings;
* Provide and implement recommendations as to how the methodology could be improved. In particular review the value classes where variation in sales prices is indicated as being significant. For example, a simpler classification framework may be possible by combining or redefining some categories.

1. Review and validate the median and average land sales rates ($/m²) shown in Attachment 6 (Excel file – not attached to this report). Specifically, the review should comment on whether the sales rates reflect current market rates for premises in the identified areas. Where the sales rates are not considered to reflect market rates, provide and implement recommendations as to the true market rates in those areas and provide a justification for these. Comment also on whether the use of average or median unit rates should be used by Council in determining the establishment cost of trunk infrastructure.
2. If sale rate categories are modified or individual sales removed, the final version summarising all sales used to determine the median and average land sales rates should be supplied to Council in Excel format.
3. Review and recommend what constrained land should be identified, how it should be designated, what land unit rates should apply and how they should be applied in valuing properties for acquisition. In particular land subject to flooding and land within waterway corridors should be considered.
4. Review and comment on the framework for valuing land, including the validity of the scaling factor approach and how the land unit rates method should be indexed to derive land values at 30 June 2016. Recommend any changes that could improve this approach.
5. Provide an update of value for specific sites previously assessed (see Section 4).
6. Comment on any aspect of proposed methodology that might improve the accuracy and validity of determining the current market value of property acquisitions as identified in LGIP.

###### INSTRUCTIONS

* 1. Instructions

Taylor Byrne have been instructed to review the methodology used to determine average and median land values across Brisbane, for various land types. In addition, Taylor Byrne has been requested to determine whether the median and average rates provide an accurate costing for future acquisition and dedication of land.

Full details of instructions are outlined in Section 1.2 of this report.

* 1. Qualifications and Disclaimers

1. This valuation has been prepared on specific instructions from Brisbane City Council, for the purposes of Local Government Infrastructure Planning. The report is not to be relied upon by any other person, or for any other purpose. We accept no liability to third parties, nor do we contemplate that this report will be relied upon by third parties. Any parties who may seek to rely on this report must seek the specific written consent of the valuer. We reserve the right to withhold our consent or to review the contents of this report in the event that our consent is sought. In any event this valuation cannot be assigned if the valuation is older than 90 days.
2. We state that this report is for the use only of Brisbane City Council. The report is to be used for no other purpose, and no responsibility is accepted to any third party for the whole or part of its contents and annexures. No responsibility will be accepted for photocopied signatures.
3. This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value. Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of three (3) months from the date of the valuation, or such earlier date if you become aware of any factors that have any effect on the valuation.
4. We advise we do not have a pecuniary or other interest that would conflict with the proper valuation of the property.
5. Taylor Byrne provides no warranty for claims arising out of, based upon directly or indirectly resulting from or in consequence of, or in any way involving the depreciation, failure to appreciate, or loss of any investments and/or property for investment purposes when such depreciation, failure to appreciate or loss is a result of normal or abnormal fluctuations in any financial, stock or commodity, or other markets which are outside the influence or control of the valuer.

###### LAND VALUATION PROCESS

The project brief outlines Brisbane City Council’s preferred approach to estimating the market value of land required for individual LGIP trunk infrastructure projects.

Council proposes a framework involving three steps in determining the land cost component of the establishment cost of trunk infrastructure identified in the LGIP. An extract from the project brief outlining the proposed steps is included below:

***STEP 1****. Establish the average and median land unit rate ($/m²) for the property required.*

***STEP 2****. Where a portion of a property is required, apply a scaling factor to the land unit rate depending on the proportion of the land take to the original property. This is an additional step which modifies the land unit rate derived for the property by applying a scaling factor to the land unit rate. The modified land unit rate is then applied to the land take. This approach takes into account in a generalised way, disturbance costs through severance of properties.*

***STEP 3****. Apply an index rate (or rates) to the property or land take (or other adjustment if required) to index the value to the base date of 30 June 2016. “*

* 1. Data Inputs

Step 1 of Council’s proposed approach involves the collation and manipulation of the data required for the average and median value calculations.

The project brief outlines the background to the collation of this data, an extract of which is provided below:

“*APM Price Finder site based level sales data across the Brisbane LGA for the period from 1 Oct 2013 to 30 Sep 2015 was assembled by Council as a starting point. From this initial data, a more restricted selection of sales data more representative of Council’s land acquisition circumstances was derived from which to determine average and medium sale prices expressed as unit rates ($/m²). These data sources are provided in:*

* *Attachment 2 – Price Finder sales data. The raw data for all sales (65,637 sales). Excel file only.*
* *Attachment 3 – Land Valuations Supporting Data Summary B. This is a more restricted selection of 40,678 sales data organised by the land value categories best judged to initially represent average and median land unit rates (See Table 1). A combination of Price Finder and Council systems was used to identify aspects of each property for allocation to particular categories and classes. Excel file only.*
* *Attachment 4 – Land Valuations Summary Data B. This is a summary of the restricted selection of sale data provided in a pivot table. It includes the final formatted summary of median and average land sales rates. Excel file only.*
* *Attachment 5 – Selected Data for Calculating Statistics. This is the same information as in Attachment 4 organised differently. Excel file only.*
* *Attachment 6 - This is the table of median and average land sale rates in hard copy (shown as Table 3 in this report.*

*The final restricted selection was determined on the following basis:*

* *Sales that occurred in the city of Brisbane between 1 Oct 2014 and 30 Sep 2015 was the starting point (See Attachment 2).*
* *Sales on Moreton Island were excluded. Only mainland sales were included.*
* *Attached dwelling sales were removed.*
* *Semi-detached dwelling (townhouse, duplex, row-house) sales were removed.*
* *Where “Unclassified” was the only land use, the sale was removed.*
* *Where “Excluded” was the only land use, the sale was removed.*
* *Sales listed as ‘Normal Sale’ as identified from the APM Price Finder database were included. Other Sale Types were excluded, except some Multi-sales were included where the data relating to land area and sale price could be relied upon.*
* *Sales to related parties were removed.*
* *Sales with a site area less than 200m² for LDR, CR1 and CR2 and less than 300m² for all other zones were excluded.*
* *Sales inside a State government PDA were excluded. This was because the market value may not be reflective of the City Plan 2014 zoning within such areas.”*

Following the process outlined above, the data was grouped into a number of categories. Each sale was categorised as “Vacant” or “Occupied”, with vacant sales lacking physical improvements (i.e. land value only) and occupied sales comprising land and buildings. Sales were further categorised by zone, distance from the City Centre and land size, where appropriate. These categories were selected so as to maximise the accuracy of the average/median value outputs relative to the land acquisition scenarios likely to be faced by Council. Categories are based on City Plan 2014 zones. The categories do not reflect the intent of Neighbourhood Planning designations. In practice, Neighbourhood Planning designations override the intent of the City Plan designation, and it would be preferable to base this exercise on Neighbourhood Planning designations. At this stage, it has not been feasible to incorporate neighbourhood planning designations into the LGIP valuation process.

As part of carrying out this review, a number of further exclusions of sales data were made. The full list of exclusions is contained in Council TRIM file CA15/1067185.

The categories originally proposed by Council are detailed in Table 1.

**Table 1. Framework of land value categories**

|  |  |  |  |
| --- | --- | --- | --- |
| **Zone/Precinct Code** | **Group** | **Additional Components** | |
| Low Density Residential (LDR) | 1 | Includes sites  >200m² | Road distance from GPO:   * 0-3 km * 3-5 km * 5-8 km * 8-12 km * 12+ km (<2000m²) * 12+ km (>2000m²)   Road distance from regional centre:   * km * > 1km |
| Character residential (CR1) (Character) |
| Character residential (CR2) (Infill) |
| Low-medium density residential (LMR1) (2 storey) | 2 | Includes sites >200m² |
| Low-medium density residential (LMR2) (2-3 storey mix) |
| Low-medium density residential (LMR3) (Up to 3 storey) |
| Emerging community (EC)[[9]](#footnote-10) |
| Medium density residential (MDR) | 3 | Includes sites >399m² |
| Mixed use (MU2) (Centre frame) |
| Mixed use (MU3) (Corridor) |  |
| High density residential (HDR1) (Up to 8 storeys) | 4 | Includes sites  >300m² |
| High density residential (HDR2) (Up to 15 storeys) |
| Mixed use (MU1) (Inner City) |  |
| Principal centre (PC1) (City Regional Centre) | 5 | Includes sites  300m² | No distance zone applies |
| Principal centre (PC2) (Regional Centre) | 6 | Includes sites  >300m² | No distance zone applies |
| Major centre (MC) | 7 | Includes sites  >300m² | No distance zone applies |
| District centre (DC1) (District) | 8 | Includes sites  >300m² | No distance zone applies |
| District centre (DC2) (Corridor) |
| Specialised centre (SC4) (Large format retail) |

|  |  |  |  |
| --- | --- | --- | --- |
| **Zone/Precinct Code** | **Group** | **Additional Components** | |
| Neighbourhood centre (NC) | 9 | Includes sites  >300m² | No distance zone applies |
| Low impact industry (LII) | 10 | Sites  >4,000m²  Sites 4,000-10,000m²  Sites  >10,000m² | No distance zone applies |
| Industry (IN1) (General Industry A) |
| Industry (IN2) (General Industry B) |
| Industry (IN3) (General Industry C) |
| Special Industry (SI) |
| Industry Investigation (II) | 11 |  | No distance zone applies |
| Rural zone code | 12 | Sites  <100,000m²  Sites  >=100,000m² | No distance zone applies |
| Rural residential zone code |
| Specialised centre (SC5) (Mixed industry and business) | 13 |  | No distance zone applies |
| Community facilities (CF4) (Community purposes) | 14 |  | No distance zone applies |
| Community facilities (CF5) (Community purposes) |  |
| Community facilities (CF7) (Health care purposes) |  |

Other aspects implemented in collating the sales data were:

* City Plan 2014 zoned current at October 2015 were used.
* It was found not feasible to reflect the neighbourhood plan precinct and sub precinct densities in analysis of the sales data. Only the City Plan 2014 zones were used to reference the sales data.
* Distance from centre (GPO) were calculated by the travel distance via road and not ‘as the crow flies’. This measure was considered to provide a better aggregation of sales data more reflective of the effect of proximity on sale price.
* Some zones were initially excluded from the analysis of sales data because land acquisitions for the LGIP were not expected in these zones or there were too few sales examples to derive a reliable average unit rate. It is intended that where properties or part takes are required in these zones the method described in Section 4.2 should apply.

The zones excluded initially excluded are listed in Table 2.

**Table 2. Zones initially excluded from the framework of land value categories**

|  |
| --- |
| Community facilities (CF1) (Major health care) |
| Community facilities (CF2) (Major sports venue) |
| Community facilities (CF3) (Cemetery) |
| Community facilities (CF6) (Emergency services) |
| Extractive industry (EI) |
| Special purposes zone code   * SP1 (Defence) * SP2 (Detention facility) * SP3 (Transport infrastructure) * SP4 (Utility services) * SP5 (Airport) * SP6 (Port) |
| Tourist accommodation zone code (TA) |
| Township zone code (T) |
| Sport and recreation zone code (SR)   * SR1 (Local) * SR2 (District) * SR3 (Metropolitan) |
| Open space zone code (OS)   * OS1 (Local) * OS2 (District) * OS3 (Metropolitan) |
| **Environmental management zone code (EM)** |
| Conservation zone code (CN)   * CN1 (Local) * CN2 (District) * CN3 (Metropolitan) |
| Specialised centre (SC1) (Major education and research facility) |
| Specialised centre (SC2) (Entertainment and conference centre) |
| Specialised centre (SC3) (Brisbane Markets) |
| Specialised centre (SC6) (Marina) |

Analysis of the restricted selection of sales data subsequently suggests that an average and median land unit rates would be desirable for the Environmental Management Zone given the large number of sales in this zone. Hence the supplier should recommend appropriate rates for this zone.

* 1. Proposed Average and Median Value Rates

Table 3 details the median and average values proposed by Council, based on the process outlined in Section 3, Step 1.

**Table 3 Average/Median values proposed by Council**

Graphical user interface, application, table, Excel

Description automatically generated

|  |  |  |
| --- | --- | --- |
| **Legend for variation in sale price** | |  |
|  |  | (Standard deviation of sale prices/average sale price)% | |
|  |  | 0 to <50% |
|  |  | >50% to <100% |
|  |  | >100% |

###### RESPONSE TO SPECIFIC TASKS

This section addresses the individual tasks noted in the Project Brief, and detailed in **Section 1.2 – Project Scope**, of this report.

* 1. Task 1

Taylor Byrne has reviewed the accuracy of the sales data. This review has resulted in the data and project methodology amendments noted in **Section 4.2** of this report. These suggestions combined are intended to improve the accuracy of the output from the data set.

* 1. Task 2

Taylor Byrne has reviewed the data within each category for appropriateness and relevance. Data has been removed where necessary, and data has been moved within various categories based on the details known of particular sales. A summary of the changes made to the data and basic commentary is presented below.

**Table 4 – Original data amendments**



The Data in Table 4 is recommended to be removed from the data set, or relocated within the existing categories. Table 4 includes sales data that is either incorrectly classified, not reflective of a market transaction (for example, $1 transactions or part sales) or incorrectly recorded by Pricefinder. The amendments in Table 4 should reduce the variance within the categories affected.

Following a review of the data, Taylor Byrne has recommended further amendments to the data set and identification of average/median sale price classes. These include:

* Removal of all ‘Part Sales’. These are not reflective of market transactions.
* Setting a minimum and maximum dollar value or transactions to be included in the data. Sales below a certain level are not considered to reflective of general market conditions. The suggested minimum dollar value is $30,000.
* Setting a maximum dollar value transaction, extremely large sales appear to be overly influencing the data, and are not likely to be reflective of the real world application of the LGIP average values. These sales are generally high density office and retail buildings.
* Introducing two distance categories to Group 7 (Major Centre). These are proposed to be 0-10 kilometres and 10 kilometres +.
* Introducing two distance categories to Group 8 (District Centre). These are proposed to be 0-10 kilometres and 10 kilometres +.
* Introducing additional size categories to Group 12. These are suggested to be 0m²-1,000m², 1,000m²– 5,000m², 5,000–20,000m², 20,000m²– 50,000m², 50,000m² +.
* Applying a minimum land size of 300m² to Group 14.
* Introducing a separate “Riverfront” category. Residential Riverfront properties (specifically in Groups 1, 2, 3, 4, 5,12A and 14) generally attract a premium price relative to non-riverfront properties, in the majority of cases. This premium affect is most pronounced for built-up urban locations, in close proximity to the city centre.
* Removal of “Multi Sales” from the data set. “Multi sales” are those that involve multiple properties in one single transaction. These sales are not consistently recorded by Pricefinder, in terms of total sale price and total size of the amalgamation. In most cases, the total sale price is recorded against the area of each individual land parcel that forms part of the total amalgamation. This overstates the average price on a land area basis.
* The exclusion of Storm Tide as a measurable constraint on value, as it does not appear to influence market values in Brisbane at the time of writing.
* Introducing a size category to Group 14. This is a very broad group that includes educational facilities (schools, TAFE, universities), health care facilities and community buildings. There is a broad range of improvements in this category and underlying land values will vary significantly. Sales of properties within this category will fall into two broad groups. These groups are either community or government organisations seeking to use existing improvements or land for community purposes, or developers seeking to pursue an alternate use. Developers will be active in markets where the underlying land value is high. In this case, developers will out compete government and community organisations who are typically capital constrained. When developers are not active in markets, purchasers are solely within the capital constrained community or government group, and this reflects in market pricing. The data provided tends to indicate that smaller sized parcels attract a significantly higher value per area unit, and this appears to be influenced by developer purchasers seeking to convert properties to alternate uses. We recommend adopting a 0-1ha and >1ha category to Group 14.

A number of other recommendations are made in relation to applying the average/median values.

The average/median values are to be applied to the smallest whole property to be acquired, and relative to the total size of the smallest property. For example, a road corridor acquisition of 200sq.m from a 1 hectare vacant parcel should be valued using a 1 hectare rate, rather than a 200sq.m rate. The same acquisition through an amalgamation of three parcels sized 2,000, 5,000 and 3,000sq.m should be valued on an individual parcel basis, using a 2,000, 5,000 and 3,000 sq.m rate.

The LGIP valuation process needs to accommodate land acquisitions that fall outside of the 14 categories outlined in Table 1. Specifically, acquisition of assets that fall within Table 2 needs to be catered for. Assets within Table 2 are highly specialised, rarely traded, and will have a wide range of asset values. We cannot identify a simple approach to cater for these assets, however propose a two-step process, as follows:

**Step 1** – Identify what the most likely alternate land use is, and adopt the most appropriate group value based on the identified alternate land use. For example, vacant land on the fringe of Brisbane Airport will be zoned Special Purpose 5. Surrounding land uses are exclusively industrial, and it will be a simple exercise to determine that the most appropriate alternate use is industrial, and that values from Group 10 should apply.

**Step 2** – Where an alternate land use cannot be easily identified, we propose the following values be adopted as in Table 5.

**Table 5 – Alternate land value groups for valuing zones without sales sufficient price data**

|  |  |
| --- | --- |
| **Zone** | **Most Appropriate Matched Group** |
| Community facilities (CF1) (Major health care) | 14 |
| Community facilities (CF2) (Major sports venue) | 14 |
| Community facilities (CF3) (Cemetery) | 14 |
| Community facilities (CF6) (Emergency services) | 14 |
| Extractive industry (EI) | 11 |
| Special purposes zone code   * SP1 (Defence) * SP2 (Detention facility) * SP3 (Transport infrastructure) * SP4 (Utility services) * SP5 (Airport) * SP6 (Port) | 10 |
| Tourist accommodation zone code (TA) | 3 |
| Township zone code (T) | 1 |
| Sport and recreation zone code (SR)   * SR1 (Local) * SR2 (District) * SR3 (Metropolitan) | 14 |
| Open space zone code (OS)   * OS1 (Local) * OS2 (District) * OS3 (Metropolitan) | 15 or adjacent zone where appropriate |
| Conservation zone code (CN)   * CN1 (Local) * CN2 (District) * CN3 (Metropolitan) | 15 |
| Specialised centre (SC1) (Major education and research facility) | 14 |
| Specialised centre (SC2) (Entertainment and conference centre) | 1 |
| Specialised centre (SC3) (Brisbane Markets) | 10 |
| Specialised centre (SC6) (Marina) | 10 |

* 1. Task 3

The data in Attachment 2 (Excel file - refer Project Brief) has been reviewed for its appropriateness in assessing market values. The review has focussed on the outliers within each grouping, both in terms of variance within the data set and deviation from expected market value ranges.

Proposed amendments to the data set are detailed in Table 4.

Based on Taylor Byrne’s experience in the various markets within the data set, the average and median value are generally considered representative and reliable, and appropriate for use for infrastructure charging. The data should have an acceptable degree of accuracy for vacant land particularly. Improved or occupied land is difficult to value accurately based on land value rates alone. Improved property values can be greatly influenced by the size of the improvements to the land, and the size of the land to which the improvements are erected on. Caution should be exercised when applying ‘occupied’ land value rates across all cohorts, and the individual site attributes should be considered prior to assessing values.

The data output for this exercise is a median and average rate of value. Taylor Byrne has no preference between median and average rates for the purpose of assessing infrastructure charges, and there are likely to be positive and negative reasons for adopting either. Ultimately, both rates will be subject to a degree of inaccuracy on an individual site basis.

* 1. Task 4

Revised average and median rates are detailed in Table 6. This revision preceded a final review of the most appropriate rates to apply given inevitable variation in sales data. The final recommended rates are in Table 13 of this report.

**Table 6 - Initial revised average and median rates**



* 1. Task 5

Constrained land is generally land that is impacted by one or more planning overlays that prevent or limit development of the land. Planning overlays generally relate to natural development constraints, such as flooding or significant vegetation. Within City Plan 2014, the following overlays generally limit development potential of land:

* Biodiversity
* Flood
* Waterway Corridor
* Wetlands
* Heritage
* Wildlife Corridor

Whilst there are numerous other overlays within City Plan 2014, these overlays do not introduce the same degree of development prohibition as the constraints identified above. Applying unit rates to constrained land is a difficult task, because each constraint impacts on market value in a different way. Generally, constraints will detract from value, due to the impact they have on future development or for environmental reasons such as flooding. The extent to which constraints detract from value will depend on the highest and best use of the land, the impact of constraints on existing improvements and utility, and any potential benefits arising from the constraint. Constraints may enhance value when they relate to a desirable environmental attribute that does not impact on the highest and best use of the land or utility of the land. An example of this would be a Brisbane River riparian corridor that forms part of a large, elevated homesite with river views. In this instance, the negative impact of flood constraint is outweighed by the positive impact of Brisbane River frontage and views. This example highlights the difficulty in accurately assessing the impact (positive or negative) of development constraints.

Brisbane City Council has proposed a methodology of assessing constrained land values, as follows:

*Determine the base rates for unconstrained land derived from the Price Finder data analysis, as per the process outlined in Section 3 of this report.*

*Riverfront land is assumed to be enhanced for certain residential zone groups (Groups 1, 2,3,4,5, 12A (Rural) and 14) within 12Km from the GPO (measured by road distance)). Average/Median values should be escalated by between two to three times. Flooding on riverfront properties in this grouping, within 8 kilometres of the city centre, is not negatively impacted.*

*Land where the sale price is affected by flooding is defined as:*

* *land within Brisbane River flood planning areas 1,2a and 2b,*
* *creek/waterway flood planning area 1and 2, or*
* *within a waterway corridor.*

*The following reductions in market value relative to unconstrained land (% reduction in base rate ($/sq.m)) are proposed for land where sale price is affected by flooding:*

**Table 7- Proposed value reduction for residential zones**

|  |  |  |
| --- | --- | --- |
| ***Property distance from GPO by road*** | ***Not river front land*** | ***River front land*** |
| ***0-8km*** | *10%* | *0%* |
| ***> 8km*** | *25%* | *10%* |

*For land within a waterway corridor, the following rates would apply:*

**Table 8 – Proposed waterway corridor values**

|  |  |  |  |
| --- | --- | --- | --- |
| ***Size of lot in waterway corridor to be acquired*** | ***0-1ha*** | ***>1h-5ha*** | ***>5ha*** |
| ***Constrained land rate*** | *$15/sq.m* | *$10/sq.m* | *$3/sq.m* |

*Where land to be acquired is in a waterway corridor and is in a class where the sale price is affected by flooding, the lowest rate is adopted for valuation.*

The proposed approach above introduces useful parameters, particularly the distance grouping from the city centre for flooded land, and the treatment of riverfront land, both in terms of a value premium and the lack of a discount for flooding impacts within 8kms of the city centre. Taylor Byrne generally agrees with this approach and recommends this be adopted for flooded and riverfront land. Specifically, we recommend adopting the 0-8km and >8 kilometre grouping for flooding impacts to reflect the inherent value of near CBD residential land relative to similarly constrained land in outer suburbs. This distance grouping is likely to provide greater accuracy.

Similarly, the proposed riverfront grouping, which is to attract a 2-3 times value premium (adopt 2.5 times, within a 12km radius of the city centre) over non riverfront values, with no negative impact for flooding within the 0-8 km group, is recommended to be adopted.

The proposed flooding constraint approach noted above, provides a simple, and broadly applicable approach to assessing the impact on flooding constraint. Whilst the simplicity of the proposed approach may be appealing, we do not believe it will provide a robust enough output to cater for the flooding impact on varying property types. For example, as noted above, flooding constraints may have only minor impacts on value for near city, sought after residential property. The same flooding constraint may have no impact on value for riverfront property, but may have a significant impact on value in lower socio economic residential locations, and for non-residential land where the flooding constraint impedes future development of the land.

Historically, Taylor Byrne has assessed a flat land value rate for constrained land valuations for priority infrastructure planning. This flat rate approach has not provided the level of accuracy required. In order to achieve a greater degree of accuracy, we propose an approach that is linked to the underlying land value as assessed under the LGIP valuation project.

The proposed approach attempts to identify the negative impact of the constraint on market value. We cannot identify an approach that can take into consideration both positive and negative impacts arising from constraints, therefore the approach will not provide an accurate assessment in all cases. We note however, that positive impacts arising from constraints are rare.

In Table 9, we propose percentage levels of value for constrained land, relative to unconstrained land values. For example, a reference to 70% in Table 9 will translate to a constrained land value of $70/sq.m, where the unconstrained land value is $100/sq.m.

**Table 9 – Taylor Byrne proposed constrained values as a percentage of equivalent unconstrained land value (excluding riverfront property)**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Constraint (excludes Riverfront Property)** | **Equivalent ARI flood event** | **Group 1 0-8kms** | **Group 1**  **>8 kms** | **Groups 2-14**  **0-1ha** | **Groups 2-14**  **1-5ha** | **Groups 2-14**  **>5ha** |
| Flood (Planning Area 1) | 1 in 10 yr | 75% | 60% | 70% | 60% | 50% |
| Flood (Planning Area 2) | 1 in 20yr | 80% | 70% | 75% | 65% | 55% |
| Flood (Planning Area 3) | 1 in 50yr | 85% | 80% | 80% | 70% | 60% |
| Flood (Planning Area 4) | 1 in 100yr | 90% | 85% | 85% | 75% | 65% |
| Flood (Planning Area 5) | 1 in 500yr | 100% | 95% | 95% | 95% | 90% |
| Heritage | NA | 95% | 85% | 80% | 85% | 90% |

Flooding constraints noted above are grouped by Flood Planning Areas, which are a category adopted in Brisbane City Plan 2014. These categories correspond to the likelihood of a flood event based on average recurrence intervals (ARI).

Relativities noted above exclude riverfront land. We propose that riverfront constrained land should be treated in the manner identified in Table 7 above, whilst noting the 2.5 times value premium applicable to riverfront land over non-riverfront land.

Non flood constraints are discussed further below:

**Biodiversity, Waterway, Wetland and Wildlife** – These constraints are likely to have a greater impact on non-residential land, where future land uses/development options are likely to be impeded. This impact similarly will increase as land size increases, because the marginal value of constrained land will diminish with size. We propose to adopt a schedule similar to Table 8 noted above, with an additional category for large scale acquisitions. Our proposed rates are detailed below.

**Table 10 – Taylor Byrne proposed constrained land values for biodiversity, waterway, wetland and wildlife**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| ***Size of lot in Constraint to be acquired*** | ***0-1ha*** | ***>1h-5ha*** | ***>5ha-25ha*** | ***>25ha*** |
| ***Constrained land rate*** | *$15/sq.m* | *$10/sq.m* | *$3/sq.m* | *$1/sq.m* |

The proposed rates above are a flat rate that applies to all zones (excluding riverfront land). This approach is simplistic, however reflects the nature of relying on City Plan designations rather than Neighbourhood Plan designations. Neighbourhood Plans cover the majority of urban areas in Brisbane, and provide finer planning granularity around development potential and development constraints. These Neighbourhood Plan constraints are generally consistent with mapped constraints in City Plan. We have therefore assumed that mapped constraints in City Plan relate to further constraints detailed in Neighbourhood Planning instruments, and that these constraints will impede development. This assumption leads to the adoption of flat rates for constrained land across different City Plan zones.

**Heritage** – The heritage constraint will have varying impacts on value, and it is not possible to design a mathematical rule to address this. Heritage constraints will generally negatively impact on value, however this impact can be negligible. Heritage constraints will have a diminished impact on larger sites, as the portion of the property considered of heritage value is proportionally less as land size increases.

The proposed constrained values in Table 9 are based on our professional opinion only. We recommend that these rates be continually monitored and adjusted to improve the accuracy of the assessed value.

We do not recommend setting a fixed maximum value for constrained land, as per Council’s original proposal. The most appropriate approach is considered to be the application of a discount relative to the unconstrained land value, irrespective of the level of the unconstrained value.

* 1. Task 6

The project brief outlines the proposed methodology for addressing scaling factors, and an extract of the brief is presented below:

*As part of the valuation of land in the LGIP, Council is evaluating applying a scaling factor to the average land unit rates in valuing selected properties. This would arise where only a portion of land is required for trunk infrastructure from a property. Inclusion of a scaling factor is intended to reflect the impact of the land take on the land value of the remaining property portion. This is particularly relevant to acquisition of road or bike path corridors. This impact is best determined using the before and after method.*

*It is recognised that applying a general scaling factor to individual properties where different circumstances apply is problematic. However, there this scaling factor might be applied to road or pathway corridor projects, multiple lots are involved for each project and some evening out of individual overestimates and underestimates can be expected in determining a total value for the project.*

*Where the land take area is clear of all dwellings or buildings by two metres or less (excluding carports, fences, gazebos etc) the vacant land median unit rate should be used. Where a land take area includes buildings or portions of buildings (excluding carports, fences, gazebos etc) or up to two metres from such structures, the occupied median land unit rate should be used.*

*A range of factors can be considered in determining the market value of the portion of land acquired by Council (the land take) through contribution or resumption. These can generally be considered under the term of “injurious affection”. This generally refers to a claim by an owner, part of whose land is resumed and part of which he retains, in respect of the damage which he suffers to the land retained. Examples of such damage include physical damage and depreciation in value such as:*

* *Severance impact on the development yield of the portion retained by the owner*
* *Disturbance to the business/owner through loss of the land take by Council e.g. reduced vehicle access, reduced parking access, closer to traffic noise and exhaust fumes*

*Where the land take is a large proportion of the property taken, then taking the whole property at the original unit rate may be the most reasonable approach. Taking the whole property would usually apply where the original lot value is exceeded by the land take. Where the land take is a small proportion of the original property, the impact of the land take on the remaining lot is likely to be recognisable and there may be no compensating benefit of building entitlement so no reduction of the original land unit rate would be warranted. A range of scaling factors has been proposed to best estimate the net impact for land takes of varying proportion to the original property.*

*A sum of $5,000 is suggested as a minimum value Council would pay for a land take because of unavoidable impacts on the owner regardless of the land take size.*

*The following table suggests the scaling factors that may be applied to the land unit rate of the original property to derive the value of the land take and subsequently, the value of the remaining portion.*

**Table11- Scaling factors for land take areas**

|  |  |
| --- | --- |
| ***Proportion of original lot taken by Council*** | ***Scaling factor to be applied to the original lot unit rate to determine the land take value*** |
| *0-25%* | *100%* |
| *>25-50%* | *125%* |
| *>50-75%* | *150%* |
| *>75%* | *100%* |

The proposed scaling factor approach is considered to be a suitable approach for ‘part take’ resumptions, and Taylor Byrne cannot identify any further amendments to this approach.

We have been requested to comment on the suitability of applying a scaling factor for values, to reflect the change in values from October 2015 to 30 June 2016. At present, market conditions in Brisbane are relatively stagnant, and no indexation is required.

Taylor Byrne recommends adopting the scaling approach, as proposed, with no indexation for the period October 2015 to June 2016.

* 1. Task 7

Taylor Byrne has been requested to provide updates for several specific sites, as follows:

**Table 12 – Site specific values**

|  |  |  |  |
| --- | --- | --- | --- |
| **Address** | **2009 Assessment $/m²** | **2012 Assessment $/m²** | **2015 Assessment**  **$/m²** |
| 323 Rochedale Road, Rochedale | N/A | N/A | $75 |
| Part 532 Beams Rd, Carseldine | $150 | $150 | $200 |
| 281 Montague Rd, West End | $1,355 | $1,000 | $2,500 |

Taylor Byrne has been requested to provide updates to the Carseldine and West End properties, and to undertake a site specific assessment of the Rochedale property, detailed below:

**323 Rochedale Road** is a 15.98 ha Emerging Community zoned allotment. The land has minimal flooding constraint, and is identified as suitable for business uses under the Rochedale Urban Community Neighbourhood Plan. There are several larger site sales in Rochedale ranging from $50/m² - $200/m². Given the size of the property, and potential development areas, we allow $75/m².

**Part 532 Beams Road, Carseldine** was previously valued by Taylor Byrne on 21 August 2009 (Our Reference 077364) and further details are available on this report. This property is a notional 20,000m² of the former Queensland University of Technology campus that is now owned by the Department of Housing and Public Works. This land is zoned Emerging Community and the highest and best use is considered to be for Mixed Use development up to four storeys. Market conditions have been positive since our previous assessment and we adopt $200/m² for our 2015 assessment.

**281 Montague Road** was previously valued by Taylor Byrne on 20 August 2009 (Our Reference 77363) and further details are available in this report.

The property is zoned Mixed Use (Corridor) under City Plan 2014, and Riverside South Precinct under the South Brisbane Riverside Neighbourhood Plan. The property was purchased by an interstate developer on 30 October 2014 for $6,150,000 or $2,315/m² of land area. Market conditions within West End have been strong over recent years, with values escalating substantially. We adopt $2,500/m² for our 2015 assessment.

* 1. Task 8

This report details the amendments to the data set, and proposed changes to the methodology that Taylor Byrne considers necessary. These changes are designed to improve the accuracy of the LGIP valuation approach, and represent our views as to the most appropriate methodology for this purpose.

The average and median data in Section 3.2 provides a statistical analysis of sales data over the period 1 Oct 2013 to 30 Sep 2015. Median and average data is considered an appropriate value rate for preparation of the LGIP, however there will be numerous examples where an average or median rate is not appropriate. This will be most common where a particular site is impacted by specific local features such as views or exposure to traffic noise, and where the level of improvements to the property is not consistent with development in the surrounding locality.

There are statistical methods for dealing with these anomalies, however the greater number of conditions placed on the data, the fewer transactions available per cohort, and the data becomes less reliable.

* 1. Revised Land Acquisition Rates

Revised rates in Section 4.9 include adjustments for small sample size results. These adjustments are noted in red, and represent Taylor Byrnes best estimate as to the most appropriate value level to use for LGIP purposes.

**Table 13 – Taylor Byrne final revised median and average rates**



Report ends.

## Updated Estimated Land Unit Rates (CPO 2019 Review)

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Vacant | | | | | | Occupied | | | | | |
| Zone group | Road distance from GPO | Sale site area | 2016 median value (Taylor Byrne report) | CPO updated median value (as at Dec 2019) | June 2021 value (indexing CPO updated median value by CPI from 31 Dec 2019 to 30 Jun 2021) | Zone group | Road distance from GPO | Sale site area | 2016 median value (Taylor Byrne report) | CPO updated median value (as at Dec 2019) | June 2021 value (indexing CPO updated median value by CPI from 31 Dec 2019 to 30 Jun 2021) |
| **Group 1 LDR, CR1, CR2** | 0-3km | >200m2 | $2,593 | $2,500 | **$2,558** | **Group 1 LDR, CR1, CR2** | 0-3 km | >200m2 | $2,536 | $2,500 | **$2,558** |
| 3-5km | >200m2 | $1,240 | $1,704 | **$1,744** | 3-5 km | >200m2 | $1,781 | $2,157 | **$2,208** |
| 5-8km | >200m2 | $1,174 | $1,441 | **$1,475** | 5-8 km | >200m2 | $1,412 | $1,653 | **$1,692** |
| 8-12km | >200m2 | $911 | $1,053 | **$1,077** | 8-12 km | >200m2 | $936 | $1,090 | **$1,115** |
| 12km+ (<=2,000m2) | >200  <=2,000m2 | $666 | $831 | **$851** | 12+ km (<=2,000m2) | >200  <=2,000m2 | $838 | $968 | **$991** |
| 12km+ (>2,000m2) | >2,000m2 | $127 | $144 | **$147** | 12+ km (2,000-10,000m2) | >2,000  <=10,000m2 | $306 | $359 | **$367** |
|  |  |  |  |  | 12+ km (>10,000m2) | >10,000m2 | $85 | $63 | **$65** |
| **Group 2 LMR1, LMR2, LMR3 EC** | 0-3 km | >300m2 | $1,042 | $2,000 | **$2,047** | **Group 2 LMR1, LMR2, LMR3 EC** | 0-3 km | >300m2 | $2,395 | $2,923 | **$2,991** |
| 3-5 km | >300m2 | $1,202 | $1,407 | **$1,440** | 3-5 km | >300m2 | $1,612 | $1,852 | **$1,895** |
| 5-8 km | >300m2 | $1,057 | $1,145 | **$1,172** | 5-8 km | >300m2 | $1,422 | $1,667 | **$1,706** |
| 8-12 km | >300m2 | $767 | $950 | **$972** | 8-12 km | >300m2 | $1,005 | $1,167 | **$1,195** |
| 12+ km (<=2,000m2) | >300  <=2,000m2 | $711 | $950 | **$972** | 12+ km (<=2,000m2) | >300  <=2,000m2 | $914 | $1,099 | **$1,124** |
| 12+ km (>2,000m2) | >2,000m2 | $181 | $260 | **$266** | 12+ km (2,000-10,000m2) | >2,000  <=10,000m2 | $280 | $300 | **$307** |
|  |  |  |  |  | 12+ km (>10,000m2) | >10,000m2 | $139 | $200 | **$205** |
| **Group 3 MDR, MU2, MU3** | 0-3 km | >300m2 | $1,500 | $1,500 | **$1,535** | **Group 3 MDR, MU2, MU3** | 0-3 km | >300m2 | $2,729 | $2,750 | **$2,814** |
| 3-5 km | >300m2 | $1,250 | $1,250 | **$1,279** | 3-5 km | >300m2 | $1,837 | $1,850 | **$1,893** |
| 5-8 km | >350m2 | $1,100 | $1,100 | **$1,126** | 5-8 km | >350m2 | $1,716 | $1,700 | **$1,740** |
| 8-12 km | >300m2 | $900 | $900 | **$921** | 8-12 km | >300m2 | $1,163 | $1,150 | **$1,177** |
| 12+ km (<=2,000m2) | >300  <=2,000m2 | $800 | $800 | **$819** | 12+ km (<=2,000m2) | >300  <=2,000m2 | $1,013 | $1,000 | **$1,023** |
| 12+ km (>2,000m2) | >2,000m2 | $400 | $400 | **$409** | 12+ km (>2,000m2) | >2,000m2 | $272 | $600 | **$614** |
| **Group 4 HDR1, HDR2, MU1** | 0-3 km | >300m2 | $5,035 | $4,000 | **$4,094** | **Group 4 HDR1, HDR2, MU1** | 0-3 km | >300m2 | $3,856 | $5,000 | **$5,117** |
| 3-5 km | >300m2 | $1,444 | $2,500 | **$2,558** | 3-5 km | >300m2 | $2,221 | $2,500 | **$2,558** |
| 5+ km | >300m2 | $710 | $1,250 | **$1,279** | 5-8 km | >300m2 | $1,627 | $1,500 | **$1,535** |
|  |  |  |  |  | 8-12 km | >300m2 | $1,234 | $1,250 | **$1,279** |
|  |  |  |  |  | 12+ km (300-2,000m2) | >300  <=2,000m2 | $1,074 | $1,250 | **$1,279** |
|  |  |  |  |  | 12+ km (2,000-10,000m2) | >2,000  <=10,000m2 | $- | $750 | **$768** |
|  |  |  |  |  | 12+ km (>10,000m2) | >10,000m2 | $- | $500 | **$512** |
| **Group 5 PC1, City Centre** |  | >300m2 | $5,094 | $10,000 | **$10,234** | **Group 5 PC1, City Centre** |  | >300m2 | $9,964 | $12,000 | **$12,281** |
| **Group 6 PC2, Regional Centre** |  | >300m2 | $2,000 | $1,250 | **$1,279** | **Group 6 PC2, Regional Centre** |  | >300m2 | $1,265 | $1,250 | **$1,279** |
| **Group 7  MC** | 0-5km | >300m2 | $2,000 | $1,500 | **$1,535** | **Group 7  MC** | 0-5km | >300m2 | $5,019 | $1,500 | **$1,535** |
| 5+ km | >300m2 | $1,500 | $1,500 | **$1,535** | 5+ km | >300m2 | $1,942 | $1,500 | **$1,535** |
| **Group 8 DC1, DC2, SC4** | 0-5 km | >300  <=10,000m2 | $1,500 | $2,000 | **$2,047** | **Group 8 DC1, DC2, SC4** | 0-5 km | >300 <=10,000m2 | $2,261 | $2,000 | **$2,047** |
| 0-5 km | >10,000m2 | $500 | $1,500 | **$1,535** | 0-5 km | >10,000m2 | $1,800 | $1,500 | **$1,535** |
| 5+ km | >300  <=10,000m2 | $1,316 | $1,000 | **$1,023** | 5+ km | >300 <=10,000m2 | $1,630 | $1,000 | **$1,023** |
| 5+ km | >10,000m2 | $150 | $500 | **$512** | 5+ km | >10,000m2 | $790 | $500 | **$512** |
| **Group 9 NC** |  | >300m2 | $750 | $1,000 | **$1,023** | **Group 9 NC** |  | >300m2 | $1,497 | $1,500 | **$1,535** |
| **Group 10 LI, IN1, IN2, IN3, SI** |  | >300  <=4,000m2 | $431 | $600 | **$614** | **Group 10 LI, IN1, IN2, IN3, SI** |  | >300  <=4,000m2 | $890 | $1,372 | **$1,404** |
|  | >4,000  <=10,000m2 | $433 | $525 | **$537** |  | >4,000  <=10,000m2 | $475 | $675 | **$690** |
|  | >10,000m2 | $278 | $325 | **$333** |  | >10,000m2 | $453 | $436 | **$446** |
| **Group 11 II** |  | >1,000m2 | $130 | $325 | **$333** | **Group 11 II** |  | >1,000m2 | $142 | $450 | **$461** |
| **Group 12A RU** |  | >400  <=1,000m2 | $642 | $600 | **$614** | **Group 12A RU** |  | >400  <=1,000m2 | $667 | $1,200 | **$1,228** |
|  | >1,000  <=5,000m2 | $135 | $150 | **$154** |  | >1,000  <=5,000m2 | $235 | $250 | **$256** |
|  | >5,000  <=20,000m2 | $40 | $50 | **$51** |  | >5,000  <=10,000m2 | $115 | $150 | **$154** |
|  |  |  |  |  |  | >10,000  <=20,000m2 | $93 | $100 | **$102** |
|  | >20,000  <=100,000m2 | $16 | $10 | **$10** |  | >20,000  <=100,000m2 | $36 | $25 | **$26** |
|  | >100,000m2 | $10 | $5 | **$5** |  | >100,000m2 | $2 | $10 | **$10** |
| **Group 12B RR** |  | >300m2 | $49 | $50 | **$51** | **Group 12B RR** |  | >300  <=5,000m2 | $174 | $200 | **$205** |
|  |  |  |  |  |  | >5,000  <=10,000m2 | $92 | $100 | **$102** |
|  |  |  |  |  |  | >10,000m2 | $71 | $100 | **$102** |
| **Group 13 SC5** |  | >300m2 | $400 | $1,000 | **$1,023** | **Group 13 SC5** |  | >300m2 | $1,576 | $2,750 | **$2,814** |
| **Group 14 CF4, CF5, CF7** |  | >300  <=10,000m2 | $400 | $1,000 | **$1,023** | **Group 14 CF4, CF5, CF7** |  | >300m2 | $854 | $2,500 | **$2,558** |
|  | >10,000m2 | $250 | $250 | **$256** |  |  |  |  |  |
| **Group 15 EM** |  | >300  <=1,000m2 | $318 | $600 | **$614** | **Group 15 EM** |  | >300  <=1,000m2 | $805 | $1,200 | **$1,228** |
|  | >1,000  <=5,000m2 | $148 | $150 | **$154** |  | >1,000  <=5,000m2 | $235 | $250 | **$256** |
|  | >5,000  <=20,000m2 | $61 | $50 | **$51** |  | >5,000  <=10,000m2 | $127 | $150 | **$154** |
|  |  |  |  |  |  | >10,000  <=20,000m2 | $92 | $100 | **$102** |
|  | >20,000  <=100,000m2 | $19 | $10 | **$10** |  | >20,000  <=100,000m2 | $36 | $25 | **$26** |

## Extrinsic Material Schedule of Works

### Road network schedule of works

| **LGIP ID (1)** | **Map reference** | **Suburb** | **Project description** | **Project type** | **Lane configuration** | **Estimated year of completion (2)** | **Service Catchment** | **Length (m)** | **Land cost ($)** | **Direct construction cost ($)** | **Project cost ($)(3)** | **Construction contingency cost ($)(4)** | **Utility cost ($)(5)** | **Total construction cost ($)(6)** | **Value of the trunk infrastructure ($)(7)** | **Grants and subsidies ($)(8)** | **Establishment cost ($)(9)** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ACR-RB-002 | R292 | Acacia Ridge | Beatty Road Bridge (over Oxley Creek) | Road Bridge | 4 Lane Road | 2026 - 2031 | 7, 9 | 42 | 0 | 6,339,090 | 1,457,991 | 1,169,562 | 633,909 | 9,600,552 | 9,600,552 | 0 | 9,600,552 |
| ACR-RC-002 | R292 | Acacia Ridge | Beatty Road (Bowhill Road to Mortimer Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 7 | 1,036 | 4,561,721 | 2,767,527 | 636,531 | 510,609 | 830,258 | 4,744,925 | 9,306,646 | 0 | 9,306,646 |
| ACR-RI-001 | R293 | Acacia Ridge | Learoyd Road/Bradman Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 7 | 0 | 203,396 | 971,801 | 223,514 | 89,649 | 291,540 | 1,576,504 | 1,779,900 | 0 | 1,779,900 |
| ACR-RI-002 | R292 | Acacia Ridge | Learoyd Road/Paradise Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 7 | 0 | 30,701 | 647,867 | 149,009 | 119,531 | 194,360 | 1,110,767 | 1,141,468 | 0 | 1,141,468 |
| ACR-RI-003 | R272 | Acacia Ridge | Beatty Road/Mortimer Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 7 | 0 | 248,366 | 514,316 | 118,293 | 94,891 | 154,295 | 881,795 | 1,130,161 | 0 | 1,130,161 |
| AFD-RC-002 | R272 | Archerfield | Beatty Road (Granard Road to Barton Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 7 | 435 | 960,376 | 1,162,041 | 267,269 | 214,397 | 348,612 | 1,992,319 | 2,952,695 | 0 | 2,952,695 |
| AFD-RC-004 | R272 | Archerfield | Beatty Road (Mortimer Road to Kerry Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 7 | 701 | 1,438,499 | 1,872,622 | 430,703 | 345,499 | 561,787 | 3,210,611 | 4,649,110 | 0 | 4,649,110 |
| AFD-RC-005 | R272 | Archerfield | Beatty Road (Kerry Road to Boundary Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 7 | 460 | 850,425 | 1,228,825 | 282,630 | 226,718 | 368,648 | 2,106,821 | 2,957,246 | 0 | 2,957,246 |
| AFD-RC-006 | R272 | Archerfield | Beatty Road (Barton Street to Boundary Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 7 | 512 | 500,057 | 1,367,735 | 314,579 | 252,347 | 410,321 | 2,344,982 | 2,845,039 | 0 | 2,845,039 |
| AFD-RI-001 | R272 | Archerfield | Beatty Road/Boundary Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 7 | 0 | 210,666 | 516,545 | 118,805 | 47,651 | 154,964 | 837,965 | 1,048,631 | 0 | 1,048,631 |
| AFD-RI-002 | R272 | Archerfield | Beatty Road/Kerry Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 7 | 0 | 80,591 | 578,606 | 133,079 | 53,376 | 173,582 | 938,643 | 1,019,234 | 0 | 1,019,234 |
| AFD-RI-003 | R272 | Archerfield | Beatty Road/Barton Street Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 7 | 0 | 80,591 | 590,337 | 135,778 | 108,917 | 177,101 | 1,012,133 | 1,092,724 | 0 | 1,092,724 |
| ALB-RB-001 | R153 | Albion | Abbotsford Road Bridge (between Bimbil Street and Taylor Street) | Road Bridge | 6 Lane Road | 2026 - 2031 | 8, 16 | 65 | 139 | 11,971,128 | 2,753,359 | 2,208,673 | 1,197,113 | 18,130,273 | 18,130,412 | 0 | 18,130,412 |
| ALB-RC-004 | R153 | Albion | Abbotsford Road (Crosby Road to Collingwood Street) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 16 | 66 | 27,581 | 275,702 | 63,411 | 50,867 | 82,711 | 472,691 | 500,272 | 0 | 500,272 |
| ALB-RC-011 | R153 | Albion | Sandgate Road (Albion Overpass to Anstey Street) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 16 | 59 | 1,291,776 | 283,430 | 65,189 | 26,146 | 85,029 | 459,794 | 1,751,570 | 0 | 1,751,570 |
| ALB-RC-012 | R153 | Albion | Sandgate Road (Anstey Street to Abbotsford Road/Frodsham Street/Crosby Road) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 16 | 118 | 1,754,588 | 404,183 | 92,962 | 37,286 | 121,255 | 655,686 | 2,410,274 | 0 | 2,410,274 |
| ALB-RC-013 | R153 | Albion | Frodsham Street (Sandgate Road to Abbotsford Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 16 | 403 | 5,544,751 | 1,133,218 | 260,640 | 209,079 | 339,965 | 1,942,902 | 7,487,653 | 0 | 7,487,653 |
| ALB-RI-002 | R153 | Albion | Hudson Road/Albion Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 16 | 0 | 475,870 | 714,619 | 164,362 | 131,847 | 214,386 | 1,225,214 | 1,701,084 | 0 | 1,701,084 |
| ALB-RI-005 | R153 | Albion | Sandgate Road/Frodsham Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 16 | 0 | 791,633 | 681,965 | 156,852 | 125,823 | 204,590 | 1,169,230 | 1,960,863 | 0 | 1,960,863 |
| ALB-RI-006 | R153 | Albion | Sandgate Road/Albion Overpass Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 16 | 0 | 191,883 | 686,228 | 157,832 | 63,305 | 205,868 | 1,113,233 | 1,305,116 | 0 | 1,305,116 |
| ALB-RI-007 | R153 | Albion | Sandgate Road/Collingwood Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 16 | 0 | 210,666 | 596,720 | 137,246 | 110,095 | 179,016 | 1,023,077 | 1,233,743 | 0 | 1,233,743 |
| ANN-RC-002 | R233, R213 | Annerley | Ipswich Road (Annerley Road to Ekibin Road) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 7 | 302 | 501,560 | 1,073,687 | 246,948 | 264,127 | 322,106 | 1,906,868 | 2,408,428 | 0 | 2,408,428 |
| ANN-RC-003 | R213 | Annerley | Ipswich Road (Cornwall Street to Juliette Street) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 7 | 301 | 2,084,768 | 1,070,132 | 246,130 | 197,439 | 321,040 | 1,834,741 | 3,919,509 | 0 | 3,919,509 |
| ANN-RC-004 | R213 | Annerley | Ipswich Road (Juliette Street to Annerley Road) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 7 | 824 | 2,275,140 | 2,547,417 | 585,906 | 626,665 | 764,225 | 4,524,213 | 6,799,353 | 0 | 6,799,353 |
| ANN-RC-005 | R233 | Annerley | Ipswich Road (Ekibin Road to Waterton Street) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 7 | 157 | 353,685 | 618,434 | 142,240 | 152,135 | 185,530 | 1,098,339 | 1,452,024 | 0 | 1,452,024 |
| ANN-RC-006 | R232, R233 | Annerley | Ipswich Road (Waterton Street to Cracknell Road) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 7 | 547 | 1,727,720 | 1,606,511 | 369,498 | 395,202 | 481,953 | 2,853,164 | 4,580,884 | 0 | 4,580,884 |
| ANN-RC-007 | R232 | Annerley | Ipswich Road (Cracknell Road to School Road) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 7 | 588 | 2,085,491 | 1,726,926 | 397,193 | 424,824 | 518,078 | 3,067,021 | 5,152,512 | 0 | 5,152,512 |
| ANN-RI-002 | R232 | Annerley | Ipswich Road/Cracknell Road/Villa Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2031 - 2036 | 7 | 0 | 406,025 | 570,476 | 131,209 | 140,337 | 171,143 | 1,013,165 | 1,419,190 | 0 | 1,419,190 |
| ANN-RI-003 | R233 | Annerley | Ipswich Road/Venner Road/Waterton Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2021 - 2026 | 7 | 0 | 431,609 | 570,476 | 131,209 | 52,626 | 171,143 | 925,454 | 1,357,063 | 0 | 1,357,063 |
| ANN-RI-004 | R233 | Annerley | Lewisham Street/Ekibin Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2026 - 2031 | 7 | 0 | 253,806 | 430,761 | 99,075 | 79,475 | 129,228 | 738,539 | 992,345 | 0 | 992,345 |
| ASH-RI-004 | R170 | Ashgrove | Waterworks Road/Greenlanes Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 12 | 0 | 663,774 | 450,026 | 103,506 | 83,030 | 135,008 | 771,570 | 1,435,344 | 0 | 1,435,344 |
| ASH-RI-005 | R171 | Ashgrove | Waterworks Road/Glenlyon Drive Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2031 - 2036 | 12 | 0 | 221,258 | 570,476 | 131,209 | 140,337 | 171,143 | 1,013,165 | 1,234,423 | 0 | 1,234,423 |
| ASP-RI-001 | R92 | Aspley | Ellison Road/Kirby Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 15 | 0 | 0 | 430,761 | 99,075 | 39,738 | 129,228 | 698,802 | 698,802 | 0 | 698,802 |
| ASP-RI-002 | R92 | Aspley | Robinson Road West/Kirby Road Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2026 - 2031 | 15 | 0 | 127,638 | 855,714 | 196,814 | 157,879 | 256,714 | 1,467,121 | 1,594,759 | 0 | 1,594,759 |
| BEL-RC-002 | R216 | Belmont | Meadowlands Road (Wright Street to Belmont Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 1 | 400 | 444,628 | 1,068,543 | 245,765 | 98,573 | 320,563 | 1,733,444 | 2,178,072 | 0 | 2,178,072 |
| BEL-RC-003 | R216 | Belmont | Dairy Swamp Road Extension (Belmont Road to Formosa Road) | Road Corridor Project | 2 Lane Road | 2021 - 2026 | 1 | 292 | 0 | 801,980 | 184,455 | 73,983 | 0 | 1,060,418 | 1,060,418 | 0 | 1,060,418 |
| BEL-RI-001 | R216 | Belmont | Belmont Road/Meadowlands Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 1 | 0 | 39,912 | 590,337 | 135,778 | 54,459 | 177,101 | 957,675 | 997,587 | 0 | 997,587 |
| BEL-RI-002 | R216 | Belmont | Meadowlands Road/Wright Street Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 1 | 0 | 0 | 516,545 | 118,805 | 47,651 | 154,964 | 837,965 | 837,965 | 0 | 837,965 |
| BOH-RC-001 | R153 | Bowen Hills | Abbotsford Road (Burrows Street to Allison Street) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 8 | 355 | 984,742 | 1,097,492 | 252,423 | 202,487 | 329,248 | 1,881,650 | 2,866,392 | 0 | 2,866,392 |
| BOH-RC-003 | R153 | Bowen Hills | Abbotsford Road (bridge over Breakfast Creek to Burrows Street) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 8 | 367 | 424,692 | 1,134,590 | 260,956 | 209,332 | 340,377 | 1,945,255 | 2,369,947 | 0 | 2,369,947 |
| BOH-RI-002 | R172 | Bowen Hills | Bowen Bridge Road/O'Connell Terrace Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 8 | 0 | 307,013 | 596,720 | 137,246 | 55,047 | 179,016 | 968,029 | 1,275,042 | 0 | 1,275,042 |
| BOH-RI-003 | R173 | Bowen Hills | St Pauls Terrace/Brookes Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 8 | 0 | 0 | 681,965 | 156,852 | 62,911 | 204,590 | 1,106,318 | 1,106,318 | 0 | 1,106,318 |
| BRD-RC-002 | R72, R71 | Bridgeman Downs | Beams Road (Bridgeman Road to Ridley Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 15 | 793 | 1,013,801 | 2,118,387 | 487,229 | 390,842 | 635,516 | 3,631,974 | 4,645,775 | 0 | 4,645,775 |
| BRD-RC-003 | R92, R91 | Bridgeman Downs | Graham Road (Stirling Street to Ridley Road) | Road Corridor Project | 2 Lane Road | 2026 - 2031 | 15 | 513 | 10,431 | 753,592 | 173,326 | 139,038 | 226,078 | 1,292,034 | 1,302,465 | 0 | 1,302,465 |
| BRG-RC-006 | R52 | Bracken Ridge | Hoyland Street (Kluver Street to Bracken Ridge Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 15 | 1,093 | 0 | 2,919,794 | 671,553 | 269,351 | 875,938 | 4,736,636 | 4,736,636 | 0 | 4,736,636 |
| BRG-RI-004 | R52 | Bracken Ridge | Norris Road/Pritchard Place Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 15 | 0 | 0 | 430,761 | 99,075 | 39,738 | 129,228 | 698,802 | 698,802 | 0 | 698,802 |
| BRG-RI-005 | R52 | Bracken Ridge | Norris Road/Barbour Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 15 | 0 | 0 | 885,505 | 203,666 | 81,688 | 265,652 | 1,436,511 | 1,436,511 | 0 | 1,436,511 |
| BUR-RI-001 | R237 | Burbank | Tilley Road/Mount Gravatt Capalaba Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2031 - 2036 | 2 | 0 | 0 | 664,129 | 152,750 | 163,376 | 199,239 | 1,179,494 | 1,179,494 | 0 | 1,179,494 |
| BYO-RC-001 | R114 | Banyo | Nudgee Road (Raubers Road to Tufnell Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 16 | 615 | 754,073 | 1,642,885 | 377,864 | 404,150 | 492,866 | 2,917,765 | 3,671,838 | 0 | 3,671,838 |
| CDE-LC-001 | R72 | Carseldine | Beams Road Open Level Crossing | Open Level Crossing | 4 Lane Road | 2021 - 2026 | 15 | 0 | 34,500,000 | 141,778,394 | 32,609,031 | 13,079,057 | 42,533,518 | 230,000,000 | 264,500,000 | 195,500,000 | 69,000,000 |
| CDE-RC-003 | R72 | Carseldine | Beams Road (Dorville Road to Balcara Avenue) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 15 | 475 | 14,909 | 1,268,895 | 291,846 | 117,056 | 380,669 | 2,058,466 | 2,073,375 | 0 | 2,073,375 |
| CDE-RC-004 | R72 | Carseldine | Beams Road (Gympie Road to Lacey Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 15 | 145 | 0 | 429,142 | 98,703 | 39,588 | 128,743 | 696,176 | 696,176 | 0 | 696,176 |
| CDE-RC-005 | R72 | Carseldine | Beams Road (Lacey Road to Cowie Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 15 | 384 | 1,266,445 | 1,025,801 | 235,934 | 94,630 | 307,740 | 1,664,105 | 2,930,550 | 0 | 2,930,550 |
| CDE-RC-006 | R72 | Carseldine | Beams Road (Cowie Road to Dorville Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 15 | 383 | 1,259,139 | 1,023,130 | 235,320 | 94,384 | 306,939 | 1,659,773 | 2,918,912 | 0 | 2,918,912 |
| CDE-RC-007 | R72 | Carseldine | Beams Road (Ridley Road to Gympie Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 15 | 509 | 1,370,365 | 1,359,721 | 312,736 | 250,869 | 407,916 | 2,331,242 | 3,701,607 | 0 | 3,701,607 |
| CDE-RI-002 | R72 | Carseldine | Beams Road/Dorville Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 15 | 0 | 0 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,251,523 | 0 | 1,251,523 |
| CDE-RI-003 | R72 | Carseldine | Beams Road/Cowie Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 15 | 0 | 46,052 | 578,606 | 133,079 | 53,376 | 173,582 | 938,643 | 984,695 | 0 | 984,695 |
| CDE-RI-004 | R72 | Carseldine | Beams Road/Lacey Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 15 | 0 | 0 | 450,026 | 103,506 | 41,515 | 135,008 | 730,055 | 730,055 | 0 | 730,055 |
| CDL-RB-002 | R215 | Carindale | Meadowlands Road Bridge (between Cadogan Street and Wright Street) | Road Bridge | 4 Lane Road | 2031 - 2036 | 1, 5 | 121 | 0 | 6,467,315 | 1,487,482 | 1,590,959 | 646,732 | 10,192,488 | 10,192,488 | 0 | 10,192,488 |
| CDL-RC-002 | R215 | Carindale | Meadowlands Road (Preston Road to bridge over Bulimba Creek) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1, 4, 5 | 455 | 1,250,849 | 1,215,468 | 279,558 | 299,005 | 364,640 | 2,158,671 | 3,409,520 | 0 | 3,409,520 |
| CDL-RC-003 | R216, R215 | Carindale | Meadowlands Road (bridge over Bulimba Creek to Wright Street) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 301 | 0 | 804,079 | 184,938 | 197,803 | 241,224 | 1,428,044 | 1,428,044 | 0 | 1,428,044 |
| CDL-RC-004 | R215 | Carindale | Old Cleveland Road (Scrub Road to Adley Street) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 1, 2 | 365 | 137,375 | 1,071,986 | 246,557 | 197,781 | 321,596 | 1,837,920 | 1,975,295 | 0 | 1,975,295 |
| CHE-RC-009 | R113 | Chermside | Hamilton Road (Kittyhawk Drive to Pfingst Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 14 | 792 | 3,906,931 | 2,115,715 | 486,614 | 390,349 | 634,715 | 3,627,393 | 7,534,324 | 0 | 7,534,324 |
| CHE-RC-010 | R113 | Chermside | Hamilton Road (Gympie Road to Kingsmill Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 14 | 322 | 127,906 | 1,041,267 | 239,491 | 192,114 | 312,380 | 1,785,252 | 1,913,158 | 0 | 1,913,158 |
| CHE-RC-011 | R113 | Chermside | Hamilton Road (Pfingst Road to Newman Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 14 | 145 | 1,022,444 | 429,142 | 98,703 | 105,569 | 128,743 | 762,157 | 1,784,601 | 0 | 1,784,601 |
| CHE-RC-012 | R112 | Chermside | Hamilton Road (Webster Road to Farnell Street) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 14, 15 | 521 | 1,952,468 | 1,391,777 | 320,109 | 128,391 | 417,533 | 2,257,810 | 4,210,278 | 0 | 4,210,278 |
| CHE-RC-013 | R112, R113 | Chermside | Hamilton Road (Farnell Street to Gympie Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 14 | 393 | 2,690,239 | 1,049,844 | 241,464 | 193,696 | 314,953 | 1,799,957 | 4,490,196 | 0 | 4,490,196 |
| CHE-RI-006 | R113 | Chermside | Hamilton Road/Kittyhawk Drive Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 14 | 0 | 179,190 | 514,316 | 118,293 | 94,891 | 154,295 | 881,795 | 1,060,985 | 0 | 1,060,985 |
| CHE-RI-007 | R113 | Chermside | Hamilton Road/Pfingst Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 14 | 0 | 328,891 | 450,026 | 103,506 | 110,706 | 135,008 | 799,246 | 1,128,137 | 0 | 1,128,137 |
| CHE-RI-008 | R112 | Chermside, Chermside West | Hamilton Road/Webster Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 14, 15 | 0 | 0 | 885,505 | 203,666 | 81,688 | 265,652 | 1,436,511 | 1,436,511 | 0 | 1,436,511 |
| CHL-RC-001 | R230 | Chapel Hill | Fig Tree Pocket Road (Centenary Motorway on-ramp to Winking Street) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 11 | 352 | 772,850 | 940,318 | 216,273 | 231,318 | 282,095 | 1,670,004 | 2,442,854 | 0 | 2,442,854 |
| CHW-RC-003 | R112 | Chermside West | Rode Road (Maundrell Terrace to bridge over Downfall Creek) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 14 | 584 | 2,841,256 | 1,560,073 | 358,817 | 383,778 | 468,022 | 2,770,690 | 5,611,946 | 0 | 5,611,946 |
| CHW-RC-004 | R112 | Chermside West | Rode Road (Maundrell Terrace to Webster Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 14 | 375 | 662,826 | 1,001,759 | 230,405 | 184,825 | 300,528 | 1,717,517 | 2,380,343 | 0 | 2,380,343 |
| CHW-RC-005 | R112 | Chermside West | Rode Road (Maundrell Terrace to Webster Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 14 | 102 | 0 | 365,432 | 84,049 | 89,896 | 109,630 | 649,007 | 649,007 | 0 | 649,007 |
| CHW-RI-002 | R112 | Chermside West | Rode Road/Webster Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 14 | 0 | 38,377 | 590,337 | 135,778 | 108,917 | 177,101 | 1,012,133 | 1,050,510 | 0 | 1,050,510 |
| CHW-RI-003 | R112 | Chermside West | Rode Road/Maundrell Terrace Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2031 - 2036 | 14 | 0 | 0 | 714,619 | 164,362 | 175,796 | 214,386 | 1,269,163 | 1,269,163 | 0 | 1,269,163 |
| CLF-RI-002 | R133 | Clayfield | Sandgate Road/Bayview Terrace Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 16 | 0 | 0 | 514,316 | 118,293 | 126,522 | 154,295 | 913,426 | 913,426 | 0 | 913,426 |
| CLF-RI-003 | R153 | Clayfield | Sandgate Road/Oriel Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 16 | 0 | 175,765 | 566,884 | 130,383 | 139,453 | 170,065 | 1,006,785 | 1,182,550 | 0 | 1,182,550 |
| CLL-RC-004 | R195 | Cannon Hill, Murarrie | Wynnum Road (Southgate Avenue to Creek Road) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 5 | 275 | 387,986 | 977,695 | 224,870 | 90,192 | 293,309 | 1,586,066 | 1,974,052 | 0 | 1,974,052 |
| CLL-RI-003 | R195 | Cannon Hill | Wynnum Road/Creek Road Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2031 - 2036 | 5 | 0 | 230,259 | 827,532 | 190,332 | 203,573 | 248,260 | 1,469,697 | 1,699,956 | 0 | 1,699,956 |
| CLL-RI-004 | R195 | Cannon Hill | Wynnum Road/Southgate Avenue/Cannondale Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2021 - 2026 | 5 | 0 | 483,544 | 690,577 | 158,833 | 63,706 | 207,173 | 1,120,289 | 1,603,833 | 0 | 1,603,833 |
| CLR-RI-001 | R211 | Chelmer | Coonan Street/Wharf Street Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2026 - 2031 | 9 | 0 | 167,268 | 598,162 | 137,577 | 110,361 | 179,449 | 1,025,549 | 1,192,817 | 0 | 1,192,817 |
| COO-LC-001 | R213 | Coorparoo | Cavendish Road Open Level Crossing | Open Level Crossing | 4 Lane Road | 2026 - 2031 | 4 | 0 | 51,000,000 | 198,308,545 | 45,610,965 | 36,587,927 | 59,492,564 | 340,000,001 | 391,000,001 | 289,000,001 | 102,000,000 |
| COO-RC-005 | R213 | Coorparoo | Cavendish Road (Holdsworth Street to Wakefield Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 4 | 159 | 633,923 | 569,644 | 131,018 | 105,099 | 170,893 | 976,654 | 1,610,577 | 0 | 1,610,577 |
| COO-RC-006 | R213, R193 | Coorparoo | Cavendish Road (Wakefield Street to Stanley Street East) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 4 | 620 | 3,257,384 | 1,743,412 | 400,985 | 321,660 | 523,024 | 2,989,081 | 6,246,465 | 0 | 6,246,465 |
| COO-RC-007 | R193 | Coorparoo, East Brisbane | Stanley Street East (Cavendish Road to bridge over Norman Creek) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 8, 4 | 350 | 48,604 | 984,184 | 226,362 | 181,582 | 295,255 | 1,687,383 | 1,735,987 | 0 | 1,735,987 |
| COO-RC-008 | R213 | Coorparoo | Cavendish Road (Old Cleveland Road to Holdsworth Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 4 | 76 | 183,357 | 332,138 | 76,392 | 61,280 | 99,641 | 569,451 | 752,808 | 0 | 752,808 |
| COO-RI-001 | R193 | Coorparoo | Cavendish Road/Stanley Street East Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 4 | 0 | 210,666 | 621,407 | 142,924 | 114,650 | 186,422 | 1,065,403 | 1,276,069 | 0 | 1,276,069 |
| COO-RI-002 | R213 | Coorparoo | Cavendish Road/Holdsworth Street Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 4 | 0 | 153,506 | 803,946 | 184,908 | 74,164 | 241,184 | 1,304,202 | 1,457,708 | 0 | 1,457,708 |
| COO-RI-003 | R214 | Coorparoo | Cavendish Road/Chatsworth Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2031 - 2036 | 4 | 0 | 175,765 | 590,337 | 135,778 | 145,223 | 177,101 | 1,048,439 | 1,224,204 | 0 | 1,224,204 |
| COO-RI-005 | R213 | Coorparoo | Old Cleveland Road/Cavendish Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 4 | 0 | 260,961 | 784,259 | 180,380 | 144,696 | 235,278 | 1,344,613 | 1,605,574 | 0 | 1,605,574 |
| COP-LC-001 | R273 | Coopers Plains | Boundary Road Open Level Crossing | Open Level Crossing | 4 Lane Road | 2021 - 2026 | 7 | 0 | 48,000,000 | 197,256,896 | 45,369,086 | 18,196,949 | 59,177,069 | 320,000,000 | 368,000,000 | 272,000,000 | 96,000,000 |
| COP-RC-001 | R273 | Coopers Plains | Boundary Road (Troughton Road to Babbidge Street) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 6, 7 | 931 | 3,766,326 | 2,487,034 | 572,018 | 229,429 | 746,110 | 4,034,591 | 7,800,917 | 0 | 7,800,917 |
| CVE-RC-002 | R313 | Calamvale | Ormskirk Street (Benhiam Street to Hamish Street) | Road Corridor Project | 2 Lane Road | 2021 - 2026 | 6 | 376 | 138,520 | 1,032,686 | 237,518 | 95,265 | 0 | 1,365,469 | 1,503,989 | 0 | 1,503,989 |
| CVE-RC-010 | R333 | Calamvale | Nottingham Road (Benhiam Street to Appleby Street) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 6 | 403 | 399,780 | 1,076,557 | 247,608 | 99,312 | 322,967 | 1,746,444 | 2,146,224 | 0 | 2,146,224 |
| CVE-RC-011 | R333 | Calamvale | Nottingham Road (Menser Street to Benhiam Street) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 6 | 399 | 600,965 | 1,065,872 | 245,151 | 98,327 | 319,762 | 1,729,112 | 2,330,077 | 0 | 2,330,077 |
| CVE-RI-001 | R333 | Calamvale | Nottingham Road/Benhiam Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 6 | 0 | 79,824 | 450,026 | 103,506 | 41,515 | 135,008 | 730,055 | 809,879 | 0 | 809,879 |
| DAR-RC-007 | R270 | Darra | Harcourt Road (Railway Parade to Winslow Street) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 10 | 443 | 1,870,639 | 1,183,411 | 272,185 | 109,170 | 355,023 | 1,919,789 | 3,790,428 | 0 | 3,790,428 |
| DAR-RC-008 | R270 | Darra | Harcourt Road (Winslow Street to Ipswich Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 10 | 222 | 427,163 | 657,030 | 151,117 | 60,611 | 197,109 | 1,065,867 | 1,493,030 | 0 | 1,493,030 |
| DAR-RC-009 | R270 | Darra, Richlands | Boundary Road (Archerfield Road to Acanthus Street) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 10 | 589 | 651,124 | 1,573,430 | 361,889 | 387,064 | 472,029 | 2,794,412 | 3,445,536 | 0 | 3,445,536 |
| DAR-RC-010 | R270 | Darra, Oxley | Dowding Street (Englefield Road to Valance Street) | Road Corridor Project | 2 Lane Road | 2031 - 2036 | 10 | 497 | 462,608 | 1,365,013 | 313,953 | 335,793 | 0 | 2,014,759 | 2,477,367 | 0 | 2,477,367 |
| DAR-RI-004 | R270 | Darra | Harcourt Road/Winslow Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 10 | 0 | 49,890 | 578,606 | 133,079 | 53,376 | 173,582 | 938,643 | 988,533 | 0 | 988,533 |
| DAR-RI-005 | R270 | Darra | Monier Road/Bellwood Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 10 | 0 | 0 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,251,523 | 0 | 1,251,523 |
| DUR-RC-002 | R291 | Durack, Willawong | King Avenue (Inala Avenue to bridge over Bullockhead Creek) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 9 | 300 | 253,948 | 881,085 | 202,650 | 81,280 | 264,326 | 1,429,341 | 1,683,289 | 0 | 1,683,289 |
| DUR-RC-005 | R291 | Durack | Inala Avenue (Blunder Road to King Avenue) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 9 | 632 | 0 | 1,688,298 | 388,309 | 155,746 | 506,489 | 2,738,842 | 2,738,842 | 0 | 2,738,842 |
| DUR-RI-001 | R291 | Durack | King Avenue/Inala Avenue Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2021 - 2026 | 9 | 0 | 0 | 641,786 | 147,611 | 59,205 | 192,536 | 1,041,138 | 1,041,138 | 0 | 1,041,138 |
| EAB-RC-006 | R193, R213 | East Brisbane | Stanley Street East (Caswell Street to Lisburn Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 8 | 790 | 7,845,687 | 2,221,445 | 510,932 | 409,857 | 666,434 | 3,808,668 | 11,654,355 | 0 | 11,654,355 |
| EAB-RC-007 | R193 | East Brisbane | Stanley Street East (Lisburn Street to Wellington Road) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 8 | 193 | 4,831,187 | 661,078 | 152,048 | 121,969 | 198,323 | 1,133,418 | 5,964,605 | 0 | 5,964,605 |
| EAB-RC-011 | R193 | East Brisbane | Stanley Street East (Vulture Street East to bridge over Norman Creek) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 8 | 100 | 132,219 | 380,020 | 87,405 | 35,057 | 114,006 | 616,488 | 748,707 | 0 | 748,707 |
| EAB-RC-012 | R193 | East Brisbane | Vulture Street East (575 Vulture Street East to Stanley Street East) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 8 | 143 | 1,126,372 | 445,497 | 102,464 | 41,097 | 133,649 | 722,707 | 1,849,079 | 0 | 1,849,079 |
| EAB-RI-004 | R193 | East Brisbane | Stanley Street East/Lisburn Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 8 | 0 | 230,260 | 681,965 | 156,852 | 125,823 | 204,590 | 1,169,230 | 1,399,490 | 0 | 1,399,490 |
| ELG-RC-002 | R309 | Ellen Grove | Boundary Road (Skepper Street to Formation Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 10 | 936 | 1,441,393 | 2,500,391 | 575,090 | 461,322 | 750,117 | 4,286,920 | 5,728,313 | 0 | 5,728,313 |
| ELG-RI-001 | R309 | Ellen Grove | Boundary Road/Skepper Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 10 | 0 | 0 | 578,606 | 133,079 | 53,376 | 173,582 | 938,643 | 938,643 | 0 | 938,643 |
| EMP-RC-002 | R275 | Eight Mile Plains | Miles Platting Road (Lilywood Street to Holmead Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 3 | 248 | 0 | 733,980 | 168,815 | 135,419 | 220,194 | 1,258,408 | 1,258,408 | 0 | 1,258,408 |
| EMP-RC-003 | R274, R275 | Eight Mile Plains | Padstow Road (Logan Road to Warrigal Road) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 6 | 342 | 1,513,196 | 1,004,437 | 231,021 | 185,319 | 301,331 | 1,722,108 | 3,235,304 | 0 | 3,235,304 |
| EMP-RC-004 | R294, R274 | Eight Mile Plains | Warrigal Road (Daw Road to Padstow Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 6 | 1,636 | 7,691,940 | 4,370,341 | 1,005,178 | 806,328 | 1,311,102 | 7,492,949 | 15,184,889 | 0 | 15,184,889 |
| EMP-RC-005 | R294, R295 | Eight Mile Plains | Underwood Road (Warrigal Road to Gaskell Street) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 6 | 830 | 2,439,311 | 2,217,227 | 509,962 | 545,438 | 665,168 | 3,937,795 | 6,377,106 | 0 | 6,377,106 |
| EMP-RC-006 | R295 | Eight Mile Plains | Underwood Road (Gaskell Street to Levington Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 6 | 939 | 546,145 | 2,508,405 | 576,933 | 231,400 | 752,522 | 4,069,260 | 4,615,405 | 0 | 4,615,405 |
| EMP-RC-007 | R295 | Eight Mile Plains | Underwood Road (Levington Road to Millers Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 6 | 570 | 719,782 | 1,522,674 | 350,215 | 140,467 | 456,802 | 2,470,158 | 3,189,940 | 0 | 3,189,940 |
| EMP-RC-008 | R275 | Eight Mile Plains | Miles Platting Road (McKechnie Drive to Pacific Motorway) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 6 | 351 | 145,168 | 937,647 | 215,659 | 86,498 | 281,294 | 1,521,098 | 1,666,266 | 0 | 1,666,266 |
| EMP-RI-001 | R295 | Eight Mile Plains | Underwood Road/Levington Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 6 | 0 | 39,912 | 578,606 | 133,079 | 106,753 | 173,582 | 992,020 | 1,031,932 | 0 | 1,031,932 |
| EMP-RI-002 | R295 | Eight Mile Plains | Underwood Road/Gaskell Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 6 | 0 | 0 | 578,606 | 133,079 | 53,376 | 173,582 | 938,643 | 938,643 | 0 | 938,643 |
| EVP-RB-001 | R131 | Everton Park | Osborne Road Bridge (over Kedron Brook) | Road Bridge | 4 Lane Road | 2031 - 2036 | 13, 14 | 49 | 2,244 | 7,406,983 | 1,703,606 | 1,822,118 | 740,698 | 11,673,405 | 11,675,649 | 0 | 11,675,649 |
| EVP-RC-001 | R131 | Everton Park | Osborne Road (bridge over Kedron Brook to Pullen Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 14 | 376 | 0 | 1,004,430 | 231,019 | 247,090 | 301,329 | 1,783,868 | 1,783,868 | 0 | 1,783,868 |
| EVP-RI-001 | R131 | Everton Park | Osborne Road/Pullen Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2031 - 2036 | 14 | 0 | 0 | 664,129 | 152,750 | 163,376 | 199,239 | 1,179,494 | 1,179,494 | 0 | 1,179,494 |
| FFD-RI-001 | R212 | Fairfield | Annerley Road/Cornwall Street/Noble Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 7, 8 | 0 | 0 | 681,965 | 156,852 | 62,911 | 204,590 | 1,106,318 | 1,106,318 | 0 | 1,106,318 |
| FGR-RB-001 | R129 | Ferny Grove | Upper Kedron Road Bridge (between Nelson Place and Hogarth Road) | Road Bridge | 4 Lane Road | 2021 - 2026 | 13 | 51 | 600 | 2,725,370 | 626,835 | 251,415 | 272,537 | 3,876,157 | 3,876,757 | 0 | 3,876,757 |
| FGR-RC-003 | R129 | Ferny Grove | Upper Kedron Road (Nelson Place to bridge over Cedar Creek) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 13 | 116 | 50,643 | 343,313 | 78,962 | 31,671 | 102,994 | 556,940 | 607,583 | 0 | 607,583 |
| FLK-RI-001 | R330 | Forest Lake | Johnson Road/Woogaroo Street Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 10 | 0 | 49,890 | 885,505 | 203,666 | 81,688 | 265,652 | 1,436,511 | 1,486,401 | 0 | 1,486,401 |
| FLK-RI-002 | R330 | Forest Lake | Woogaroo Street/Roxwell Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 10 | 0 | 7,675 | 574,347 | 132,100 | 141,289 | 172,304 | 1,020,040 | 1,027,715 | 0 | 1,027,715 |
| FTP-RI-005 | R230 | Fig Tree Pocket | Fig Tree Pocket Road/Kenmore Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 11 | 0 | 145,831 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,397,354 | 0 | 1,397,354 |
| FTZ-RC-005 | R73 | Fitzgibbon, Taigum, Zillmere | Beams Road (Carselgrove Avenue to Handford Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 15 | 782 | 240,775 | 2,089,002 | 480,470 | 192,710 | 626,701 | 3,388,883 | 3,629,658 | 0 | 3,629,658 |
| FTZ-RI-003 | R73 | Fitzgibbon | Beams Road/Carselgrove Avenue Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 15 | 0 | 79,824 | 514,316 | 118,293 | 47,446 | 154,295 | 834,350 | 914,174 | 0 | 914,174 |
| GAP-RC-001 | R150 | The Gap | Settlement Road (Waterworks Road to Bromwich Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 12 | 311 | 675,925 | 830,792 | 191,082 | 153,281 | 249,238 | 1,424,393 | 2,100,318 | 0 | 2,100,318 |
| GAP-RI-002 | R170 | The Gap | Waterworks Road/Settlement Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 12 | 0 | 334,536 | 647,867 | 149,009 | 159,375 | 194,360 | 1,150,611 | 1,485,147 | 0 | 1,485,147 |
| GEE-RI-002 | R93 | Geebung | Robinson Road West/Murphy Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 15 | 0 | 445,758 | 647,867 | 149,009 | 119,531 | 194,360 | 1,110,767 | 1,556,525 | 0 | 1,556,525 |
| GEE-RI-003 | R93 | Geebung | Robinson Road East/Bilsen Road Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2026 - 2031 | 15 | 0 | 234,098 | 855,714 | 196,814 | 157,879 | 256,714 | 1,467,121 | 1,701,219 | 0 | 1,701,219 |
| GRA-RI-001 | R231 | Graceville | Oxley Road/Long Street East Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 9 | 0 | 153,506 | 784,259 | 180,380 | 72,348 | 235,278 | 1,272,265 | 1,425,771 | 0 | 1,425,771 |
| GRE-RI-001 | R213 | Greenslopes | Juliette Street/Marquis Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2026 - 2031 | 4 | 0 | 331,179 | 600,501 | 138,115 | 110,792 | 180,150 | 1,029,558 | 1,360,737 | 0 | 1,360,737 |
| GRE-RI-002 | R213 | Greenslopes | Juliette Street/Earl Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 4 | 0 | 253,806 | 681,965 | 156,852 | 125,823 | 204,590 | 1,169,230 | 1,423,036 | 0 | 1,423,036 |
| GUM-RC-004 | R217 | Gumdale | New Cleveland Road (Green Camp Road to Grassdale Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 1,283 | 72,140 | 3,427,352 | 788,291 | 843,129 | 1,028,206 | 6,086,978 | 6,159,118 | 0 | 6,159,118 |
| GUM-RC-005 | R217 | Gumdale | New Cleveland Road (Grassdale Road to Chelsea Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 467 | 6,646 | 1,247,524 | 286,931 | 306,891 | 374,257 | 2,215,603 | 2,222,249 | 0 | 2,222,249 |
| GUM-RI-001 | R217 | Gumdale | Green Camp Road/New Cleveland Road Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2031 - 2036 | 1 | 0 | 62,937 | 855,714 | 196,814 | 210,506 | 256,714 | 1,519,748 | 1,582,685 | 0 | 1,582,685 |
| GUM-RI-003 | R217 | Gumdale | New Cleveland Road/Chelsea Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 1 | 0 | 3,070 | 578,606 | 133,079 | 142,337 | 173,582 | 1,027,604 | 1,030,674 | 0 | 1,030,674 |
| HAW-RI-002 | R174 | Hawthorne | Riding Road/Pashen Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 5 | 0 | 0 | 453,432 | 104,289 | 41,829 | 136,030 | 735,580 | 735,580 | 0 | 735,580 |
| HAW-RI-003 | R173 | Hawthorne | Hawthorne Road/Orchard Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2026 - 2031 | 5 | 0 | 0 | 453,432 | 104,289 | 83,658 | 136,030 | 777,409 | 777,409 | 0 | 777,409 |
| HEA-RC-002 | R331 | Heathwood | Wadeville Street (Blunder Road to Stapylton Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 9 | 790 | 249,689 | 2,110,373 | 485,386 | 194,682 | 633,112 | 3,423,553 | 3,673,242 | 0 | 3,673,242 |
| HEA-RC-009 | R331 | Heathwood | Wadeville Street (Stapylton Road to Parkwood Drive) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 9 | 230 | 104,682 | 680,707 | 156,563 | 62,795 | 204,212 | 1,104,277 | 1,208,959 | 0 | 1,208,959 |
| HEA-RC-010 | R331 | Heathwood | Wadeville Street (Parkwood Drive to Ritchie Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 9 | 253 | 0 | 675,853 | 155,446 | 62,347 | 202,756 | 1,096,402 | 1,096,402 | 0 | 1,096,402 |
| HEA-RI-003 | R331 | Heathwood | Wadeville Street/Parkwood Drive Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 9 | 0 | 0 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,251,523 | 0 | 1,251,523 |
| HEM-RC-007 | R176 | Hemmant | Hemmant Tingalpa Road (Oswald Street to Youngs Road) | Road Corridor Project | 2 Lane Road | 2031 - 2036 | 1 | 853 | 86,295 | 1,253,048 | 288,201 | 308,250 | 375,914 | 2,225,413 | 2,311,708 | 0 | 2,311,708 |
| HEM-RI-007 | R176 | Hemmant | Hemmant Tingalpa Road/Fleming Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 1 | 0 | 39,912 | 336,403 | 77,373 | 82,755 | 100,921 | 597,452 | 637,364 | 0 | 637,364 |
| HER-RI-001 | R172 | Herston | Bowen Bridge Road/Gilchrist Avenue/Herston Road Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2021 - 2026 | 8 | 0 | 0 | 629,644 | 144,818 | 58,085 | 188,893 | 1,021,440 | 1,021,440 | 0 | 1,021,440 |
| HER-RI-002 | R172 | Herston | Bowen Bridge Road/Butterfield Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 8 | 0 | 0 | 596,720 | 137,246 | 110,095 | 179,016 | 1,023,077 | 1,023,077 | 0 | 1,023,077 |
| HPW-RI-001 | R234 | Holland Park West | Logan Road/Nursery Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 3 | 0 | 537,272 | 784,259 | 180,380 | 192,928 | 235,278 | 1,392,845 | 1,930,117 | 0 | 1,930,117 |
| HPW-RI-002 | R233 | Holland Park West | Birdwood Road/Esher Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 4 | 0 | 0 | 430,761 | 99,075 | 39,738 | 129,228 | 698,802 | 698,802 | 0 | 698,802 |
| IND-RI-003 | R211 | Indooroopilly | Moggill Road/Coonan Street/Keating Street Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2021 - 2026 | 11 | 0 | 0 | 930,973 | 214,124 | 85,882 | 279,292 | 1,510,271 | 1,510,271 | 0 | 1,510,271 |
| IND-RI-004 | R211 | Indooroopilly | Clarence Road/Lambert Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 11 | 0 | 951,740 | 382,899 | 88,067 | 35,322 | 114,870 | 621,158 | 1,572,898 | 0 | 1,572,898 |
| IND-RI-005 | R211 | Indooroopilly | Clarence Road/Westminster Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 11 | 0 | 168,857 | 450,026 | 103,506 | 41,515 | 135,008 | 730,055 | 898,912 | 0 | 898,912 |
| IND-RI-006 | R210 | Indooroopilly | Witton Road/Kate Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 11 | 0 | 38,377 | 430,761 | 99,075 | 39,738 | 129,228 | 698,802 | 737,179 | 0 | 737,179 |
| IND-RI-007 | R211 | Indooroopilly | Lambert Road/Harts Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 11 | 0 | 0 | 430,761 | 99,075 | 105,967 | 129,228 | 765,031 | 765,031 | 0 | 765,031 |
| JAH-RI-001 | R269 | Jamboree Heights | Sumners Road/Spine Street Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2031 - 2036 | 10 | 0 | 210,666 | 516,545 | 118,805 | 127,070 | 154,964 | 917,384 | 1,128,050 | 0 | 1,128,050 |
| JIN-RC-001 | R230 | Jindalee | Sinnamon Road (Yallambee Road to Centenary Motorway) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 10 | 286 | 204,457 | 764,008 | 175,722 | 70,480 | 229,202 | 1,239,412 | 1,443,869 | 0 | 1,443,869 |
| KAN-RI-001 | R193 | Kangaroo Point | Vulture Street/Main Street Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2026 - 2031 | 8 | 0 | 383,766 | 719,593 | 165,506 | 132,765 | 215,878 | 1,233,742 | 1,617,508 | 0 | 1,617,508 |
| KGR-RI-001 | R172 | Kelvin Grove | Kelvin Grove Road/Herston Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 8 | 0 | 153,506 | 596,720 | 137,246 | 146,793 | 179,016 | 1,059,775 | 1,213,281 | 0 | 1,213,281 |
| KGR-RI-002 | R172 | Kelvin Grove | Kelvin Grove Road/Windsor Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 8 | 0 | 210,666 | 681,965 | 156,852 | 167,763 | 204,590 | 1,211,170 | 1,421,836 | 0 | 1,421,836 |
| KGR-RI-003 | R172 | Kelvin Grove | Kelvin Grove Road/Blamey Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 8 | 0 | 0 | 596,720 | 137,246 | 55,047 | 179,016 | 968,029 | 968,029 | 0 | 968,029 |
| KRR-RC-003 | R150 | Keperra | Settlement Road (Mungarie Street to 407 Settlement Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 13 | 620 | 332,520 | 1,656,242 | 380,936 | 152,788 | 496,873 | 2,686,839 | 3,019,359 | 0 | 3,019,359 |
| KRR-RC-004 | R150 | Keperra, The Gap, Enggera | Settlement Road (407 Settlement Road to Kilbowie Street) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 13, 12 | 1,052 | 726,190 | 2,810,268 | 646,362 | 691,326 | 843,080 | 4,991,036 | 5,717,226 | 0 | 5,717,226 |
| LUT-RC-001 | R153 | Lutwyche | Lutwyche Road (Chalk Street to Bradshaw Street) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 14 | 81 | 232,931 | 389,115 | 89,496 | 95,722 | 116,735 | 691,068 | 923,999 | 0 | 923,999 |
| LUT-RI-001 | R153 | Lutwyche | Lutwyche Road/Chalk Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2026 - 2031 | 14 | 0 | 307,012 | 690,577 | 158,833 | 127,412 | 207,173 | 1,183,995 | 1,491,007 | 0 | 1,491,007 |
| MDW-RC-002 | R111 | McDowall | Rode Road (Pleshette Place to Foambark Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 14 | 351 | 563,489 | 937,647 | 215,659 | 172,996 | 281,294 | 1,607,596 | 2,171,085 | 0 | 2,171,085 |
| MDW-RC-003 | R111 | McDowall | Hamilton Road (Streisand Drive to Beckett Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 15 | 437 | 353,607 | 1,167,383 | 268,498 | 287,176 | 350,215 | 2,073,272 | 2,426,879 | 0 | 2,426,879 |
| MDW-RC-004 | R111 | McDowall | Rode Road (Ifield Street to Trouts Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 14 | 278 | 330,747 | 742,637 | 170,807 | 137,017 | 222,791 | 1,273,252 | 1,603,999 | 0 | 1,603,999 |
| MDW-RC-005 | R111 | McDowall | Hamilton Road (Old Northern Road to Streisand Drive) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 15 | 264 | 545,704 | 705,238 | 162,205 | 65,058 | 211,571 | 1,144,072 | 1,689,776 | 0 | 1,689,776 |
| MDW-RC-006 | R111, R112 | McDowall | Rode Road (Trouts Road to Cilento Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 14 | 139 | 92,183 | 411,384 | 94,618 | 75,900 | 123,415 | 705,317 | 797,500 | 0 | 797,500 |
| MGE-RC-002 | R234 | Mount Gravatt East, Holland Park | Cavendish Road (Nursery Road to Coolong Street) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 478 | 1,737,118 | 1,276,909 | 293,689 | 117,795 | 383,073 | 2,071,466 | 3,808,584 | 0 | 3,808,584 |
| MGE-RI-001 | R235 | Mount Gravatt East | Newnham Road/Creek Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 3 | 0 | 161,623 | 647,867 | 149,009 | 119,531 | 194,360 | 1,110,767 | 1,272,390 | 0 | 1,272,390 |
| MGE-RI-002 | R235 | Mount Gravatt East | Newnham Road/Wecker Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 3 | 0 | 74,491 | 516,545 | 118,805 | 47,651 | 154,964 | 837,965 | 912,456 | 0 | 912,456 |
| MGR-RI-001 | R254 | Mount Gravatt | Logan Road/Creek Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 3 | 0 | 161,623 | 686,228 | 157,832 | 168,812 | 205,868 | 1,218,740 | 1,380,363 | 0 | 1,380,363 |
| MGR-RI-002 | R254 | Mount Gravatt | Logan Road/Broadwater Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 3 | 0 | 314,688 | 566,884 | 130,383 | 52,295 | 170,065 | 919,627 | 1,234,315 | 0 | 1,234,315 |
| MIT-RC-003 | R131 | Mitchelton | Osborne Road (Brookside Shopping Centre access to bridge over Kedron Brook) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 13 | 291 | 868,194 | 941,021 | 216,435 | 231,491 | 282,306 | 1,671,253 | 2,539,447 | 0 | 2,539,447 |
| MKA-RC-001 | R252 | Moorooka | Ipswich Road (Hamilton Road to Gainsborough Street) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 7 | 452 | 1,401,011 | 2,409,324 | 554,145 | 592,694 | 0 | 3,556,163 | 4,957,174 | 0 | 4,957,174 |
| MKA-RC-002 | R232, R252 | Moorooka | Ipswich Road (Gainsborough Street to Beaudesert Road) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 7 | 1,433 | 4,218,027 | 4,208,648 | 967,989 | 1,035,327 | 1,262,594 | 7,474,558 | 11,692,585 | 0 | 11,692,585 |
| MKA-RI-001 | R252 | Moorooka | Ipswich Road/Gainsborough Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2031 - 2036 | 7 | 0 | 0 | 641,786 | 147,611 | 157,879 | 192,536 | 1,139,812 | 1,139,812 | 0 | 1,139,812 |
| MNW-RC-002 | R196 | Manly West | Wondall Road (Manly Road to Bognor Street) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 621 | 0 | 1,658,913 | 381,550 | 408,093 | 497,674 | 2,946,230 | 2,946,230 | 0 | 2,946,230 |
| MNW-RC-003 | R196, R197 | Manly West | Wondall Road (Bognor Street to Kianawah Road South) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 596 | 5 | 1,592,129 | 366,190 | 391,664 | 477,639 | 2,827,622 | 2,827,627 | 0 | 2,827,627 |
| MNW-RC-004 | R197, R177 | Manly West | Wondall Road (Kianawah Road South to Randall Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 614 | 922,925 | 1,640,214 | 377,249 | 403,493 | 492,064 | 2,913,020 | 3,835,945 | 0 | 3,835,945 |
| MOM-RI-001 | R249 | Mount Ommaney | Dandenong Road/Sirocco Street/Central Avenue Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 10 | 0 | 22,100 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,273,623 | 0 | 1,273,623 |
| MOR-RB-001 | R174 | Morningside | Lytton Road Bridge | Road Bridge | 4 Lane Road | 2026 - 2031 | 5 | 45 | 237 | 6,802,331 | 1,564,536 | 1,255,030 | 0 | 9,621,897 | 9,622,134 | 0 | 9,622,134 |
| MOR-RC-002 | R174 | Morningside | Lytton Road (Thynne Road to bridge over Perrin Creek) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 5 | 278 | 205,010 | 742,637 | 170,807 | 137,017 | 222,791 | 1,273,252 | 1,478,262 | 0 | 1,478,262 |
| MOR-RC-003 | R174 | Morningside | Lytton Road (Junction Road to bridge over Perrin Creek) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 5 | 1,106 | 1,381,063 | 2,954,522 | 679,540 | 545,109 | 886,357 | 5,065,528 | 6,446,591 | 0 | 6,446,591 |
| MOR-RI-001 | R174 | Morningside | Lytton Road/Junction Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 5 | 0 | 49,890 | 971,801 | 223,514 | 89,649 | 291,540 | 1,576,504 | 1,626,394 | 0 | 1,626,394 |
| MOR-RI-003 | R174 | Morningside | Lytton Road/Thynne Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 5 | 0 | 0 | 578,606 | 133,079 | 53,376 | 173,582 | 938,643 | 938,643 | 0 | 938,643 |
| MOR-RI-004 | R194 | Morningside | Waminda Street/Jack Flynn Memorial Drive Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 5 | 0 | 0 | 453,432 | 104,289 | 41,829 | 136,030 | 735,580 | 735,580 | 0 | 735,580 |
| MOR-RI-005 | R194 | Morningside | Richmond Road/Molloy Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 5 | 0 | 334,536 | 574,347 | 132,100 | 141,289 | 172,304 | 1,020,040 | 1,354,576 | 0 | 1,354,576 |
| MOR-RI-006 | R194 | Morningside | Waminda Street/Bennetts Road/Agnew Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 5 | 0 | 0 | 604,576 | 139,052 | 148,726 | 181,373 | 1,073,727 | 1,073,727 | 0 | 1,073,727 |
| MUR-RC-001 | R175, R174 | Murarrie, Cannon Hill | Lytton Road (Junction Road to Creek Road) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 5 | 1,032 | 1,106,431 | 3,030,932 | 697,114 | 559,207 | 909,280 | 5,196,533 | 6,302,964 | 0 | 6,302,964 |
| MUR-RC-002 | R175 | Murarrie | Lytton Road (Creek Road to Gateway Motorway) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 5 | 785 | 799,872 | 2,305,505 | 530,266 | 425,366 | 691,652 | 3,952,789 | 4,752,661 | 0 | 4,752,661 |
| MUR-RI-001 | R175 | Murarrie | Lytton Road/Creek Road Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2021 - 2026 | 5 | 0 | 92,104 | 683,613 | 157,231 | 63,063 | 205,084 | 1,108,991 | 1,201,095 | 0 | 1,201,095 |
| NOG-RC-002 | R114 | Northgate | Nudgee Road (Crockford Street to Raubers Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 16 | 143 | 482,833 | 423,222 | 97,341 | 104,113 | 126,967 | 751,643 | 1,234,476 | 0 | 1,234,476 |
| NOG-RI-001 | R114 | Northgate | Nudgee Road/Crockford Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 16 | 0 | 260,556 | 430,761 | 99,075 | 39,738 | 129,228 | 698,802 | 959,358 | 0 | 959,358 |
| NOG-RI-002 | R114 | Northgate | Toombul Road/Melton Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 16 | 0 | 0 | 647,867 | 149,009 | 119,531 | 194,360 | 1,110,767 | 1,110,767 | 0 | 1,110,767 |
| NOG-RI-003 | R114 | Northgate | Nudgee Road/Toombul Road Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2031 - 2036 | 16 | 0 | 462,768 | 683,613 | 157,231 | 168,169 | 205,084 | 1,214,097 | 1,676,865 | 0 | 1,676,865 |
| NRP-RI-002 | R193 | Norman Park | Wynnum Road/Hawthorne Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 5 | 0 | 255,844 | 596,720 | 137,246 | 110,095 | 179,016 | 1,023,077 | 1,278,921 | 0 | 1,278,921 |
| NRP-RI-005 | R193 | Norman Park | Wynnum Road/Norman Avenue Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2026 - 2031 | 5 | 0 | 0 | 525,438 | 120,851 | 96,943 | 157,631 | 900,863 | 900,863 | 0 | 900,863 |
| NUD-RC-003 | R95, R94 | Nudgee | Childs Road (Gateway Motorway to St Vincents Road) | Road Corridor Project | 2 Lane Road | 2031 - 2036 | 16 | 796 | 142,440 | 1,169,316 | 268,943 | 287,652 | 350,795 | 2,076,706 | 2,219,146 | 0 | 2,219,146 |
| NUD-RC-004 | R94 | Nudgee | St Vincents Road (Childs Road to Hayden Street) | Road Corridor Project | 2 Lane Road | 2031 - 2036 | 16 | 403 | 58,468 | 592,003 | 136,161 | 145,633 | 177,601 | 1,051,398 | 1,109,866 | 0 | 1,109,866 |
| NUD-RI-001 | R94 | Nudgee | St Vincents Road/Childs Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 16 | 0 | 532,352 | 430,761 | 99,075 | 105,967 | 129,228 | 765,031 | 1,297,383 | 0 | 1,297,383 |
| NUN-RC-002 | R134 | Nundah | Melton Road (Masefield Street to Buckland Road) | Road Corridor Project | 2 Lane Road | 2031 - 2036 | 16 | 523 | 1,460,296 | 768,281 | 176,705 | 188,997 | 230,484 | 1,364,467 | 2,824,763 | 0 | 2,824,763 |
| NUN-RI-001 | R134 | Nundah | Melton Road/Buckland Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 16 | 0 | 461,402 | 574,347 | 132,100 | 141,289 | 172,304 | 1,020,040 | 1,481,442 | 0 | 1,481,442 |
| NUN-RI-002 | R134 | Nundah | Melton Road/Hows Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 16 | 0 | 179,190 | 1,383,316 | 318,163 | 127,611 | 414,995 | 2,244,085 | 2,423,275 | 0 | 2,423,275 |
| NWM-RI-001 | R152 | Newmarket | Newmarket Road/Wilston Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 13 | 0 | 253,806 | 543,731 | 125,058 | 50,159 | 163,119 | 882,067 | 1,135,873 | 0 | 1,135,873 |
| NWM-RI-002 | R152 | Newmarket | Enoggera Road/Newmarket Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 13 | 0 | 0 | 686,228 | 157,832 | 126,609 | 205,868 | 1,176,537 | 1,176,537 | 0 | 1,176,537 |
| NWM-RI-003 | R152 | Newmarket | Enoggera Road/Ashgrove Avenue Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2026 - 2031 | 13 | 0 | 491,790 | 690,577 | 158,833 | 127,412 | 207,173 | 1,183,995 | 1,675,785 | 0 | 1,675,785 |
| OXY-RB-001 | R270 | Oxley | Pannard Street Bridge (Pannard Street to Dowding Street) | Road Bridge | 2 Lane Road | 2031 - 2036 | 9, 10 | 165 | 86 | 19,368,359 | 4,454,723 | 4,764,616 | 0 | 28,587,698 | 28,587,784 | 0 | 28,587,784 |
| OXY-RC-009 | R271, R270 | Oxley | Boundary Road (Kimberley Street to Blunder Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 9 | 1,610 | 1,496,597 | 4,300,886 | 989,204 | 793,514 | 1,290,266 | 7,373,870 | 8,870,467 | 0 | 8,870,467 |
| OXY-RI-006 | R251 | Oxley | Oxley Road/Cook Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 9 | 0 | 324,192 | 578,606 | 133,079 | 106,753 | 173,582 | 992,020 | 1,316,212 | 0 | 1,316,212 |
| OXY-RI-007 | R251 | Oxley | Oxley Road/Cliveden Avenue Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 9 | 0 | 255,276 | 514,316 | 118,293 | 47,446 | 154,295 | 834,350 | 1,089,626 | 0 | 1,089,626 |
| PAD-RI-001 | R172 | Paddington | Caxton Street/Dowse Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 8 | 0 | 230,260 | 541,385 | 124,519 | 133,181 | 162,416 | 961,501 | 1,191,761 | 0 | 1,191,761 |
| PAL-RC-005 | R311 | Pallara | Ritchie Road (129 Ritchie Road to 139 Ritchie Road) | Road Corridor Project | 2 Lane Road | 2021 - 2026 | 9 | 188 | 12,543 | 305,974 | 70,374 | 28,226 | 91,792 | 496,366 | 508,909 | 0 | 508,909 |
| PAL-RC-006 | R312, R311 | Pallara | Ritchie Road (139 Ritchie Road to Sweets Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 9 | 1,658 | 2,072,568 | 4,429,111 | 1,018,696 | 408,586 | 1,328,733 | 7,185,126 | 9,257,694 | 0 | 9,257,694 |
| PAL-RC-007 | R312 | Pallara | Gooderham Road (Sweets Road to Brookbent Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 9 | 832 | 2 | 2,222,570 | 511,191 | 546,752 | 666,771 | 3,947,284 | 3,947,286 | 0 | 3,947,286 |
| PAL-RC-008 | R331, R311 | Pallara | Ritchie Road (Wadeville Street to 129 Ritchie Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 9 | 1,044 | 815,125 | 2,788,897 | 641,446 | 257,276 | 836,669 | 4,524,288 | 5,339,413 | 0 | 5,339,413 |
| PAL-RI-002 | R331 | Pallara | Ritchie Road/Wadeville Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 9 | 0 | 0 | 336,403 | 77,373 | 31,033 | 100,921 | 545,730 | 545,730 | 0 | 545,730 |
| PIN-RC-007 | R155 | Pinkenba, Eagle Farm | Kingsford Smith Drive (Gateway Motorway Bridge to Sugarmill Road) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 16 | 1,005 | 3,366,977 | 2,951,634 | 678,876 | 726,102 | 885,490 | 5,242,102 | 8,609,079 | 0 | 8,609,079 |
| PIN-RC-008 | R155 | Pinkenba, Eagle Farm | Kingsford Smith Drive (Sugarmill Road to Curtin Avenue East) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 16 | 858 | 2,575,924 | 2,519,902 | 579,577 | 619,896 | 755,971 | 4,475,346 | 7,051,270 | 0 | 7,051,270 |
| PIN-RI-005 | R155 | Pinkenba | Eagle Farm Road/Tingira Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2026 - 2031 | 16 | 0 | 49,890 | 430,761 | 99,075 | 79,475 | 129,228 | 738,539 | 788,429 | 0 | 788,429 |
| RAN-RB-001 | R197 | Ransome | Rickertt Road Bridge (between Green Camp Road and Chelsea Road) | Road Bridge | 4 Lane Road | 2031 - 2036 | 1 | 46 | 0 | 2,442,486 | 561,772 | 600,852 | 244,249 | 3,849,359 | 3,849,359 | 0 | 3,849,359 |
| RAN-RC-002 | R197 | Ransome | Rickertt Road (bridge over Lota Creek to Chelsea Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 819 | 33,408 | 2,187,842 | 503,204 | 538,209 | 656,353 | 3,885,608 | 3,919,016 | 0 | 3,919,016 |
| RAN-RC-003 | R198, R197 | Ransome | Rickertt Road (Chelsea Road to bridge over Tingalpa Creek) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 510 | 0 | 1,362,392 | 313,350 | 335,148 | 408,718 | 2,419,608 | 2,419,608 | 0 | 2,419,608 |
| RAN-RC-004 | R197 | Ransome, Wakerley | Rickertt Road (Green Camp Road to bridge over Lota Creek) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 488 | 18,366 | 1,303,623 | 299,833 | 320,691 | 391,087 | 2,315,234 | 2,333,600 | 0 | 2,333,600 |
| RAN-RI-001 | R197 | Ransome | Rickertt Road/Chelsea Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 1 | 0 | 15,350 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,266,873 | 0 | 1,266,873 |
| RIC-RC-005 | R290 | Richlands, Inala | Pine Road (Archerfield Road to Garden Road) | Road Corridor Project | 2 Lane Road | 2031 - 2036 | 10 | 623 | 162,938 | 915,180 | 210,491 | 225,134 | 274,554 | 1,625,359 | 1,788,297 | 0 | 1,788,297 |
| RIC-RC-006 | R290 | Richlands, Inala | Pine Road (Archerfield Road to Garden Road) | Road Corridor Project | 2 Lane Road | 2031 - 2036 | 10 | 451 | 487 | 801,991 | 184,458 | 197,290 | 240,597 | 1,424,336 | 1,424,823 | 0 | 1,424,823 |
| RIC-RC-008 | R270 | Richlands | Boundary Road (Kimberley Street to Acanthus Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 10 | 668 | 1,266,134 | 1,784,467 | 410,427 | 329,234 | 535,340 | 3,059,468 | 4,325,602 | 0 | 4,325,602 |
| RIC-RI-001 | R290 | Richlands | Archerfield Road/Azalea Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 10 | 0 | 189,041 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,440,564 | 0 | 1,440,564 |
| ROC-RB-001 | R295 | Rochedale | Gardner Road Bridge (between Priestdale Road and Underwood Road) | Road Bridge | 4 Lane Road | 2021 - 2026 | 3 | 29 | 2,208 | 4,759,194 | 1,094,615 | 439,036 | 0 | 6,292,845 | 6,295,053 | 0 | 6,295,053 |
| ROC-RC-003 | R295, R296 | Rochedale | Miles Platting Road (Gardner Road to Rochedale Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 3 | 1,030 | 2,043,720 | 2,751,498 | 632,845 | 507,651 | 825,449 | 4,717,443 | 6,761,163 | 0 | 6,761,163 |
| ROC-RC-025 | R275 | Rochedale | Miles Platting Road (Pacific Motorway to School Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 3 | 207 | 73,331 | 612,636 | 140,906 | 113,031 | 183,791 | 1,050,364 | 1,123,695 | 0 | 1,123,695 |
| ROC-RC-026 | R295, R275 | Rochedale | Miles Platting Road (School Road to School Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 3 | 368 | 1,009,970 | 983,060 | 226,104 | 181,375 | 294,918 | 1,685,457 | 2,695,427 | 0 | 2,695,427 |
| ROC-RC-027 | R295 | Rochedale | Miles Platting Road (Gardner Road to School Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 3 | 200 | 336,666 | 591,919 | 136,141 | 109,209 | 177,576 | 1,014,845 | 1,351,511 | 0 | 1,351,511 |
| ROC-RC-028 | R296 | Rochedale | Rochedale Road (Priestdale Road to Miles Platting Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 2, 3 | 733 | 534,070 | 1,958,105 | 450,364 | 361,270 | 587,432 | 3,357,171 | 3,891,241 | 0 | 3,891,241 |
| ROC-RC-029 | R296, R276 | Rochedale | Rochedale Road (Miles Platting Road to School Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 3 | 440 | 1,089,369 | 1,175,397 | 270,341 | 216,861 | 352,619 | 2,015,218 | 3,104,587 | 0 | 3,104,587 |
| ROC-RC-031 | R276 | Rochedale | Rochedale Road (Ford Road to School Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 2, 3 | 565 | 527,653 | 1,509,317 | 347,143 | 278,469 | 452,795 | 2,587,724 | 3,115,377 | 0 | 3,115,377 |
| ROC-RC-032 | R295, R275 | Rochedale | School Road (Miles Platting Road to Priestdale Road) | Road Corridor Project | 2 Lane Road | 2021 - 2026 | 3 | 735 | 12,338 | 1,079,707 | 248,333 | 99,603 | 323,912 | 1,751,555 | 1,763,893 | 0 | 1,763,893 |
| ROC-RC-036 | R275, R295 | Rochedale | Gardner Road (Miles Platting Road to School Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 447 | 603,454 | 1,194,097 | 274,642 | 110,155 | 358,229 | 1,937,123 | 2,540,577 | 0 | 2,540,577 |
| ROC-RC-037 | R295, R296 | Rochedale | Priestdale Road (Gardner Road to Rochedale Road) | Road Corridor Project | 2 Lane Road | 2021 - 2026 | 3 | 991 | 33,115 | 1,455,768 | 334,827 | 134,295 | 436,730 | 2,361,620 | 2,394,735 | 0 | 2,394,735 |
| ROC-RC-038 | R295 | Rochedale | Priestdale Road (School Road to Gardner Road) | Road Corridor Project | 2 Lane Road | 2021 - 2026 | 3 | 612 | 27,907 | 899,021 | 206,775 | 82,935 | 269,706 | 1,458,437 | 1,486,344 | 0 | 1,486,344 |
| ROC-RC-040 | R295 | Rochedale | Gardner Road (Underwood Road to bridge over waterway) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 143 | 177,258 | 733,683 | 168,747 | 67,682 | 0 | 970,112 | 1,147,370 | 0 | 1,147,370 |
| ROC-RC-041 | R295 | Rochedale | Gardner Road (Priestdale Road to bridge over waterway) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 563 | 3,591,903 | 2,606,309 | 599,451 | 240,432 | 0 | 3,446,192 | 7,038,095 | 0 | 7,038,095 |
| ROC-RC-042 | R295 | Rochedale | Gardner Road (Miles Platting Road to Priestdale Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 795 | 2,791,067 | 3,680,312 | 846,472 | 339,509 | 0 | 4,866,293 | 7,657,360 | 0 | 7,657,360 |
| ROC-RC-043 | R275 | Rochedale | Gardner Road (Major Drive to Prebble Street) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 440 | 148,646 | 1,175,397 | 270,341 | 108,430 | 352,619 | 1,906,787 | 2,055,433 | 0 | 2,055,433 |
| ROC-RC-044 | R255, R275 | Rochedale | Gardner Road (Farley Road to Interchange Place) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 1,229 | 187,939 | 3,283,099 | 755,113 | 302,866 | 984,930 | 5,326,008 | 5,513,947 | 0 | 5,513,947 |
| ROC-RC-045 | R275, R295 | Rochedale | West Street (Miles Platting Road to Gardner Road) | Road Corridor Project | 2 Lane Road | 2021 - 2026 | 3 | 784 | 400,954 | 2,153,260 | 495,250 | 198,638 | 0 | 2,847,148 | 3,248,102 | 0 | 3,248,102 |
| ROC-RC-046 | R275, R276 | Rochedale | Farley Road (Gardner Road to Rochedale Road) | Road Corridor Project | 2 Lane Road | 2026 - 2031 | 3 | 661 | 4,046,741 | 1,815,440 | 417,551 | 334,949 | 0 | 2,567,940 | 6,614,681 | 0 | 6,614,681 |
| ROC-RC-047 | R275 | Rochedale | Gardner Road (Prebble Street to Farley Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 391 | 412,334 | 1,044,501 | 240,235 | 96,355 | 313,350 | 1,694,441 | 2,106,775 | 0 | 2,106,775 |
| ROC-RC-048 | R276 | Rochedale | Rochedale Road (Ford Road to Farley Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 2, 3 | 1,244 | 2,209,589 | 3,323,169 | 764,329 | 613,125 | 996,951 | 5,697,574 | 7,907,163 | 0 | 7,907,163 |
| ROC-RC-049 | R276 | Rochedale | Ford Road (Rochedale Road to Wanless Way) | Road Corridor Project | 2 Lane Road | 2026 - 2031 | 3 | 594 | 2,196,206 | 1,631,424 | 375,228 | 300,998 | 0 | 2,307,650 | 4,503,856 | 0 | 4,503,856 |
| ROC-RC-050 | R275 | Rochedale | Gardner Road (Ascent Street to Wanless Way) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 3 | 176 | 0 | 520,889 | 119,804 | 48,052 | 156,267 | 845,012 | 845,012 | 0 | 845,012 |
| ROC-RI-001 | R275 | Rochedale | Miles Platting Road/School Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 3 | 0 | 30,701 | 578,606 | 133,079 | 53,376 | 173,582 | 938,643 | 969,344 | 0 | 969,344 |
| ROC-RI-002 | R295 | Rochedale | Miles Platting Road/Gardner Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 3 | 0 | 39,912 | 590,337 | 135,778 | 54,459 | 177,101 | 957,675 | 997,587 | 0 | 997,587 |
| ROC-RI-003 | R296 | Rochedale | Rochedale Road/Miles Platting Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 2, 3 | 0 | 185,743 | 516,545 | 118,805 | 95,303 | 154,964 | 885,617 | 1,071,360 | 0 | 1,071,360 |
| ROC-RI-004 | R275 | Rochedale | Gardner Road/Prebble Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 3 | 0 | 0 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,251,523 | 0 | 1,251,523 |
| ROC-RI-006 | R296 | Rochedale | Rochedale Road/Priestdale Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 3 | 0 | 0 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,251,523 | 0 | 1,251,523 |
| ROC-RI-009 | R295 | Rochedale | School Road/Priestdale Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2026 - 2031 | 3 | 0 | 79,824 | 574,347 | 132,100 | 105,967 | 172,304 | 984,718 | 1,064,542 | 0 | 1,064,542 |
| ROC-RI-010 | R295 | Rochedale | School Road/Gardner Road Extension Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 3 | 0 | 79,824 | 1,285,790 | 295,732 | 118,614 | 0 | 1,700,136 | 1,779,960 | 0 | 1,779,960 |
| ROC-RI-011 | R276 | Rochedale | Rochedale Road/Ford Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 2, 3 | 0 | 185,743 | 771,474 | 177,439 | 142,337 | 231,442 | 1,322,692 | 1,508,435 | 0 | 1,508,435 |
| ROC-RI-012 | R275 | Rochedale | Gardner Road/West Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 3 | 0 | 39,912 | 450,026 | 103,506 | 41,515 | 135,008 | 730,055 | 769,967 | 0 | 769,967 |
| ROC-RI-014 | R295 | Rochedale | Gardner Road/Priestdale Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 3 | 0 | 39,912 | 771,474 | 177,439 | 71,168 | 231,442 | 1,251,523 | 1,291,435 | 0 | 1,291,435 |
| ROK-RB-001 | R251 | Rocklea | Sherwood Road Bridge (over Oxley Creek) | Road Bridge | 4 Lane Road | 2031 - 2036 | 7, 9 | 68 | 88 | 10,337,593 | 2,377,646 | 2,543,048 | 1,033,759 | 16,292,046 | 16,292,134 | 0 | 16,292,134 |
| ROK-RB-002 | R252 | Rocklea | Ipswich Motorway (bridge over Elmes Road) | Road Bridge | 6 Lane Road | 2021 - 2026 | 7 | 44 | 0 | 7,109,533 | 1,635,193 | 655,854 | 710,953 | 10,111,533 | 10,111,533 | 0 | 10,111,533 |
| ROK-RC-001 | R251 | Rocklea | Sherwood Road (Oxley Creek to 250 Sherwood Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 7 | 361 | 6,614 | 964,360 | 221,803 | 237,233 | 289,308 | 1,712,704 | 1,719,318 | 0 | 1,719,318 |
| RUN-LC-001 | R294 | Runcorn | Warrigal Road Open Level Crossing | Open Level Crossing | 4 Lane Road | 2031 - 2036 | 6 | 0 | 48,000,000 | 180,180,181 | 41,441,442 | 44,324,325 | 54,054,054 | 320,000,002 | 368,000,002 | 272,000,002 | 96,000,000 |
| SAL-RI-001 | R273 | Salisbury | Orange Grove Road/Lillian Avenue Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 7 | 0 | 0 | 578,606 | 133,079 | 53,376 | 173,582 | 938,643 | 938,643 | 0 | 938,643 |
| SBR-RC-001 | R192 | South Brisbane, West End | Montague Road (Mollison Street to Merivale Street) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 8 | 631 | 13,988,719 | 1,774,344 | 408,099 | 327,366 | 532,303 | 3,042,112 | 17,030,831 | 0 | 17,030,831 |
| SBR-RI-002 | R192 | South Brisbane | Mollison Street/Montague Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 8 | 0 | 1,535,064 | 541,385 | 124,519 | 99,886 | 162,416 | 928,206 | 2,463,270 | 0 | 2,463,270 |
| SBR-RI-003 | R192 | South Brisbane | Merivale Street/Montague Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 8 | 0 | 0 | 681,965 | 156,852 | 125,823 | 204,590 | 1,169,230 | 1,169,230 | 0 | 1,169,230 |
| SBR-RI-004 | R212 | South Brisbane | Gloucester Street/Stephens Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 8 | 0 | 0 | 604,576 | 139,052 | 148,726 | 181,373 | 1,073,727 | 1,073,727 | 0 | 1,073,727 |
| SGT-RI-001 | R53 | Sandgate | Bracken Ridge Road/Deagon Deviation Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2031 - 2036 | 15 | 0 | 0 | 664,129 | 152,750 | 163,376 | 199,239 | 1,179,494 | 1,179,494 | 0 | 1,179,494 |
| SGT-RI-002 | R54 | Sandgate | Brighton Terrace/Wakefield Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 15 | 0 | 0 | 574,347 | 132,100 | 52,984 | 172,304 | 931,735 | 931,735 | 0 | 931,735 |
| SHI-RI-001 | R172 | Spring Hill | Brunswick Street/Gregory Terrace Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2021 - 2026 | 8 | 0 | 1,074,545 | 600,501 | 138,115 | 55,396 | 180,150 | 974,162 | 2,048,707 | 0 | 2,048,707 |
| SIP-RI-001 | R250 | Sinnamon Park | Seventeen Mile Rocks Road/Goggs Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 10 | 0 | 0 | 1,071,927 | 246,543 | 197,771 | 321,578 | 1,837,819 | 1,837,819 | 0 | 1,837,819 |
| SLU-RI-001 | R212 | St Lucia | Sir Fred Schonell Drive/Coldridge Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 8 | 0 | 255,844 | 473,712 | 108,954 | 43,700 | 142,114 | 768,480 | 1,024,324 | 0 | 1,024,324 |
| SNH-RI-001 | R293 | Sunnybank Hills | Hellawell Road/Jackson Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 6 | 0 | 39,912 | 885,505 | 203,666 | 81,688 | 265,652 | 1,436,511 | 1,476,423 | 0 | 1,476,423 |
| STF-RI-001 | R132 | Stafford | Appleby Road/Minimine Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 14 | 0 | 167,268 | 450,026 | 103,506 | 110,706 | 135,008 | 799,246 | 966,514 | 0 | 966,514 |
| STH-RI-001 | R132 | Stafford Heights | Appleby Road/Wilgarning Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 14 | 0 | 161,623 | 771,474 | 177,439 | 189,783 | 231,442 | 1,370,138 | 1,531,761 | 0 | 1,531,761 |
| STN-RC-001 | R314 | Stretton | Compton Road (Frizell Street to Roosevelt Drive) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 6 | 640 | 471,157 | 1,879,648 | 432,319 | 173,398 | 563,894 | 3,049,259 | 3,520,416 | 0 | 3,520,416 |
| SUN-RI-001 | R274 | Sunnybank | Mains Road/Elva Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2021 - 2026 | 6 | 0 | 0 | 776,898 | 178,687 | 71,669 | 233,069 | 1,260,323 | 1,260,323 | 0 | 1,260,323 |
| SWD-RC-001 | R231, R251 | Sherwood | Sherwood Road (Oxley Road to Oxley Creek) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 9 | 1,121 | 2,810,799 | 2,994,592 | 688,756 | 736,670 | 898,378 | 5,318,396 | 8,129,195 | 0 | 8,129,195 |
| TAI-RC-003 | R73 | Taigum | Beams Road (Muller Road to Church Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 15 | 721 | 2,563,212 | 2,331,533 | 536,253 | 573,557 | 699,460 | 4,140,803 | 6,704,015 | 0 | 6,704,015 |
| TAI-RC-004 | R73 | Taigum | Beams Road (Church Road to Handford Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 15 | 700 | 3,745,675 | 1,869,950 | 430,089 | 460,008 | 560,985 | 3,321,032 | 7,066,707 | 0 | 7,066,707 |
| TIN-RC-008 | R176, R196, R197 | Tingalpa, Wynnum West | Kianawah Road (Wynnum Road to Wondall Road) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 1 | 919 | 44,948 | 4,254,349 | 978,500 | 392,464 | 0 | 5,625,313 | 5,670,261 | 0 | 5,670,261 |
| TIN-RC-009 | R196 | Tingalpa | Manly Road (Castlerea Street to New Cleveland Road) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 1 | 635 | 630,676 | 1,864,963 | 428,941 | 172,043 | 559,489 | 3,025,436 | 3,656,112 | 0 | 3,656,112 |
| TIN-RC-010 | R196 | Tingalpa | Manly Road (Wynnum Road to Castlerea Street) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 1 | 462 | 508,390 | 1,356,871 | 312,080 | 125,171 | 407,061 | 2,201,183 | 2,709,573 | 0 | 2,709,573 |
| TIN-RI-001 | R197 | Tingalpa | Kianawah Road/Wondall Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 1 | 0 | 0 | 514,316 | 118,293 | 47,446 | 154,295 | 834,350 | 834,350 | 0 | 834,350 |
| TIN-RI-002 | R196 | Tingalpa | Manly Road/Belmont Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 1 | 0 | 161,181 | 647,867 | 149,009 | 159,375 | 194,360 | 1,150,611 | 1,311,792 | 0 | 1,311,792 |
| TIN-RI-004 | R196 | Tingalpa | Hemmant Tingalpa Road/Wynnum Road Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2031 - 2036 | 1 | 0 | 0 | 641,786 | 147,611 | 157,879 | 192,536 | 1,139,812 | 1,139,812 | 0 | 1,139,812 |
| TIN-RI-006 | R195 | Tingalpa | Wynnum Road/Murarrie Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 5 | 0 | 167,268 | 450,026 | 103,506 | 83,030 | 135,008 | 771,570 | 938,838 | 0 | 938,838 |
| TOO-RC-002 | R191 | Toowong | High Street (Jephson Street to Sherwood Road) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 8 | 290 | 1,500,491 | 1,031,024 | 237,136 | 190,224 | 309,307 | 1,767,691 | 3,268,182 | 0 | 3,268,182 |
| TOO-RC-003 | R191 | Toowong | High Street (Sherwood Road to Benson Street) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 8 | 77 | 189,827 | 369,900 | 85,077 | 34,123 | 110,970 | 600,070 | 789,897 | 0 | 789,897 |
| TOO-RI-001 | R191 | Toowong | Milton Road/Croydon Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 8 | 0 | 284,271 | 681,965 | 156,852 | 62,911 | 204,590 | 1,106,318 | 1,390,589 | 0 | 1,390,589 |
| TOO-RI-004 | R191 | Toowong | Benson Street/High Street Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2021 - 2026 | 8 | 0 | 460,520 | 724,091 | 166,541 | 66,797 | 217,227 | 1,174,656 | 1,635,176 | 0 | 1,635,176 |
| TOO-RI-005 | R191 | Toowong | Sherwood Road/High Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2021 - 2026 | 8 | 0 | 460,520 | 604,254 | 138,978 | 55,742 | 181,276 | 980,250 | 1,440,770 | 0 | 1,440,770 |
| TOO-RI-007 | R211 | Toowong | Brisbane Street/Herbert Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 8 | 0 | 230,260 | 473,712 | 108,954 | 116,533 | 142,114 | 841,313 | 1,071,573 | 0 | 1,071,573 |
| TOO-RI-008 | R191 | Toowong | Sylvan Road/Croydon Street Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 8 | 0 | 815,734 | 621,407 | 142,924 | 114,650 | 186,422 | 1,065,403 | 1,881,137 | 0 | 1,881,137 |
| UKE-RC-001 | R130, R129 | Upper Kedron | Upper Kedron Road (Glengarry Road to Transfer Station Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 13 | 452 | 869 | 1,207,454 | 277,714 | 297,034 | 362,236 | 2,144,438 | 2,145,307 | 0 | 2,145,307 |
| UKE-RC-002 | R129 | Upper Kedron | Minnie Street (Cedar Creek Road to Levitt Road) | Road Corridor Project | 2 Lane Road | 2031 - 2036 | 13 | 240 | 14 | 730,562 | 168,029 | 179,718 | 0 | 1,078,309 | 1,078,323 | 0 | 1,078,323 |
| UKE-RC-003 | R129 | Upper Kedron | Upper Kedron Road (Nelson Place to Transfer Station Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 13 | 1,178 | 19,305 | 3,146,859 | 723,778 | 774,127 | 944,058 | 5,588,822 | 5,608,127 | 0 | 5,608,127 |
| UKE-RI-001 | R129 | Upper Kedron | Minnie Street/Rosella Street Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2031 - 2036 | 13 | 0 | 0 | 574,347 | 132,100 | 141,289 | 172,304 | 1,020,040 | 1,020,040 | 0 | 1,020,040 |
| UMG-RI-003 | R254 | Upper Mount Gravatt | Newnham Road/Dawson Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2021 - 2026 | 3 | 0 | 148,586 | 647,867 | 149,009 | 59,766 | 194,360 | 1,051,002 | 1,199,588 | 0 | 1,199,588 |
| VIR-RI-001 | R114 | Virginia | Toombul Road/Northgate Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 16 | 0 | 0 | 647,867 | 149,009 | 159,375 | 194,360 | 1,150,611 | 1,150,611 | 0 | 1,150,611 |
| WAK-RC-001 | R217, R197 | Wakerley | Green Camp Road (Rickertt Road to Molle Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 1,067 | 1,319,752 | 2,850,339 | 655,578 | 701,183 | 855,102 | 5,062,202 | 6,381,954 | 0 | 6,381,954 |
| WAK-RI-003 | R197 | Wakerley | Green Camp Road/Manly Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 1 | 0 | 0 | 566,884 | 130,383 | 139,453 | 170,065 | 1,006,785 | 1,006,785 | 0 | 1,006,785 |
| WAK-RI-006 | R196 | Wakerley | New Cleveland Road/Stanborough Road/Ingleston Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 1 | 0 | 89,802 | 574,347 | 132,100 | 52,984 | 172,304 | 931,735 | 1,021,537 | 0 | 1,021,537 |
| WCL-LC-006 | R289 | Wacol | Wacol Station Road Open Level Crossing | Open Level Crossing | 4 Lane Road | 2031 - 2036 | 10 | 0 | 34,500,000 | 129,504,505 | 29,786,036 | 31,858,108 | 38,851,352 | 230,000,001 | 264,500,001 | 195,500,001 | 69,000,000 |
| WCL-RC-008 | R289, R269 | Wacol | Wacol Station Road (Wolston Road to Wacol Station Road) | Road Corridor Project | 2 Lane Road | 2026 - 2031 | 10 | 1,994 | 1,734,813 | 2,928,323 | 673,514 | 540,275 | 878,497 | 5,020,609 | 6,755,422 | 0 | 6,755,422 |
| WCL-RC-011 | R289, R309 | Wacol | Boundary Road (Tile Street to McRoyle Street) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 10 | 739 | 1,400,546 | 1,974,133 | 454,051 | 485,637 | 592,240 | 3,506,061 | 4,906,607 | 0 | 4,906,607 |
| WCL-RC-012 | R289 | Wacol | Boundary Road (McRoyle Street to Progress Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 10 | 469 | 854,125 | 1,252,867 | 288,159 | 308,205 | 375,860 | 2,225,091 | 3,079,216 | 0 | 3,079,216 |
| WCL-RC-014 | R290 | Wacol, Darra, Richlands | Boundary Rd (Centenary Motorway to Macgregor Place) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 10 | 502 | 115,884 | 1,341,022 | 308,435 | 247,419 | 402,307 | 2,299,183 | 2,415,067 | 0 | 2,415,067 |
| WCL-RC-020 | R289 | Wacol | Wacol Station Road (Grindle Road to Wacol Station Road Rail Crossing) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 10 | 466 | 692,082 | 1,244,853 | 286,316 | 229,675 | 373,456 | 2,134,300 | 2,826,382 | 0 | 2,826,382 |
| WCL-RI-001 | R289 | Wacol | Boundary Road/McRoyle Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 10 | 0 | 211,072 | 514,316 | 118,293 | 94,891 | 154,295 | 881,795 | 1,092,867 | 0 | 1,092,867 |
| WCL-RI-005 | R309 | Wacol | Boundary Road/Tile Street Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 10 | 0 | 141,994 | 885,505 | 203,666 | 81,688 | 265,652 | 1,436,511 | 1,578,505 | 0 | 1,578,505 |
| WCL-RI-007 | R289 | Wacol | Wacol Station Road/Grindle Road Intersection | Road Intersection Project | 2 Lane Road / 2 Lane Road | 2021 - 2026 | 10 | 0 | 88,267 | 574,347 | 132,100 | 52,984 | 172,304 | 931,735 | 1,020,002 | 0 | 1,020,002 |
| WES-RC-020 | R192 | West End | Montague Road (Gray Road to Vulture Street) | Road Corridor Project | 2 Lane Road | 2026 - 2031 | 8 | 924 | 1,524,529 | 1,428,785 | 328,621 | 263,611 | 428,636 | 2,449,653 | 3,974,182 | 0 | 3,974,182 |
| WES-RC-021 | R192 | West End | Montague Road (Jane Street to Mollison Street) | Road Corridor Project | 2 Lane Road | 2026 - 2031 | 8 | 390 | 889,806 | 603,059 | 138,704 | 111,264 | 180,918 | 1,033,945 | 1,923,751 | 0 | 1,923,751 |
| WES-RC-022 | R192 | West End | Montague Road (Vulture Street to Jane Street) | Road Corridor Project | 2 Lane Road | 2026 - 2031 | 8 | 212 | 76,085 | 363,194 | 83,535 | 67,009 | 108,958 | 622,696 | 698,781 | 0 | 698,781 |
| WES-RI-003 | R192 | West End | Montague Road/Jane Street Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2026 - 2031 | 8 | 0 | 1,151,298 | 812,078 | 186,778 | 149,828 | 243,623 | 1,392,307 | 2,543,605 | 0 | 2,543,605 |
| WIL-RB-001 | R292 | Willawong | Learoyd Road Bridge (between Gooderham Road and Watson Road) | Road Bridge | 6 Lane Road | 2026 - 2031 | 7, 9 | 83 | 0 | 7,248,126 | 1,667,069 | 1,337,279 | 724,813 | 10,977,287 | 10,977,287 | 0 | 10,977,287 |
| WIL-RB-002 | R291 | Willawong | King Avenue Bridge (between Inala Avenue and Sherbrooke Road) | Road Bridge | 6 Lane Road | 2021 - 2026 | 9 | 29 | 192 | 2,543,730 | 585,058 | 234,659 | 254,373 | 3,617,820 | 3,618,012 | 0 | 3,618,012 |
| WIL-RC-003 | R292 | Willawong | Learoyd Road (Gooderham Road to bridge over Oxley Creek) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 9 | 391 | 44 | 1,148,347 | 264,120 | 211,870 | 344,504 | 1,968,841 | 1,968,885 | 0 | 1,968,885 |
| WIL-RC-004 | R292 | Willawong | Learoyd Road (Bridge over Oxley Creek to Watson Road) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 7 | 147 | 0 | 478,340 | 110,018 | 88,254 | 143,502 | 820,114 | 820,114 | 0 | 820,114 |
| WIL-RC-018 | R292, R291 | Willawong | King Avenue (Bridge over Bullockhead Creek to Sherbrooke Road) | Road Corridor Project | 6 Lane Road | 2021 - 2026 | 9 | 725 | 1,013,153 | 2,129,288 | 489,736 | 196,427 | 638,786 | 3,454,237 | 4,467,390 | 0 | 4,467,390 |
| WIL-RC-019 | R292 | Willawong | Learoyd Road (Sherbrooke Road to Gooderham Road) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 9 | 793 | 0 | 2,329,001 | 535,670 | 429,701 | 698,700 | 3,993,072 | 3,993,072 | 0 | 3,993,072 |
| WIL-RC-020 | R292 | Willawong | Sherbrooke Road (King Avenue to Bowhill Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 9 | 906 | 1,750,311 | 2,420,250 | 556,658 | 446,536 | 726,075 | 4,149,519 | 5,899,830 | 0 | 5,899,830 |
| WIL-RC-021 | R292 | Willawong | Bowhill Road (Sherbrooke Road to Beatty Road) | Road Corridor Project | 4 Lane Road | 2026 - 2031 | 9 | 445 | 855,804 | 1,188,754 | 273,413 | 219,325 | 356,626 | 2,038,118 | 2,893,922 | 0 | 2,893,922 |
| WIL-RC-022 | R312, R292 | Willawong | Gooderham Road (Brookbent Road to Learoyd Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 9 | 1,307 | 151,287 | 3,491,464 | 803,037 | 858,900 | 1,047,439 | 6,200,840 | 6,352,127 | 0 | 6,352,127 |
| WIL-RI-001 | R292 | Willawong | Learoyd Road/Watson Road Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2021 - 2026 | 7 | 0 | 7,675 | 641,786 | 147,611 | 59,205 | 192,536 | 1,041,138 | 1,048,813 | 0 | 1,048,813 |
| WIL-RI-004 | R292 | Willawong | Bowhill Road/Sherbrooke Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 9 | 0 | 49,890 | 516,545 | 118,805 | 95,303 | 154,964 | 885,617 | 935,507 | 0 | 935,507 |
| WIL-RI-006 | R292 | Willawong | Learoyd Road/Gooderham Road Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2026 - 2031 | 9 | 0 | 0 | 566,884 | 130,383 | 104,590 | 170,065 | 971,922 | 971,922 | 0 | 971,922 |
| WOO-RC-001 | R213 | Woolloongabba | Ipswich Road (O'Keefe Street to Cornwall Street) | Road Corridor Project | 6 Lane Road | 2026 - 2031 | 8 | 494 | 2,091,224 | 1,756,296 | 403,948 | 324,037 | 526,889 | 3,011,170 | 5,102,394 | 0 | 5,102,394 |
| WOO-RI-001 | R213 | Woolloongabba | Logan Road/Old Cleveland Road Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2021 - 2026 | 8 | 0 | 230,260 | 930,973 | 214,124 | 85,882 | 279,292 | 1,510,271 | 1,740,531 | 0 | 1,740,531 |
| WOO-RI-002 | R213 | Woolloongabba | Ipswich Road/Cornwall Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 8 | 0 | 230,260 | 784,259 | 180,380 | 192,928 | 235,278 | 1,392,845 | 1,623,105 | 0 | 1,623,105 |
| WOO-RI-003 | R213 | Woolloongabba | Ipswich Road/O'Keefe Street Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2031 - 2036 | 8 | 0 | 0 | 827,532 | 190,332 | 203,573 | 248,260 | 1,469,697 | 1,469,697 | 0 | 1,469,697 |
| WOO-RI-004 | R213 | Woolloongabba | O'Keefe Street/Gillingham Street Intersection | Road Intersection Project | 6 Lane Road / 2 Lane Road | 2021 - 2026 | 4 | 0 | 0 | 604,254 | 138,978 | 55,742 | 181,276 | 980,250 | 980,250 | 0 | 980,250 |
| WSR-RC-002 | R153 | Windsor, Lutwyche | Lutwyche Road (Fuller street to Chalk Street) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 14 | 485 | 348,939 | 1,724,298 | 396,589 | 424,177 | 517,289 | 3,062,353 | 3,411,292 | 0 | 3,411,292 |
| WSR-RC-004 | R153 | Windsor, Lutwyche | Lutwyche Road (Maygar Street to Fuller Street) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 14 | 137 | 985,885 | 445,800 | 102,534 | 109,667 | 133,740 | 791,741 | 1,777,626 | 0 | 1,777,626 |
| WSR-RC-005 | R153 | Windsor | Lutwyche Road (Maygar Street to Albion Road) | Road Corridor Project | 6 Lane Road | 2031 - 2036 | 14 | 217 | 2,142 | 706,121 | 162,408 | 173,706 | 211,836 | 1,254,071 | 1,256,213 | 0 | 1,256,213 |
| WSR-RI-002 | R153 | Windsor | Lutwyche Road/Maygar Street Intersection | Road Intersection Project | 6 Lane Road / 4 Lane Road | 2031 - 2036 | 14 | 0 | 284,271 | 566,884 | 130,383 | 139,453 | 170,065 | 1,006,785 | 1,291,056 | 0 | 1,291,056 |
| WSR-RI-003 | R152 | Windsor | Newmarket Road/Green Terrace Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2021 - 2026 | 14 | 0 | 261,530 | 541,385 | 124,519 | 49,943 | 162,416 | 878,263 | 1,139,793 | 0 | 1,139,793 |
| WST-RI-001 | R152 | Wilston | Newmarket Road/Lamont Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 14 | 0 | 0 | 473,712 | 108,954 | 116,533 | 142,114 | 841,313 | 841,313 | 0 | 841,313 |
| WVH-RC-002 | R113 | Wavell Heights | Hamilton Road (Newman Road to Spence Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 14 | 259 | 2,216,710 | 691,882 | 159,133 | 170,203 | 207,565 | 1,228,783 | 3,445,493 | 0 | 3,445,493 |
| WVH-RI-001 | R113 | Wavell Heights | Hamilton Road/Spence Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2026 - 2031 | 14 | 0 | 328,891 | 664,129 | 152,750 | 122,532 | 199,239 | 1,138,650 | 1,467,541 | 0 | 1,467,541 |
| WVH-RI-002 | R113 | Wavell Heights | Hamilton Road/Newman Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2031 - 2036 | 14 | 0 | 167,268 | 516,545 | 118,805 | 127,070 | 154,964 | 917,384 | 1,084,652 | 0 | 1,084,652 |
| WVH-RI-003 | R113 | Wavell Heights | Edinburgh Castle Road/Shaw Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 14, 16 | 0 | 0 | 590,337 | 135,778 | 54,459 | 177,101 | 957,675 | 957,675 | 0 | 957,675 |
| WVH-RI-004 | R113 | Wavell Heights | Rode Road/Pfingst Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2031 - 2036 | 14 | 0 | 334,536 | 590,337 | 135,778 | 145,223 | 177,101 | 1,048,439 | 1,382,975 | 0 | 1,382,975 |
| WYW-LC-006 | R156 | Wynnum West | Lindum Open Level Crossing | Open Level Crossing | 4 Lane Road | 2026 - 2031 | 1 | 0 | 34,500,000 | 134,149,898 | 30,854,477 | 24,750,656 | 40,244,969 | 230,000,000 | 264,500,000 | 195,500,000 | 69,000,000 |
| WYW-RC-009 | R156 | Wynnum West | Kianawah Road (Wynnum Road to Sibley Road) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 2,667 | 5,274,920 | 7,124,511 | 1,638,638 | 1,752,630 | 2,137,353 | 12,653,132 | 17,928,052 | 0 | 17,928,052 |
| WYW-RC-010 | R177 | Wynnum West | Wondall Road (Randall Road to Bonniebrae Street) | Road Corridor Project | 4 Lane Road | 2031 - 2036 | 1 | 180 | 629,386 | 532,727 | 122,527 | 131,051 | 159,818 | 946,123 | 1,575,509 | 0 | 1,575,509 |
| WYW-RI-001 | R176 | Wynnum West | Wynnum Road/Kianawah Road Intersection | Road Intersection Project | 6 Lane Road / 6 Lane Road | 2021 - 2026 | 1 | 0 | 9,210 | 683,613 | 157,231 | 63,063 | 205,084 | 1,108,991 | 1,118,201 | 0 | 1,118,201 |
| YER-RB-001 | R232 | Yeronga | Cardross Street Bridge (between Wilkie Street and Fairfield Road) | Road Bridge | 4 Lane Road | 2031 - 2036 | 7 | 31 | 0 | 4,729,937 | 1,087,886 | 1,163,565 | 472,994 | 7,454,382 | 7,454,382 | 0 | 7,454,382 |
| ZIL-RC-003 | R93 | Zillmere | Handford Road (Pretoria Street to Coxen Street) | Road Corridor Project | 4 Lane Road | 2021 - 2026 | 15 | 256 | 827,851 | 683,868 | 157,290 | 63,087 | 205,160 | 1,109,405 | 1,937,256 | 0 | 1,937,256 |
| ZIL-RI-001 | R73 | Zillmere | Beams Road/Handford Road Intersection | Road Intersection Project | 4 Lane Road / 4 Lane Road | 2021 - 2026 | 15 | 0 | 148,586 | 590,337 | 135,778 | 54,459 | 177,101 | 957,675 | 1,106,261 | 0 | 1,106,261 |
| ZIL-RI-002 | R93 | Zillmere | Zillmere Road/Newman Road Intersection | Road Intersection Project | 4 Lane Road / 2 Lane Road | 2031 - 2036 | 15 | 0 | 318,526 | 771,474 | 177,439 | 189,783 | 231,442 | 1,370,138 | 1,688,664 | 0 | 1,688,664 |
|  |  |  |  |  |  |  |  |  | **474,850,304** | **1,454,738,784** | **334,589,927** | **253,247,419** | **405,928,389** | **2,448,504,519** | **2,923,354,823** | **1,419,500,004** | **1,503,854,819** |

Notes-

1. Refer to the Local government infrastructure plan identifier (LGIP ID) when identifying the infrastructure projects on the plans for trunk infrastructure maps.
2. The estimated year of completion is an estimate of the earliest need for the project.
3. Project costs are on costs to undertake detailed design, survey, geotechnical investigations, project management, and supervision of construction works and obtain certification from a Registered Professional Engineer of Queensland. Project costs equate to 23% of the direct construction costs.
4. Contingency costs are based on the project delivery date, and applied to the direct construction cost, and project cost. Contingencies equate to 7.5% for projects with a delivery date up to 2026 and 15% for projects with a delivery date up to 2031and 20% for projects with a delivery up to 2036.
5. Utility cost is an allowance for the relocation of existing utilities. An allowance of 30% of the direct construction cost was applied to all road corridors and intersections (on existing roads only), and an allowance of 10% for road bridges. The allowance does not apply to project costs and contingencies.
6. Total construction cost is the sum of direct construction cost, project cost, construction contingency cost and Utility cost, at 30 June 2021.
7. Value of the trunk infrastructure is the sum of land cost and total construction cost, at 30 June 2021.
8. Grants and subsidies only apply to Open Level Crossing projects.
9. Establishment cost is the total value of the trunk infrastructure item, comprising the total infrastructure cost less grants and subsidies, at 30 June 2021.

(-) A dash denotes that the field is not applicable.

### Pathway network schedule of works

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| LGIP ID (1) | Map reference | Suburb | Project description | Estimated year of completion (2) | Service Catchment | Length (m) | Corridor Width (m) | Land cost ($) | Direct construction cost ($) | Project cost ($)(3) | Construction contingency cost ($)(4) | Total construction cost ($)(5) | Value of the trunk infrastructure ($)(6) | Grants and Subsidies ($)(7) | Establishment cost ($)(8) |
| ALB-SB-001 | APT153 | Albion | Grafton Street to Hudson Road (QR railway overpass) | 2026 - 2031 | Citywide | 178 | 8 | 597,625 | 2,280,536 | 524,523 | 420,759 | 3,225,818 | 3,823,443 | 0 | 3,823,443 |
| ALB-SP-004 | APT153 | Albion, Hamilton | Albion Bikeway (Cooksley Street to Crosby Park) | 2021 - 2026 | Citywide | 171 | 8 | 1,352,531 | 139,470 | 32,078 | 12,866 | 184,414 | 1,536,945 | 0 | 1,536,945 |
| BRD-SP-003 | APT92, APT91 | Bridgeman Downs | Cabbage Tree Creek Bikeway (Terraldon Place to Albany Creek Road) | 2026 - 2031 | Citywide | 123 | 8 | 6,356 | 100,321 | 23,074 | 18,509 | 141,904 | 148,260 | 0 | 148,260 |
| BRD-SP-005 | APT71 | Bridgeman Downs | Bridgeman Downs Bikeway (Neville Road to Bridgeman Road) | 2026 - 2031 | Citywide | 532 | 8 | 234,619 | 391,575 | 90,062 | 72,246 | 553,883 | 788,502 | 0 | 788,502 |
| BRD-SP-006 | APT72, APT71 | Bridgeman Downs | Bridgeman Downs Bikeway (Bridgeman Road to Retreat Street) | 2026 - 2031 | Citywide | 439 | 8 | 369,266 | 323,123 | 74,318 | 59,616 | 457,057 | 826,323 | 0 | 826,323 |
| BUL-RW-004 | APT174 | Bulimba | Morningside Riverwalk (Apollo Road to Taylor Street) | 2021 - 2026 | Citywide | 762 | 10 | 0 | 2,288,286 | 526,306 | 211,094 | 3,025,686 | 3,025,686 | 0 | 3,025,686 |
| BUL-RW-005 | APT174, APT154, APT153 | Bulimba | Bulimba Riverwalk (Riverside of 1-5 McConnell Street, and 3-69 Byron Street, Bulimba) | 2021 - 2026 | Citywide | 431 | 10 | 0 | 1,294,293 | 297,687 | 119,399 | 1,711,379 | 1,711,379 | 0 | 1,711,379 |
| CAR-SP-002 | APT215, APT195 | Carina | Carina Bikeway (Fursden Road to Meadowlands Road) | 2026 - 2031 | Citywide | 836 | 8 | 1,343,931 | 615,332 | 141,526 | 113,529 | 870,387 | 2,214,318 | 0 | 2,214,318 |
| CDE-SP-001 | APT92 | Carseldine | Cabbage Tree Creek Bikeway (Coonawarra Drive to Kentia Street Park) | 2021 - 2026 | Citywide | 66 | 8 | 4,854 | 65,647 | 15,099 | 6,056 | 86,802 | 91,656 | 0 | 91,656 |
| CDE-SP-002 | APT92 | Carseldine, Bridgeman Downs | Cabbage Tree Creek Bikeway (Kentia Street Park to Kensington Place Park) | 2021 - 2026 | Citywide | 190 | 8 | 6,424 | 154,967 | 35,642 | 14,296 | 204,905 | 211,329 | 0 | 211,329 |
| CDL-SP-010 | APT235 | Carindale | Bulimba Creek Bikeway (Scrub Road to Eromanga Street Park) | 2026 - 2031 | Citywide | 442 | 8 | 895,746 | 325,331 | 74,826 | 60,024 | 460,181 | 1,355,927 | 0 | 1,355,927 |
| CDL-SP-011 | APT235 | Carindale | Creek Road (Murarrie to Mount Gravatt) | 2031 - 2036 | Citywide | 858 | 9 | 173,283 | 631,525 | 145,251 | 155,355 | 932,131 | 1,105,414 | 0 | 1,105,414 |
| CHE-SP-010 | APT112 | Chermside | Downfall Creek Bikeway (Gympie Road Underpass) | 2031 - 2036 | Citywide | 145 | 9 | 1,117 | 118,264 | 27,201 | 29,093 | 174,558 | 175,675 | 0 | 175,675 |
| CHE-SP-011 | APT112 | Chermside | Downfall Creek West (Hamilton Road to Beneke Street) | 2026 - 2031 | Citywide | 387 | 9 | 0 | 284,849 | 65,515 | 52,555 | 402,919 | 402,919 | 0 | 402,919 |
| DAR-SP-004 | APT270 | Darra, Oxley | Oxley Bikeway (Harcourt Road to Englefield Road (southern side of railway line) | 2021 - 2026 | Citywide | 789 | 8 | 445,300 | 580,738 | 133,570 | 53,573 | 767,881 | 1,213,181 | 0 | 1,213,181 |
| DAR-SP-006 | APT270 | Darra | CBD - Ipswich Road bikeway (Centenary Motorway connection) | 2026 - 2031 | Citywide | 706 | 9 | 1,026 | 519,646 | 119,519 | 95,875 | 735,040 | 736,066 | 0 | 736,066 |
| EAB-SP-001 | APT213 | East Brisbane | Kingfisher Creek Bikeway (Withington Street to Caswell Street) | 2026 - 2031 | Citywide | 471 | 8 | 1,247,955 | 346,676 | 79,735 | 63,962 | 490,373 | 1,738,328 | 0 | 1,738,328 |
| EAF-SP-003 | APT154, APT155 | Eagle Farm | Kingsford Smith Drive Bikeway (Schneider Road to Viola Place) | 2021 - 2026 | Citywide | 466 | 8 | 1,406,121 | 342,996 | 78,889 | 31,641 | 453,526 | 1,859,647 | 0 | 1,859,647 |
| ELG-SP-003 | APT310 | Ellen Grove | Ellen Grove to Forest Lake Bikeway (Woogaroo Street to Lovat Street) | 2021 - 2026 | Citywide | 440 | 8 | 368,029 | 323,859 | 74,488 | 29,876 | 428,223 | 796,252 | 0 | 796,252 |
| ELG-SP-004 | APT310 | Ellen Grove | Ellen Grove to Forest Lake Bikeway (Lovat Street to Bagnall Street) | 2021 - 2026 | Citywide | 440 | 8 | 234,796 | 323,859 | 74,488 | 29,876 | 428,223 | 663,019 | 0 | 663,019 |
| ELG-SP-005 | APT310 | Ellen Grove | Ellen Grove to Forest Lake Bikeway (Bagnall Street to Considine Street) | 2031 - 2036 | Citywide | 447 | 8 | 32,602 | 329,011 | 75,673 | 80,937 | 485,621 | 518,223 | 0 | 518,223 |
| ENG-SB-001 | APT131 | Enoggera, Everton Park | Kedron Brook Bikeway (Enoggera Memorial Park to northern side of creek) | 2021 - 2026 | Citywide | 79 | 8 | 3,272 | 1,012,148 | 232,794 | 93,371 | 1,338,313 | 1,341,585 | 0 | 1,341,585 |
| FGR-SP-006 | APT129 | Ferny Grove | Cedar Creek Bikeway (Keperra Picnic Ground Park to Nelson Place Park) | 2026 - 2031 | Citywide | 811 | 8 | 535,397 | 596,931 | 137,294 | 110,134 | 844,359 | 1,379,756 | 0 | 1,379,756 |
| FLK-SP-002 | APT310 | Forest Lake, Ellen Grove | Bullockhead Creek Bikeway (Lilydale Place to Waterford Road) | 2026 - 2031 | Citywide | 964 | 8 | 30,318 | 709,546 | 163,196 | 130,911 | 1,003,653 | 1,033,971 | 0 | 1,033,971 |
| GTN-SP-003 | APT131 | Gaythorne | Gaythorne Bikeway (QR Railway parallel to Bellevue Ave) | 2026 - 2031 | Citywide | 270 | 8 | 0 | 198,732 | 45,708 | 36,666 | 281,106 | 281,106 | 0 | 281,106 |
| GTN-SP-004 | APT131 | Gaythorne | Gaythorne Bikeway (parallel to QR Railway between Bellevue Avenue to Prospect Road) | 2021 - 2026 | Citywide | 358 | 8 | 1,858,877 | 263,503 | 60,606 | 24,308 | 348,417 | 2,207,294 | 0 | 2,207,294 |
| HER-SP-001 | APT152 | Herston | Enoggera Creek Bikeway (Clyde Road to Gould Road Park) | 2026 - 2031 | Citywide | 621 | 8 | 39,642 | 457,083 | 105,129 | 84,332 | 646,544 | 686,186 | 0 | 686,186 |
| HPW-SP-004 | APT233 | Holland Park West | Glindemann Creek Bikeway (Birdwood Road Park to Joachim Street Park) | 2021 - 2026 | Citywide | 653 | 8 | 18,429 | 480,636 | 110,546 | 44,339 | 635,521 | 653,950 | 0 | 653,950 |
| KAN-GB-001 | APT193 | Kangaroo Point | Kangaroo Point Green Bridge | 2021 - 2026 | Citywide | 410 | 8 | 0 | 100,090,973 | 23,020,924 | 9,233,392 | 132,345,289 | 132,345,289 | 0 | 132,345,289 |
| KAN-RW-004 | APT193 | Kangaroo Point | Kangaroo Point Riverwalk (Dockside Ferry Terminal to Mowbray Park) | 2026 - 2031 | Citywide | 707 | 10 | 0 | 42,690,825 | 9,818,890 | 7,876,457 | 60,386,172 | 60,386,172 | 20,000,000 | 40,386,172 |
| KAN-SP-004 | APT193, APT192 | Kangaroo Point | Kangaroo Point Bikeway (Veloway 1 Cycleway to Thornton Street) | 2026 - 2031 | Citywide | 1,679 | 10 | 510,585 | 1,235,816 | 284,238 | 228,008 | 1,748,062 | 2,258,647 | 0 | 2,258,647 |
| MDW-SP-002 | APT111 | McDowall | Cabbage Tree Creek Bikeway (Hamilton Road to Old Northern Road) | 2021 - 2026 | Citywide | 411 | 8 | 32,050 | 302,514 | 69,578 | 27,907 | 399,999 | 432,049 | 0 | 432,049 |
| MGE-SP-001 | APT235 | Mount Gravatt East, Carina Heights | Salvin Creek Bikeway (Creek Road to Pine Mountain Road) | 2026 - 2031 | Citywide | 266 | 8 | 128,642 | 195,787 | 45,031 | 36,123 | 276,941 | 405,583 | 0 | 405,583 |
| MIT-SP-003 | APT130 | Mitchelton | Kedron Brook Bikeway (Cribb Avenue to Oxford Grove Park) | 2021 - 2026 | Citywide | 171 | 8 | 11,583 | 139,470 | 32,078 | 12,866 | 184,414 | 195,997 | 0 | 195,997 |
| MIT-SP-008 | APT131 | Mitchelton | Kedron Brook South near Brookside centre (Northmore Street to Burwood Road) | 2026 - 2031 | Citywide | 489 | 8 | 65,234 | 359,925 | 82,783 | 66,406 | 509,114 | 574,348 | 0 | 574,348 |
| MIT-SP-009 | APT131 | Mitchelton | Mitchelton Bikeway (parallel to QR Railway between Prospect Road and Osborne Road) | 2031 - 2036 | Citywide | 427 | 8 | 1,205,077 | 314,290 | 72,287 | 77,315 | 463,892 | 1,668,969 | 0 | 1,668,969 |
| MIT-SP-010 | APT131, APT130 | Mitchelton | Kedron Brook Bikeway (Cribb Av to Saint Helens Rd) | 2026 - 2031 | Citywide | 487 | 9 | 22,183 | 358,453 | 82,444 | 66,135 | 507,032 | 529,215 | 0 | 529,215 |
| MKA-SP-003 | APT252 | Moorooka, Rocklea | Rocky Water Holes Creek Bikeway (Muriel Avenue to John Bright Street) | 2026 - 2031 | Citywide | 480 | 8 | 3,240 | 353,301 | 81,259 | 65,184 | 499,744 | 502,984 | 0 | 502,984 |
| MKA-SP-005 | APT252 | Moorooka | Rocky Water Holes Creek Bikeway (Gladstone Street to Beaudesert Road) | 2026 - 2031 | Citywide | 89 | 8 | 7,724 | 88,524 | 20,361 | 16,333 | 125,218 | 132,942 | 0 | 132,942 |
| MOR-RW-001 | APT174 | Morningside | Morningside Riverwalk (Taylor Street to Colmslie Recreation Reserve) | 2026 - 2031 | Citywide | 1,672 | 10 | 7,457,120 | 15,053,016 | 3,462,194 | 2,777,282 | 21,292,492 | 28,749,612 | 0 | 28,749,612 |
| MOR-RW-002 | APT174 | Morningside | Morningside Riverwalk (Colmslie Recreation Reserve to Colmslie Beach Reserve) | 2026 - 2031 | Citywide | 636 | 10 | 2,836,560 | 1,909,908 | 439,279 | 352,378 | 2,701,565 | 5,538,125 | 0 | 5,538,125 |
| MOR-SB-001 | APT174 | Morningside | Perrin Creek Bikeway (Algoori Street bridge) | 2026 - 2031 | Citywide | 70 | 8 | 0 | 896,840 | 206,273 | 165,467 | 1,268,580 | 1,268,580 | 0 | 1,268,580 |
| MOR-SP-001 | APT174 | Morningside | Perrin Creek Bikeway (Algoori Street to Beelarong Street) | 2026 - 2031 | Citywide | 322 | 8 | 19,208 | 237,006 | 54,511 | 43,728 | 335,245 | 354,453 | 0 | 354,453 |
| MUR-SP-006 | APT175 | Murarrie | Junction Road bikeway (Colmslie Road to Metroplex Avenue) | 2031 - 2036 | Citywide | 412 | 8 | 503,983 | 303,250 | 69,748 | 74,600 | 447,598 | 951,581 | 0 | 951,581 |
| NOG-SP-003 | APT114 | Northgate | Acacia Avenue - Railway Parade Bikeway (Holland Street to Acacia Avenue along QR Railway) | 2026 - 2031 | Citywide | 499 | 8 | 3,181,919 | 367,286 | 84,476 | 67,764 | 519,526 | 3,701,445 | 0 | 3,701,445 |
| NWS-GB-001 | APT153 | Newstead | Breakfast Creek Green Bridge | 2021 - 2026 | Citywide | 123 | 8 | 0 | 17,812,798 | 4,096,944 | 1,643,231 | 23,552,973 | 23,552,973 | 0 | 23,552,973 |
| OXY-SP-001 | APT270 | Oxley | Oxley Bikeway (Englefield Road to Douglas Street - southern side of railway line) | 2026 - 2031 | Citywide | 689 | 8 | 15,005 | 507,134 | 116,641 | 93,566 | 717,341 | 732,346 | 0 | 732,346 |
| OXY-SP-002 | APT251, APT270, APT271 | Oxley | Oxley Bikeway (Douglas Street to Oxley Station Road - southern side of railway line) | 2026 - 2031 | Citywide | 687 | 8 | 371,806 | 505,662 | 116,302 | 93,295 | 715,259 | 1,087,065 | 0 | 1,087,065 |
| OXY-SP-009 | APT251, APT271 | Oxley | Oxley Greenway (Cliveden Avenue - Kendall Street) | 2026 - 2031 | Citywide | 1,587 | 8 | 106,223 | 1,168,100 | 268,663 | 215,514 | 1,652,277 | 1,758,500 | 0 | 1,758,500 |
| PAL-SP-001 | APT312 | Pallara | Pallara Bikeway (Sweets Road to Vied Road) | 2021 - 2026 | Citywide | 441 | 8 | 71,426 | 324,595 | 74,657 | 29,944 | 429,196 | 500,622 | 0 | 500,622 |
| PAL-SP-002 | APT312 | Pallara | Pallara Bikeway (Kraft Road to Sweets Road) | 2021 - 2026 | Citywide | 426 | 8 | 44,124 | 313,554 | 72,117 | 28,925 | 414,596 | 458,720 | 0 | 458,720 |
| PAL-SP-003 | APT312 | Pallara | Pallara Bikeway (Kraft Road to Laxton Road) | 2021 - 2026 | Citywide | 454 | 8 | 0 | 334,164 | 76,858 | 30,827 | 441,849 | 441,849 | 0 | 441,849 |
| PAL-SP-004 | APT312, APT311 | Pallara | Pallara Bikeway (Laxton Road to Van Dieren Road) | 2021 - 2026 | Citywide | 454 | 8 | 0 | 334,164 | 76,858 | 30,827 | 441,849 | 441,849 | 0 | 441,849 |
| PAL-SP-005 | APT331, APT311 | Pallara | Pallara Bikeway (Van Dieren Road to Devries Road) | 2021 - 2026 | Citywide | 453 | 8 | 0 | 333,428 | 76,688 | 30,759 | 440,875 | 440,875 | 0 | 440,875 |
| PAL-SP-007 | APT311 | Pallara | Blunder Creek Bikeway (Blunder Road to Ritchie Road) | 2021 - 2026 | Citywide | 441 | 8 | 107,065 | 324,595 | 74,657 | 29,944 | 429,196 | 536,261 | 0 | 536,261 |
| PIN-SP-001 | APT155, APT175, APT174 | Pinkenba | Northshore Hamilton | 2026 - 2031 | Citywide | 2,334 | 9 | 1,992,820 | 1,717,925 | 395,123 | 316,957 | 2,430,005 | 4,422,825 | 0 | 4,422,825 |
| RIC-SP-013 | APT290 | Richlands | Richlands Bikeway (Mario Close to Eugenia Street) | 2021 - 2026 | Citywide | 288 | 8 | 28,827 | 211,980 | 48,755 | 19,555 | 280,290 | 309,117 | 0 | 309,117 |
| RIC-SP-012 | APT290 | Richlands | Richlands Bikeway (Teraba Street to Bendara Street) | 2026 - 2031 | Citywide | 483 | 8 | 850,015 | 355,509 | 81,767 | 65,591 | 502,867 | 1,352,882 | 0 | 1,352,882 |
| ROC-SP-002 | APT275 | Rochedale | Rochedale Bikeway (Cooper Crescent to Prebble Street plus link to Gardner Road) | 2021 - 2026 | Citywide | 437 | 9 | 11,672 | 321,651 | 73,980 | 29,672 | 425,303 | 436,975 | 0 | 436,975 |
| ROC-SP-012 | APT295 | Rochedale | Rochedale Bikeway (future road to Priestdale Road) | 2021 - 2026 | Citywide | 1,092 | 8 | 1,967,641 | 803,759 | 184,865 | 74,147 | 1,062,771 | 3,030,412 | 0 | 3,030,412 |
| ROC-SP-015 | APT275 | Rochedale | Rochedale Bikeway (Miles Platting Road to future road) | 2021 - 2026 | Citywide | 332 | 8 | 639,933 | 244,366 | 56,204 | 22,543 | 323,113 | 963,046 | 0 | 963,046 |
| ROC-SP-017 | APT276, APT275 | Rochedale | Prebble Street extension (Gardner Road to Rochedale Road) | 2026 - 2031 | Citywide | 1,173 | 8 | 1,798,578 | 863,379 | 198,577 | 159,293 | 1,221,249 | 3,019,827 | 0 | 3,019,827 |
| ROK-SP-005 | APT251 | Rocklea | Oxley Greenway (Sherwood Road - Pony Club) | 2026 - 2031 | Citywide | 3,432 | 8 | 247,823 | 2,526,100 | 581,003 | 466,065 | 3,573,168 | 3,820,991 | 0 | 3,820,991 |
| ROK-SP-006 | APT271 | Rocklea | Oxley Greenway (Kendall Street - Ipswich Motorway) | 2026 - 2031 | Citywide | 1,096 | 8 | 57,314 | 806,703 | 185,542 | 148,837 | 1,141,082 | 1,198,396 | 0 | 1,198,396 |
| ROK-SP-007 | APT252 | Rocklea | Rocky Water Holes Creek Bikeway (connection to Rocklea Station) | 2026 - 2031 | Citywide | 232 | 8 | 19,077 | 189,223 | 43,521 | 34,912 | 267,656 | 286,733 | 0 | 286,733 |
| RUN-SP-002 | APT294 | Runcorn | Runcorn Bikeway (Glenefer Street to Beenleigh Road) | 2026 - 2031 | Citywide | 736 | 9 | 29,175 | 541,728 | 124,597 | 99,949 | 766,274 | 795,449 | 0 | 795,449 |
| RUN-SP-007 | APT314 | Runcorn | Bulimba Creek Bikeway (Cannon Hill to Runcorn) - Chelsea Street Park to Glenefer Street Park section | 2026 - 2031 | Citywide | 501 | 9 | 22,607 | 368,758 | 84,814 | 68,036 | 521,608 | 544,215 | 0 | 544,215 |
| RUN-SP-008 | APT294 | Runcorn | Bulimba Creek Bikeway (Bonemill Road Park) | 2026 - 2031 | Citywide | 460 | 9 | 0 | 338,580 | 77,873 | 62,468 | 478,921 | 478,921 | 0 | 478,921 |
| SAL-SP-002 | APT253, APT252 | Salisbury | Rocky Water Holes Creek Bikeway (McCarthy Road to Precision Street) | 2026 - 2031 | Citywide | 400 | 8 | 1,236,579 | 294,417 | 67,716 | 54,320 | 416,453 | 1,653,032 | 0 | 1,653,032 |
| SAL-SP-003 | APT252 | Salisbury | Rocky Water Holes Creek Bikeway (Precision Street to Assembly Street) | 2026 - 2031 | Citywide | 347 | 8 | 244,862 | 255,407 | 58,744 | 47,123 | 361,274 | 606,136 | 0 | 606,136 |
| SAL-SP-004 | APT252 | Salisbury | Rocky Water Holes Creek Bikeway (Assembly Street to Beaudesert Road) | 2026 - 2031 | Citywide | 814 | 8 | 105,283 | 599,139 | 137,802 | 110,541 | 847,482 | 952,765 | 0 | 952,765 |
| SIP-SB-001 | APT250 | Sinnamon Park | Jindalee Creek Bikeway (Bridge over Jindalee Creek) | 2021 - 2026 | Citywide | 70 | 8 | 3,488 | 896,840 | 206,273 | 82,733 | 1,185,846 | 1,189,334 | 0 | 1,189,334 |
| SIP-SP-001 | APT250 | Sinnamon Park | Jindalee Creek Bikeway (Oldfield Road to Centenary Motorway) | 2021 - 2026 | Citywide | 526 | 8 | 451,567 | 387,159 | 89,047 | 35,715 | 511,921 | 963,488 | 0 | 963,488 |
| SIP-SP-002 | APT250 | Sinnamon Park | Jindalee Creek Bikeway (Oldfield Road (west) to Jindalee Creek) | 2021 - 2026 | Citywide | 207 | 8 | 2,052,395 | 168,833 | 38,832 | 15,575 | 223,240 | 2,275,635 | 0 | 2,275,635 |
| SIP-SP-003 | APT250 | Sinnamon Park | Jindalee Creek Bikeway (Jindalee Creek to Seventeen Mile Rocks Road) | 2021 - 2026 | Citywide | 172 | 8 | 2,644,174 | 140,286 | 32,266 | 12,941 | 185,493 | 2,829,667 | 0 | 2,829,667 |
| SLU-GB-001 | APT212 | St Lucia | St Lucia to West End Green Bridge | 2021 - 2026 | Citywide | 379 | 7 | 0 | 162,299,111 | 37,328,796 | 14,972,093 | 214,600,000 | 214,600,000 | 0 | 214,600,000 |
| SLU-SP-001 | APT211 | St Lucia | Gailey Road Bikeway (Sandford Street to Gailey Road) | 2021 - 2026 | Citywide | 41 | 9 | 76,691 | 46,898 | 10,787 | 4,326 | 62,011 | 138,702 | 0 | 138,702 |
| STF-SP-002 | APT132 | Stafford | Kedron Brook Bikeway (Stafford Shopping Centre to Bilston Street Park) | 2021 - 2026 | Citywide | 824 | 8 | 16,814 | 606,500 | 139,495 | 55,950 | 801,945 | 818,759 | 0 | 818,759 |
| SWD-SP-002 | APT251 | Sherwood | Oxley Greenway (Sherwood Road – Oxley Common) | 2026 - 2031 | Citywide | 108 | 8 | 62,187 | 88,087 | 20,260 | 16,252 | 124,599 | 186,786 | 0 | 186,786 |
| TIN-SP-006 | APT196 | Tingalpa | Greenslade Street Bikeway (Greenslade Street to Wynnum Road) | 2026 - 2031 | Citywide | 221 | 8 | 303,987 | 180,251 | 41,458 | 33,256 | 254,965 | 558,952 | 0 | 558,952 |
| TOO-GB-001 | APT191 | Toowong | Toowong to West End Green Bridge | 2026 - 2031 | Citywide | 282 | 7 | 14,197,440 | 120,106,499 | 27,624,495 | 22,159,649 | 169,890,643 | 184,088,083 | 0 | 184,088,083 |
| TOO-SP-002 | APT191 | Toowong | Bicentennial Bikeway - Stage 5 (Regatta Park to Glen Road) | 2021 - 2026 | Citywide | 457 | 9 | 2,144,103 | 336,372 | 77,366 | 31,030 | 444,768 | 2,588,871 | 0 | 2,588,871 |
| TRF-RW-001 | APT173 | Teneriffe | Teneriffe (Riverside of 17-37 Skyring Terrace, Teneriffe) | 2021 - 2026 | Citywide | 220 | 10 | 0 | 692,560 | 159,289 | 63,889 | 915,738 | 915,738 | 0 | 915,738 |
| UKE-SP-007 | APT129 | Upper Kedron | Cedar Creek Bikeway (Levitt Road to Canvey Road) | 2026 - 2031 | Citywide | 527 | 8 | 40,873 | 387,895 | 89,216 | 71,567 | 548,678 | 589,551 | 0 | 589,551 |
| UKE-SP-008 | APT129 | Upper Kedron | Cedar Creek Bikeway (Levitt Road to Kirralee Crescent) | 2026 - 2031 | Citywide | 129 | 8 | 0 | 105,215 | 24,199 | 19,412 | 148,826 | 148,826 | 0 | 148,826 |
| WIS-SP-004 | APT275 | Wishart | Bulimba Creek Bikeway (Delavan Street Park to Wishart community Park) | 2026 - 2031 | Citywide | 213 | 8 | 11,763 | 173,726 | 39,957 | 32,052 | 245,735 | 257,498 | 0 | 257,498 |
| WSR-SP-001 | APT173 | Windsor | Enoggera Creek Bikeway (Under ICB Bridge to Lutwyche Road) | 2026 - 2031 | Citywide | 183 | 9 | 33,635 | 149,258 | 34,329 | 27,538 | 211,125 | 244,760 | 0 | 244,760 |
|  |  |  |  |  |  |  |  | 59,199,596 | 499,558,375 | 114,898,430 | 65,083,362 | 679,540,167 | 738,739,763 | 20,000,000 | 718,739,763 |

Notes-

1. Refer to the Local government infrastructure plan identifier (LGIP ID) when identifying the infrastructure projects on the plans for trunk infrastructure maps.
2. The estimated year of completion is an estimate of the earliest need for the project.
3. Project costs are on costs to undertake detailed design, survey, geotechnical investigations, project management, and supervision of construction works and obtain certification from a Registered Professional Engineer of Queensland. Project costs equate to 23% of the direct construction costs.
4. Contingency costs are based on the project delivery date and applied to the direct construction cost and project cost. Contingencies equate to 7.5% for projects with a delivery date up to 2026 and 15% for projects with a delivery date up to 2031 and 20% for projects with a delivery up to 2036.
5. Total construction cost is the sum of direct construction cost, project cost and construction contingency cost, at 30 June 2021.
6. Value of the trunk infrastructure is the sum of land cost and total construction cost, at 30 June 2021.
7. Grants and subsidies only apply to Green Bridge
8. Establishment cost is the total value of the trunk infrastructure item, comprising the total infrastructure cost, at 30 June 2021.

(-) A dash denotes that the field is not applicable.

### Ferry network schedule of works

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| LGIP ID (1) | Map reference | Suburb | Project description | Project type | Estimated year of completion(2) | Service catchment | Direct construction cost ($) | Project cost ($)(3) | Construction contingency cost ($)(4) | Total construction cost ($)(5) | Value of the trunk infrastructure ($)(6) | Establishment cost ($)(7) |
| BNE-FT-005 | APT193 | Brisbane City | Eagle Street Ferry Terminal | New Ferry Terminal | 2021 - 2026 | Citywide | 14,067,925 | 3,235,623 | 1,297,766 | 18,601,314 | 18,601,314 | 18,601,314 |
| BUL-FT-003 | APT174 | Bulimba | Apollo Road Ferry Terminal | Ferry Terminal Upgrade | 2031 - 2036 | Citywide | 11,268,210 | 2,591,688 | 2,771,980 | 16,631,878 | 16,631,878 | 16,631,878 |
| EAB-FT-001 | APT193 | East Brisbane | Mowbray Park Ferry Terminal | DDA compliance, flood resilience | 2021 - 2026 | Citywide | 12,598,996 | 2,897,769 | 1,162,257 | 16,659,022 | 16,659,022 | 16,659,022 |
| FVA-FT-001 | APT173 | Fortitude Valley | Howard Smith Wharves Ferry Terminal | New Ferry Terminal | 2021 - 2026 | Citywide | 15,069,746 | 3,466,042 | 1,390,184 | 19,925,972 | 19,925,972 | 19,925,972 |
| KAN-FT-003 | APT193 | Kangaroo Point | Dockside Ferry Terminal | DDA compliance, flood resilience | 2021 - 2026 | Citywide | 14,267,192 | 3,281,454 | 1,316,148 | 18,864,794 | 18,864,794 | 18,864,794 |
| SBR-FT-002 | APT192 | South Brisbane | South Bank 1 and 2 Ferry Terminal | DDA compliance, flood resilience | 2021 - 2026 | Citywide | 11,961,644 | 2,751,178 | 1,103,462 | 15,816,284 | 15,816,284 | 15,816,284 |
| WES-FT-002 | APT192 | West End | Victoria Street Ferry Terminal | New Ferry Terminal | 2026 - 2031 | Citywide | 12,602,339 | 2,898,538 | 2,325,132 | 17,826,009 | 17,826,009 | 17,826,009 |
|  |  |  |  |  |  |  |  | 21,122,292 | 11,366,929 | 12,141,972 | 124,325,273 | 124,325,273 |

Notes-

1. Refer to the Local government infrastructure plan identifier (LGIP ID) when identifying the infrastructure projects on the plans for trunk infrastructure maps.
2. The estimated year of completion is an estimate of the earliest need for the project.
3. Project costs are on costs to undertake detailed design, survey, geotechnical investigations, project management, and supervision of construction works and obtain certification from a Registered Professional Engineer of Queensland. Project costs equate to 23% of the direct construction costs.
4. Contingency costs are based on the project delivery date, and applied to the direct construction cost and project cost. Contingencies equate to 7.5% for projects with a delivery date up to 2026 and 15% for projects with a delivery date up to 2031 and 20% for projects with a delivery up to 2036.
5. Total construction cost is the sum of direct construction cost, project cost and construction contingency cost, at 30 June 2021.
6. Value of the trunk infrastructure is the sum of land cost and total construction cost, at 30 June 2021.
7. Establishment cost is the total value of the trunk infrastructure item, comprising the total infrastructure cost, at 30 June 2021.

(-) A dash denotes that the field is not applicable.

1. Biodiversity constraints include areas identified as high ecological significance, general ecological significance and biodiversity interface areas. [↑](#footnote-ref-2)
2. Wetland constraints include areas identified as wetlands. [↑](#footnote-ref-3)
3. Waterway constraints include areas identified as a waterway corridor city-wide or a waterway corridor local. [↑](#footnote-ref-4)
4. Area is based on the total lot area, not the area of land required for infrastructure purposes. [↑](#footnote-ref-5)
5. The land rate is a flat rate applied to constrained land in all zones; the only exclusion is riverfront land. [↑](#footnote-ref-6)
6. Flooding constraints include areas identified as Brisbane River and creek/waterway flood planning areas, categories are in accordance with *City Plan 2014*. [↑](#footnote-ref-7)
7. Heritage constraints include areas identified as State heritage, local heritage, and adjoining heritage. [↑](#footnote-ref-8)
8. Flooding categories correspond with the likelihood of a flood event based on average recurrence intervals. [↑](#footnote-ref-9)
9. The Emerging Community (EC) zone is not strictly residential, and is often applied to land with significant development constraints. From a market perspective, EC land reflects similar values to LMR zoned land, hence its inclusion in Group 2. Constraints on EC land are dealt with in Task 5. [↑](#footnote-ref-10)