

Government commitments

Draft ShapingSEQ – South East Queensland Regional Plan

(Information from the draft *ShapingSEQ*)

The draft *ShapingSEQ* is the Queensland Government's plan to guide the future of South East Queensland and respond to the region's projected growth. The draft regional plan, including the submissions received, have been drawn upon to inform this SIP Part B update.

Planning and delivery of infrastructure to accommodate growth, support private investment and provide essential services will underpin the sustainability and liveability of the region. Community consultation undertaken to inform the draft *ShapingSEQ* identified a strong community desire to deliver infrastructure in line with growth.

The draft *ShapingSEQ* identifies dwelling supply benchmarks and employment planning baselines to deliver growth within consolidation and expansion areas to 2041. A greater focus on consolidating growth will enable better use of infrastructure, facilitate higher levels of service, enhance economic growth and optimise public transport patronage.

The draft *ShapingSEQ* identifies the South East Queensland City Deal as a key implementation mechanism. The City Deal will provide a critical connection between the draft *ShapingSEQ*, the annual SIP Part B update and the annual State Budget to ensure the state is driving consistent economic outcomes alongside the Australian and local governments.

Draft ShapingSEQ region-shaping infrastructure

The draft *ShapingSEQ* identifies priority region-shaping infrastructure to service existing development and support projected growth. Some near-term priorities for South East Queensland are outlined below and in the infrastructure pipeline in figure 7.

Optimising the rail network

Increasing network capacity to move people, facilitate employment growth in the city centre, deliver economic agglomeration benefits and support residential consolidation. Future rail links are also required to service expansion areas.

1 Cross River Rail

Cross River Rail is the key to transforming South East Queensland's transport network to fully integrate road, rail and bus networks. A business case has been completed by Building Queensland. The project will move into delivery phase during 2017–18.

2 Ipswich and Springfield public transport corridor (including public transport corridor extension to Ripley Valley)

Corridor studies have been undertaken and this corridor is likely to be constructed in stages as the population grows and, after the construction of Cross River Rail, as funding options become certain. This priority is in concept phase.

3 Extension of the Gold Coast Light Rail from Broadbeach to Coolangatta (stage 3)

The Department of Transport and Main Roads is collaborating with the City of Gold Coast to produce a business case for stage 3.

4 Salisbury to Beaudesert passenger rail (following the Salisbury to Beaudesert public transport corridor)

Planning is being undertaken by the Department of Transport and Main Roads to review the proposed cross-section and alignment, and preserve the corridor. This priority is in concept phase.

Expanding rapid bus transit

Busway network expansion will improve public transport safety, efficiency and reliability for commuters. It will also support increased dwelling densities and employment growth.

5 Northern Busway extension to Bracken Ridge (as busway or other priority corridor)

Initial planning for the extension between Kedron and Bracken Ridge has been undertaken by the Department of Transport and Main Roads. Further planning is required as funding options become certain. Implementation of bus priority measures, including transitways, are the preferred interim solution, with busways introduced as network demand warrants. This priority is in concept phase.

6 Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)

Initial planning for the extension between Coorparoo and Capalaba has been undertaken by the Department of Transport and Main Roads. Further planning is required as funding options become certain. Implementation of bus priority measures, including transitways, are the preferred interim solution, with busways introduced as network demand warrants. This priority is in concept phase.

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7 South East Busway extension to Springwood (as busway or other priority corridor)

The South East Busway extension forms part of the M1 Pacific Motorway – Gateway to Logan Motorway upgrade (eight laning) project. Technical studies that identify and protect a future busway corridor between Rochedale and Springwood have been completed. Delivery is subject to funding and will be prioritised based on planned investments and upgrades in the region. The project is currently at the preliminary evaluation phase.

8 High-frequency public transport connection from Browns Plains to the South East Busway

To improve access between Browns Plains and the inner city, priority bus infrastructure projects should be explored to identify opportunities for improved passenger transport outcomes in the short to medium-term. This priority is in concept phase.

9 Improved inner city distribution (to complement Cross River Rail)

Planning is underway for improvements to the inner-Brisbane public transport network, including the busway network. Projects such as the Brisbane City Council's Brisbane Metro proposal will complement Cross River Rail by helping to address inner city bus congestion, as outlined in Connecting Brisbane. Brisbane Metro is in business case phase.

10 New high-frequency public transport connection linking Broadbeach via Bond University to Robina

The Department of Transport and Main Roads will continue to investigate opportunities to enhance high-frequency passenger transport connectivity, as demand warrants.

Enhancing freight capacity and supply chain efficiency

Investing in a strategic freight network has flow-on benefits in terms of economic development, improved safety and reduced impact on local road networks.

11 Dedicated rail freight corridor between Acacia Ridge and the Port of Brisbane

The Department of Transport and Main Roads is working with the Australian Government to investigate requirements.

12 Toowoomba Second Range Crossing

The \$1.6 billion bypass route is in delivery and is due for completion in December 2018, delivered in partnership with the Australian Government.

13 Inland Rail from Melbourne to Brisbane

The Australian Government project will increase capacity to manage freight through South East Queensland and increase economic activity in the region.

14 Mount Lindesay Highway upgrade and Bromelton Deviation

The Department of Transport and Main Roads continues to plan and deliver staged upgrades of the Mount Lindesay Highway, with \$41.6 million invested over the next four years which will support freight growth in the Bromelton State Development Area.

Identifying and protecting future passenger transport corridors

Connecting major gaps in the existing transport network and better managing it as one network will improve connectivity and efficiency.

15 High-frequency public transport services between Maroochydore, Caloundra to Beerwah

The CoastConnect concept design and impact management plan have been finalised. The Department of Transport and Main Roads is reviewing this planning as part of a wider investigation into options for passenger transport infrastructure in the southern Sunshine Coast. This priority is in concept phase.

16 Frequent public transport services to planned major expansion growth areas at Greater Flagstone, Caboolture and Yarrabilba

Greater Flagstone: Detailed passenger transport demand studies will be undertaken to assist in preserving trunk routes. Any long-term solution would require further planning, design and funding options.

Caboolture: The Department of Transport and Main Roads is working with Moreton Bay Regional Council to develop a broad transport infrastructure strategy. As planning and development advances and funding options become certain, this priority will progress.

Yarrabilba: Long-term planning indicates the need for future investigation of priority infrastructure requirements, such as detailed corridor studies. Any long-term solution would require further planning, design and funding options.

This priority is in concept phase, with a strategy being developed.

2016–17 achievements



402

construction projects
completed or underway

\$1.6 B

committed from State
Infrastructure Fund



\$13 B

tourism infrastructure
pipeline facilitated

\$320 M

infrastructure delivered
for Gold Coast
Commonwealth Games

700

local government
projects in regional
areas through Works
for Queensland

2016–17 highlights

2 new

Priority
Development Areas

1200 Mw

renewable energy
projects confirmed
(18 months to June 2017)

110+

government services
added online

129 km

of state-controlled
road constructed

185 new

social housing
units

Cross River Rail

\$5.4 B
committed to
fully fund

Reduce
18,500
car trips by 2036

Approx.
1500 jobs
per year for 5 years
of construction

Passengers will get to
the southern CBD up to
15 minutes
faster

3 new
hospitals

4 new
schools

2017 SIP at a glance

\$10.2 B
infrastructure
investment in
2017-18

29,000
jobs supported

490
1-4 year
program items

\$5.4 B in
South East
QLD

\$4.8 B in
regional
QLD

\$42.7 B
over the next
four years
↑ \$1.9 B

FUNDING BY ASSET CLASS:

\$1.1 B
Cross-government

\$4 B
Transport

\$1.8 B
Energy

\$270 M
Water

\$770 M
Health

\$702 M
Education
and training

\$179 M
Digital

\$488 M
Justice and
public safety

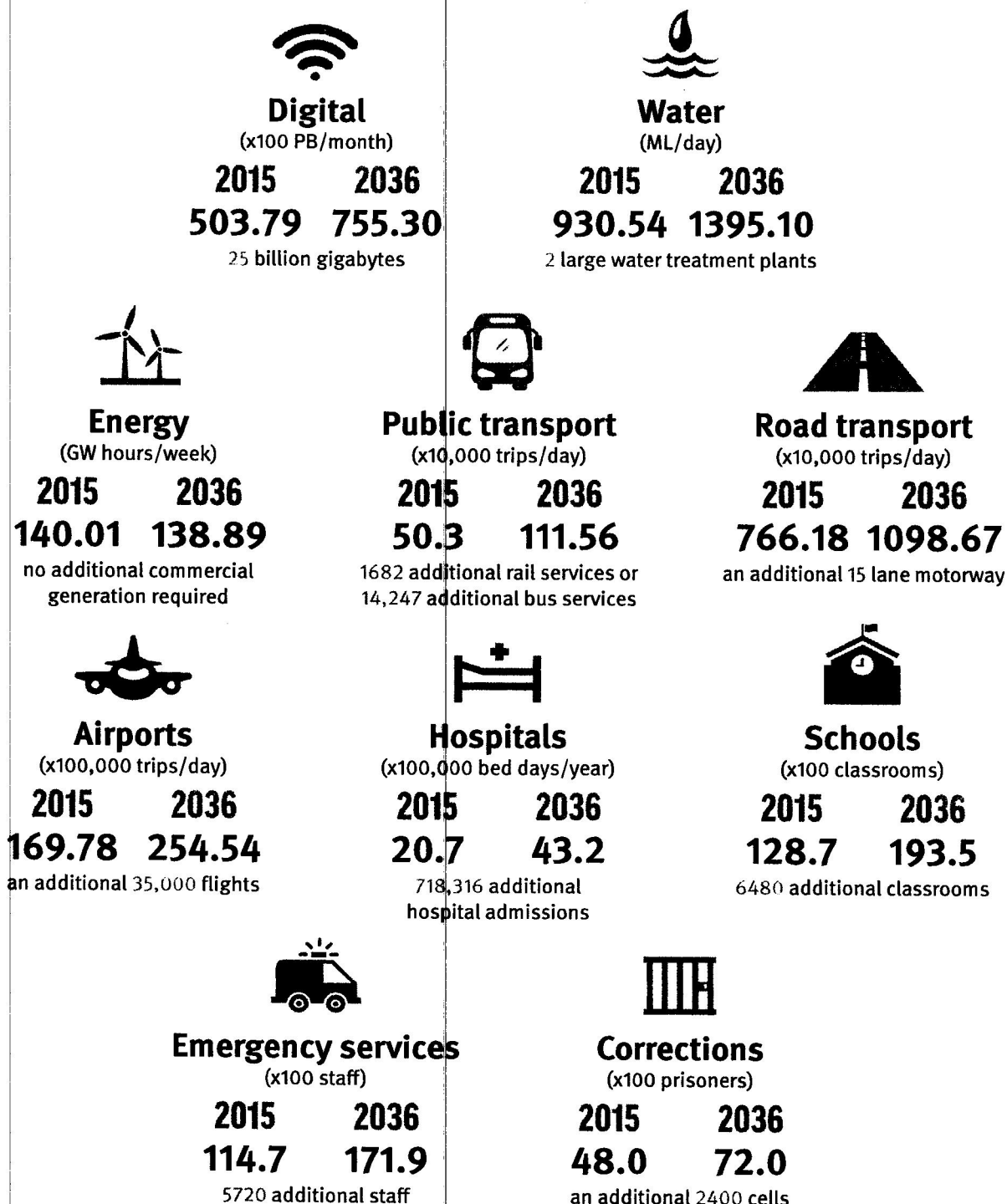
\$325 M
Arts, culture
and recreation

\$505 M
Social housing

Note: Figures may not add up due to rounding

Queensland overview

SEQ-indicative future service demand

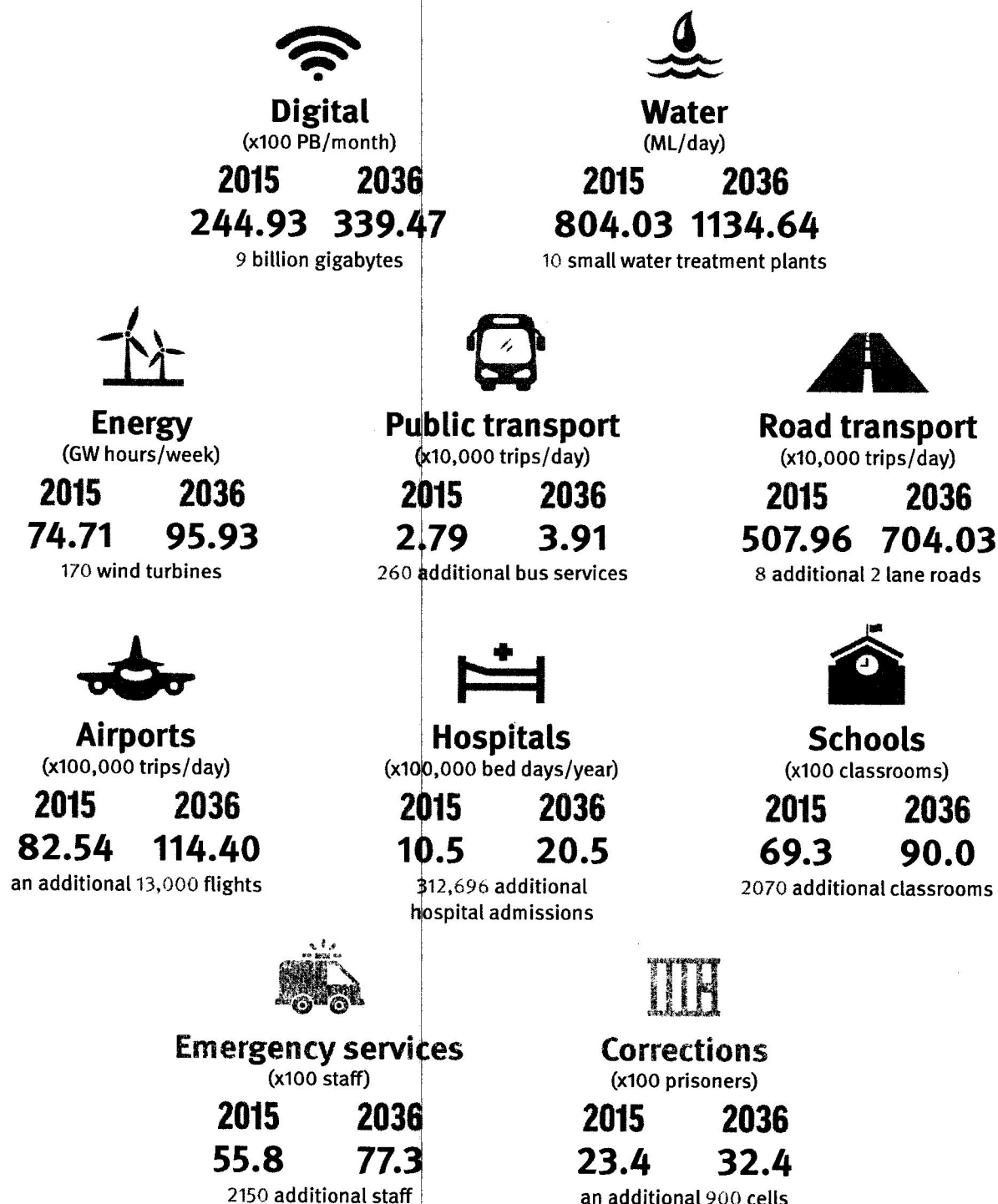


Note: These figures are illustrative only and do not consider existing or planned capacity or changes in government policy, behavioural change or efficiencies brought about by new technology. Demand in different communities may also vary significantly with infrastructure planning based on more detailed modelling. Based on indicative demand projections commissioned by the Queensland Government (2015).

Figure 4: SEQ-indicative future service demand

Queensland overview

Regional Queensland—indicative future service demand



Note: These figures are illustrative only and do not consider existing or planned capacity or changes in government policy, behavioural change or efficiencies brought about by new technology. Demand in different communities may also vary significantly with infrastructure planning based on more detailed modelling. Based on indicative demand projections commissioned by the Queensland Government (2015).

Figure 5: Regional Queensland—indicative future service demand