

BRUCE HIGHWAY STRATEGY





**KATTER'S
AUSTRALIAN PARTY**

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Bruce Highway Strategy

KAP's long-term vision is to transform the Bruce Highway into a safer, more efficient road by ensuring dual lanes cover at least 50% of its length within the next 25 years. Our plan prioritises key regional cities, such as Cairns, Townsville, Mackay, and Rockhampton, where dual lanes will extend for at least 50 kilometres in both directions.

For remaining sections, KAP proposes a mix of 2-plus-1 lane systems or single lanes saturated with overtaking lanes based on traffic demand and congestion. All narrow, unsafe bridges are to be replaced with wider, safer alternatives. Any section of the highway with flood history will be flood proofed. The road surface of the entire highway will be built and maintained to the highest possible standard.

This project will take 25 years and has an estimated cost of \$20 billion (in today's dollars).

Funding Redirection

KAP supports revenue generated in regional Queensland, being funnelled directly into this regional Bruce Highway infrastructure project.

KAP maintains a position that the Federal Government reinstate the previous 80/20 (federal/state) funding agreement for the Bruce Highway, ensuring that Queensland receives fair and equitable funding support for our vital national highway. By returning to the 80/20 funding model and cutting wasteful spending in Brisbane, we can build a safer Bruce Highway as well as improve regional roads across the North.

Increase Overtaking Lanes to 120km/h

In addition to the Bruce Highway Upgrade Strategy, road safety and efficiency on the Bruce Highway can be improved by increasing the legal speed limit to 120 kilometres per hour in designated overtaking lanes. This would allow drivers to pass slower vehicles more quickly and safely, reducing the time spent in oncoming traffic lanes. By shortening the overtaking distance, we can lower the risk of collisions and congestion.