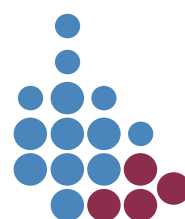
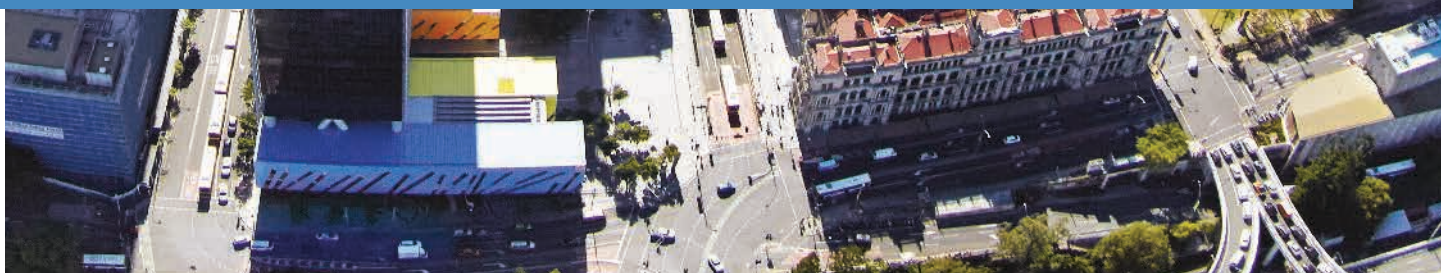




2017/18 QUEENSLAND STATE ELECTION

ADVOCACY PRIORITIES



Council of Mayors

South East Queensland

COUNCIL OF MAYORS (SEQ): ONE REGION, ONE VOICE

The Council of Mayors (SEQ) is Australia's largest regional local government advocacy organisation, representing the South East Queensland (SEQ) region.

The membership of the Council of Mayors (SEQ) includes Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba councils.



FOREWORD

The prosperity of South East Queensland (SEQ) relies on strong and successful partnerships across all tiers of government. This is particularly important at the local level where State and Local governments work together for the benefit of the region's businesses and communities.

As a result, SEQ continues to be a key driver for economic growth for Queensland and Australia. Home to one in seven Australians and delivering 20 percent of GDP growth, SEQ remains the state's and nation's economic powerhouse.

The SEQ Mayors are keen to continue to build on this collaboration as the region moves into a new phase of investment and growth. On the verge of an SEQ City Deal, it's more important than ever to maintain a strong focus on the region and the needs of its growing population.

An SEQ City Deal will change the economic and social landscape of the region. A long term agreement between governments to invest collectively in the region, this arrangement will ensure SEQ's priorities are determined by need and not politics.

The Council of Mayors (SEQ) and the Queensland Government have already forged an alliance to work collaboratively to secure an SEQ City Deal. This document outlines the next steps in progressing this partnership and ensuring that together we're planning for the future growth of the region.

With five out of the ten largest councils in Australia, the Council of Mayors (SEQ) offers an opportunity to use its regional cooperation and collaborative action to demonstrate how the tiers of government can work together for the benefit of all.

This document presents a smart and sustainable path to advancing the interests of SEQ, and consequently, the interests of Queensland. The requests outlined represent a strong approach to maintaining the economic growth, quality of life and prosperity that Queenslanders currently enjoy.

The Council of Mayors (SEQ) is committed to working with the future Queensland Government to ensure there is clear alignment between the goals and priorities of the SEQ region, and those of the Federal and State governments. It is crucial to the success of SEQ, and the state as a whole, that these agendas move forward together.

Cr Graham Quirk

Chair

Council of Mayors (SEQ)

KEY PRIORITIES FOR SEQ





PRIORITY 1

Develop and implement an SEQ Infrastructure Plan to ensure the success of *ShapingSEQ*, the new SEQ Regional Plan.

ShapingSEQ, the new SEQ Regional Plan, is an important document for the region's future. The Plan sets the framework for sustainable planning and growth management across SEQ, and its success depends greatly on infrastructure delivery that keeps pace with the growth of the region.

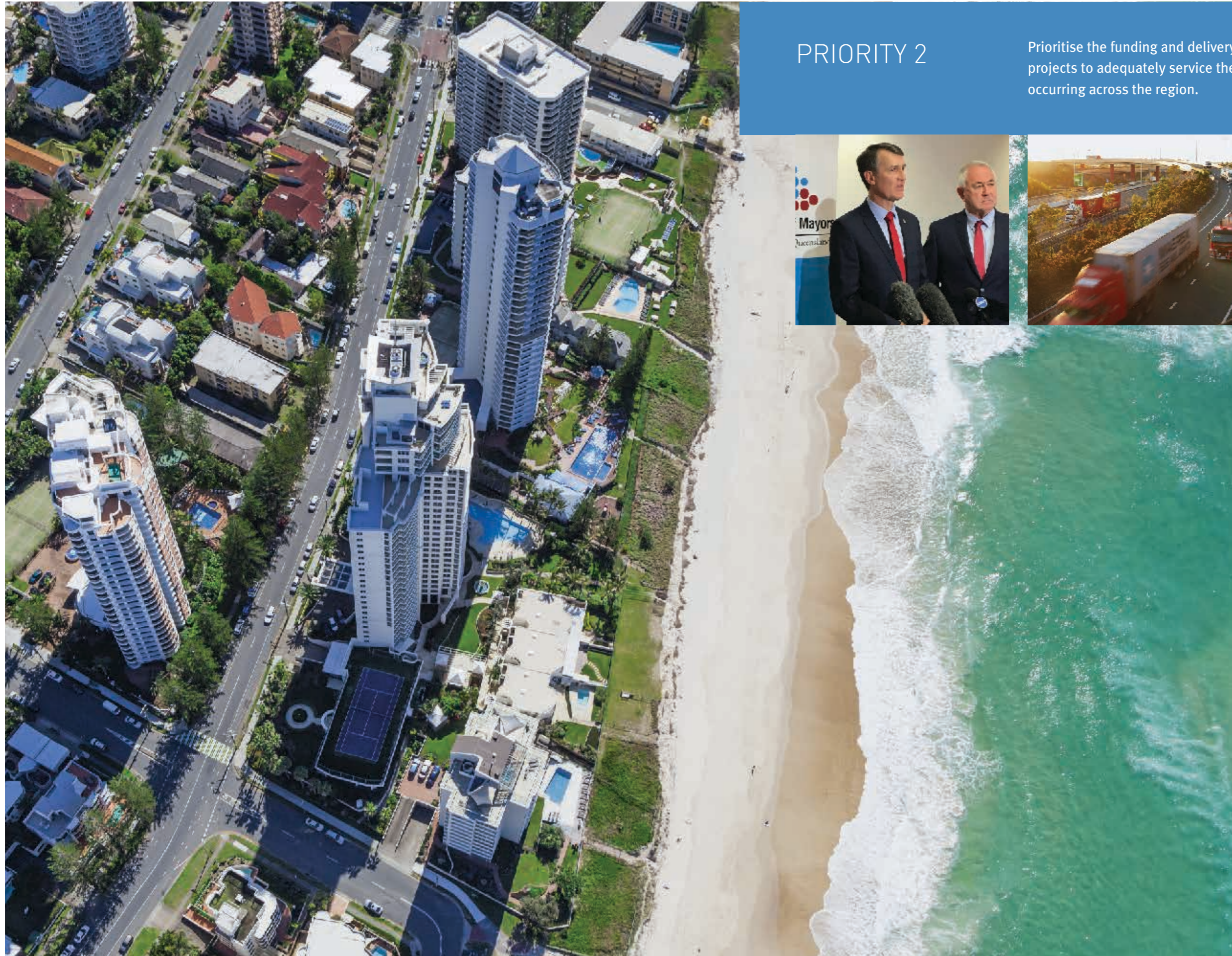
The Council of Mayors (SEQ) acknowledges the long term engagement between the Queensland Government and the SEQ Mayors during the development of *ShapingSEQ*. However, there remains some critical items to be resolved in the Plan's implementation.

The Council of Mayors (SEQ) believes *ShapingSEQ* must be aligned with an accompanying SEQ Infrastructure Plan. While the State Infrastructure Plan does place some regional focus on the state's infrastructure priorities, further work is required to include a broader range of regionally significant infrastructure priorities.

Currently, there remains a lack of detail on infrastructure commitment and funding. The Council of Mayors (SEQ) considers that *ShapingSEQ* would be significantly improved if it was supported by more detailed infrastructure funding commitments.

The Council of Mayors (SEQ) welcomes the collaboration between the Queensland Government and the SEQ Mayors to date. The region's Mayors are now ready to work with the Queensland Government to ensure the successful implementation of the new SEQ Regional Plan, and the infrastructure needed to support it.





PRIORITY 2

Prioritise the funding and delivery of SEQ's most critical infrastructure projects to adequately service the population and economic growth occurring across the region.

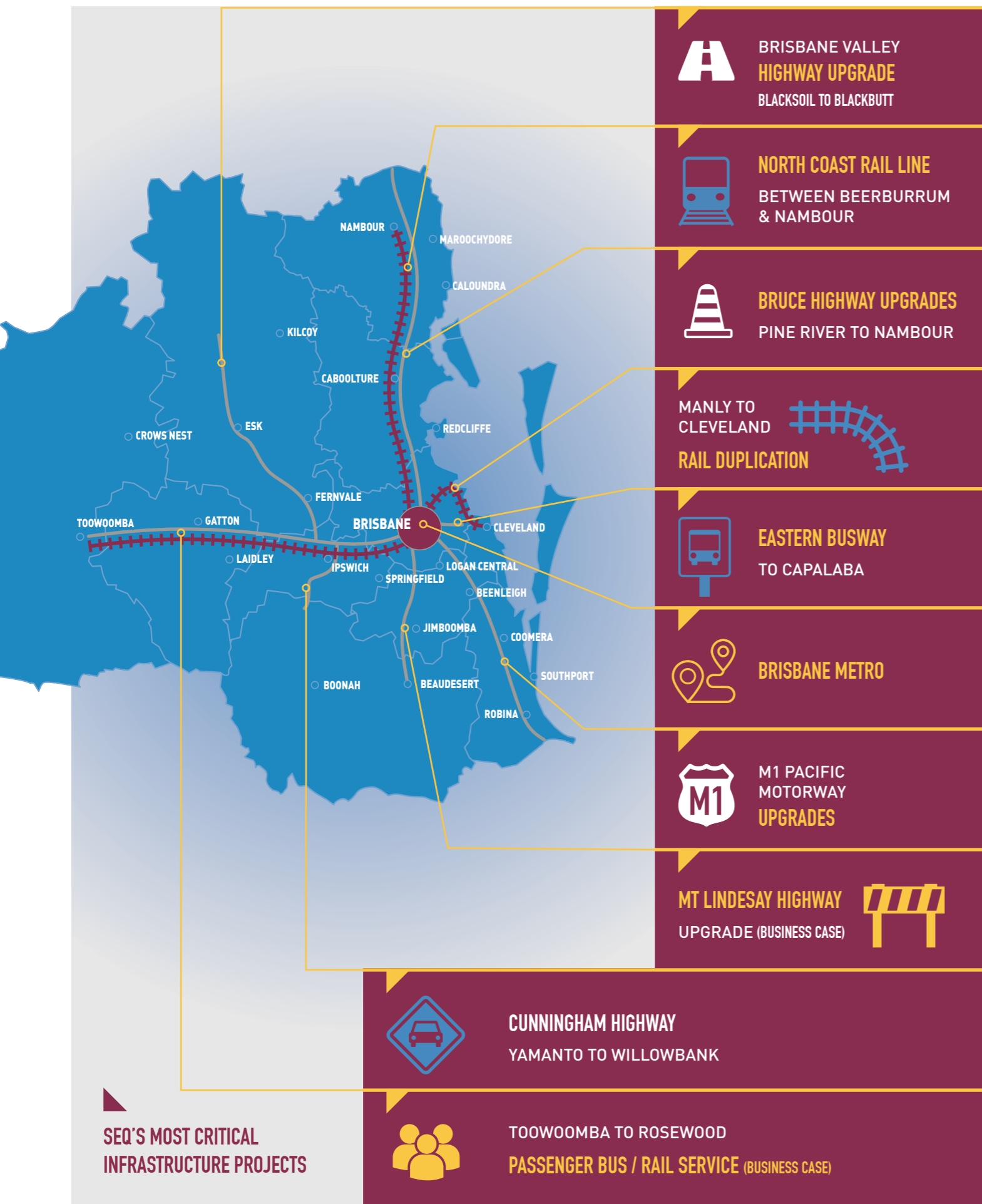


Connectivity is the lifeblood of SEQ. It is essential to support the region's growing population and economy, ensure vital transport networks keep people and goods moving, and enhance the liveability and prosperity of SEQ's communities.

This connectivity is driven by major corridors that traverse SEQ, facilitating commuter and freight movement within the region and beyond. Securing the efficiency and safety of these corridors is key to delivering sustainable growth, a strong economy and an effective SEQ Regional Plan.

Quick fixes and ad hoc upgrades are no longer meeting the needs of the SEQ community. The Council of Mayors (SEQ) calls on the Queensland Government to take a holistic and comprehensive view to safeguarding SEQ's connectivity corridors.

While the Council of Mayors (SEQ) understands the importance of all infrastructure priorities outlined in this document, the following corridors require the immediate attention of the Queensland Government to support the needs of a growing SEQ region.

**BRISBANE METRO**

With much of the inner-city bus network already at capacity, Brisbane Metro will deliver a high-frequency, 'turn-up-and-go' public transport system that will cut travel times, reduce CBD bus congestion and improve services across the suburbs of Brisbane.

BRISBANE VALLEY HIGHWAY UPGRADE (BLACKSOIL TO BLACKBUTT)

This project involves upgrading of a large section of the Brisbane Valley Highway. This project will increase road safety, improving the freight and transport links between the Somerset Region, the South Burnett and the Warrego Highway.

BRUCE HIGHWAY UPGRADES – PINE RIVER TO NAMBOUR

The SEQ component of the Bruce Highway traverses three local government areas and is the primary road transport corridor for moving people, freight and tourists into and through the northern sector of SEQ and into Brisbane. As the population has grown and the settlement patterns outside Brisbane have shifted and expanded, the Bruce Highway – particularly north of Caboolture – has not kept pace with the carrying capacity required for the fastest growing region in Australia.

CUNNINGHAM HIGHWAY (YAMANTO TO WILLOWBANK)

This project is driven by road safety and capacity constraints arising from a combination of rapid development in the south-western corridor and limited transport networks available to support the demand. This project will also support major economic development opportunities at Ebenezer, Willowbank and RAAF Base Amberley.

EASTERN BUSWAY TO CAPALABA

Extending the Eastern Busway to Capalaba will provide an effective solution to commuter movement within the Translink network and connections to the City Rail network, the city bus network and the South East Busway. The 18 kilometre busway will reduce travel times by up to 20 minutes, providing access to/ from Capalaba, the Chandler sporting complex, University of Queensland, Princess Alexandra Hospital, Boggo Road Urban Village, the EcoSciences Precinct and the Brisbane CBD.

M1 PACIFIC MOTORWAY UPGRADES

The M1 Pacific Motorway is a vital link in the national road network and ranked among the busiest and most critical transport corridors in Australia for freight, public transport and private commuter travel. The timely delivery of these upgrades is critical to the productivity of Queensland.

MT LINDESAY HIGHWAY UPGRADE (BUSINESS CASE)

The Mt Lindesay Highway is a transport route crucial to regional economic growth in SEQ and more widely Queensland. It is the most important north south link in the south western corridor of the region. It also has the third highest rate of fatalities and serious crashes on a highway in Queensland. A business case is required to deliver a comprehensive plan for upgrades of an end-to-end solution.

MANLY TO CLEVELAND RAIL DUPLICATION

The duplication of the rail line between Manly and Cleveland will allow more frequent rail services to the Brisbane CBD and the airport. This project will also support a burgeoning economy and growing population of

Cleveland, as well as support Toondah Harbour and improve the connection from North Stradbroke Island to Brisbane as part of the island's economic transition.

NORTH COAST RAIL LINE BETWEEN BEERBURRUM AND NAMBOUR

The duplication and upgrade of the North Coast Rail Line initially between Beerburum and Landsborough then on to Nambour has been sought for decades to improve the reliability, speed and accessibility of rail freight operations and passenger transport services – not just for SEQ, but also in the interests of improving the productivity of Queensland as a whole.

TOOWOOMBA TO ROSEWOOD PASSENGER BUS / RAIL SERVICE (BUSINESS CASE)

Development of the Toowoomba to Rosewood Passenger Bus/Rail Service would provide essential public transport infrastructure from the south-west of the state to Brisbane which is vital now rather than deferring in anticipation of the possible future delivery of passenger rail through the Inland Rail delivery mechanism.

A complete list of SEQ's infrastructure priorities, as determined by the Council of Mayors' (SEQ) member councils, is included as Appendix 1.

PRIORITY 3

Establish a collaborative statutory governance authority for the region's catchments and waterways to drive the Resilient Rivers Initiative including flood mitigation priorities in SEQ.

In recent years, severe flooding and water supply issues have again placed the spotlight on the need to build climate resilience in SEQ's waterways and catchments.

The Council of Mayors (SEQ) has initiated a mechanism for the strategic and coordinated management of the region's catchments which is supported by the various water entities and government bodies actively working in this space across SEQ.

The Resilient Rivers Initiative is a collaborative arrangement between the water entities and government bodies in SEQ, with the objectives of keeping soil out of waterways, protecting our region's water security and improving climate resilience.

The Initiative has established an agreed Regional Strategy 2015 - 2025 and a set of Catchment Action Plans which identify key regional assets and the risks to those assets, with a number of priority actions identified to mitigate these risks.

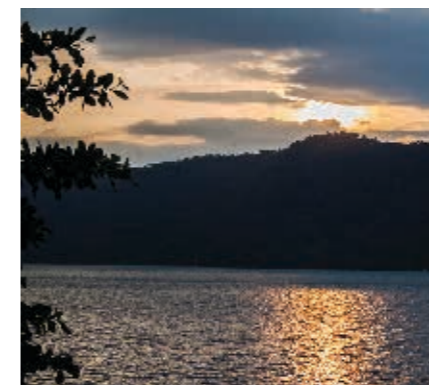
With the completion of a framework and an effective approach to coordinating action across the region, a governance mechanism for the Resilient Rivers Initiative needs to be formalised.

The Council of Mayors (SEQ) is calling on the Queensland Government to establish a statutory governance authority to drive the delivery of vital on-ground works as prioritised by the Resilient Rivers Initiative, and consider other flood mitigation requirements across SEQ.

However, as councils and their elected representatives are the closest level of government to local communities, it is critical that the SEQ Mayors continue to have the major role in determining the appropriate governance mechanism.

An agreed strategy to determine this mechanism is required between a lead agent in the State Government and the Council of Mayors (SEQ). A Resilient Rivers Taskforce has already been established to facilitate this activity.

For more than three years now, the Council of Mayors (SEQ) has been seeking the establishment of a statutory governance authority. With short term funding secured and investigations into an SEQ City Deal as a long term funding source underway, it is critical this work starts immediately.



PRIORITY 4

A clear commitment to collaborate with Council of Mayors (SEQ) to position SEQ as a destination for global trade and investment, demonstrated through support for projects such as the cable protection zone and international broadband submarine cable on the Sunshine Coast.



South East Queensland is an economic powerhouse, driving growth and attracting investment for Queensland and Australia. However, for SEQ to continue to grow, the region needs to seek new and innovative ways to compete with and appeal to an international market.

The Council of Mayors (SEQ) is currently facilitating a number of initiatives, and supporting council initiatives, to profile the region as an international destination for trade and investment. However, these initiatives would be enhanced with greater support and collaboration from the State.

Examples of these initiatives include an SEQ Mayors' delegation to the 2017 Asia Pacific Cities Summit in Daejeon, South Korea. This followed a successful business mission to Singapore to explore the nation's Smart initiatives and world-class infrastructure, as well as strengthen relations between the two regions.

Both missions provided the opportunity to showcase the region's online investment prospectus, *SEQInvest.com.au*, which promotes the diverse range of investment, business and lifestyle opportunities available in SEQ.

While Austrade has provided support by promoting *SEQInvest.com.au* internationally, the Queensland Government is yet to embrace this website as a tool to attract international investment to this region.

Similarly, the Council of Mayors (SEQ) is capitalising on the rise in popularity of culinary tourism by establishing an online SEQ Food Trails platform. This website will allow users to create their own 'foodie' experiences throughout the SEQ region.

These initiatives, as well as State-facilitated activities and missions, would better serve the economic development agenda of both organisations if there was ongoing collaboration and partnership between the Queensland Government and the region's councils.

The Council of Mayors (SEQ) also supports a range of council initiatives that deliver an economic advantage for SEQ, such as the Sunshine Coast international broadband submarine cable. This project has been widely recognised as offering a transformative impact on the SEQ economy, with the potential to increase the region's global competitiveness.

Five international submarine cables provide data connectivity from Australia to the rest of the world. Four of these cables land in Sydney and the fifth cable lands in Perth. The close proximity of the four existing cables in Sydney poses a significant risk for most of Australia's existing commercial data centre capacity. The Sunshine Coast provides the first viable landing point on the eastern seaboard of Australia (travelling south from Cape York) for a cable that links to Asia and/or to the United States.

The cable will act as a catalyst for technology businesses and the associated high value jobs they provide. It has the potential to attract a new calibre of investment in technology based enterprises, innovative design and applications development ventures, industries dependent on high volume transactions, and businesses in the banking and finance sectors.

Sunshine Coast Council has lodged a submission with the Australian

Communications and Media Authority (ACMA) seeking the declaration of an offshore cable protection zone, which will encourage the private sector to deliver an international broadband submarine cable of national significance to SEQ.

The proposed submarine cable and associated facilities will deliver potential value of \$1.1 billion per annum to the Queensland economy (independent modelling by AEC Group). A detailed feasibility study for the international submarine broadband cable is expected to be completed by late 2017.

The Council of Mayors (SEQ) welcomes a commitment from the Queensland Government to support all efforts, through ongoing Commonwealth advocacy and expediting consideration of any State related approvals that may be required, to secure a cable protection zone and seek investment in an international broadband cable to come ashore on the Sunshine Coast.





APPENDIX 1

INFRASTRUCTURE
PRIORITIES FOR SEQ

This list represents a comprehensive overview of SEQ's infrastructure priorities, requiring future State Government investment.

The Council of Mayors (SEQ) understands the importance of all these projects to the region and its communities. Therefore, this list is arranged based on project costs and not priority.

VITAL TRANSPORT NETWORKS THAT KEEP PEOPLE
AND GOODS MOVING

NORTH WEST TRANSPORT CORRIDOR \$2.4 - \$10.3 BILLION (ESTIMATED)

While the motorway network has been extended recently by the Clem7, Airport Link and Legacy Way projects, there is a major gap in the motorway network in western Brisbane between the Centenary Motorway and the Bruce Highway for north-south movements.

A number of studies have identified the potential need for a north or north-western motorway/arterial link to complement the overloaded Gympie Road corridor. Through traffic is forced to share roads with local traffic, adding to congestion and travel times. The Queensland Government has proposed the North West Transport Corridor between Gympie Road and Stafford Road in its long term planning for provision of both a motorway and rail route. This designation is a potential key link in this network.

In recent years, the Queensland Government corridor planning has evolved from a motorway project to an integrated transport corridor that caters for walking, cycling, rail and road. There are however a number of potential northern and north-western Motorway routes that could link Moreton Bay Regional Council area and the Brisbane northern suburbs to the CBD, Toowong (and Centenary Motorway), the Pacific Motorway, Chermshire and Airport Link.

In 2014, Brisbane City Council undertook pre-feasibility option development and assessment for the TransApex Board (now Major Projects Board). Eight main scenarios were investigated including surface and tunnel options all starting from the Gympie Arterial but with end point interchange options of the Western Freeway/Legacy Way, Gympie Road/Stafford Road/Airport Link or Inner City Bypass (Herston).

BRUCE HIGHWAY UPGRADES – PINE RIVER TO NAMBOUR – COMBINED COST
OF \$3.95 BILLION

The SEQ component of the Bruce Highway traverses three local government areas and is the primary road transport corridor for moving people, freight and tourists into and through the northern sector of SEQ and into Brisbane. As the population has grown and the settlement patterns outside Brisbane have shifted and expanded, the Bruce Highway – particularly north of Caboolture – has not kept pace with the carrying capacity required for the fastest growing region in Australia.

In line with the Federal-State agreed funding formula for national highways (80 percent/20 percent respectively), the Council of Mayors (SEQ) is seeking a clear timing and funding commitment by the Queensland Government to its

20 percent contribution to the following upgrades to the Bruce Highway:

- Dohles Rocks Road Murrumba Downs, proposed signalised interchange - \$2 billion
- Dohles Rocks Road Murrumba Downs, widening and lengthening of on ramp - \$25 million
- Deception Bay Road, bridge duplication and improved motorway interchange - \$150 million
- Caboolture- Bribie Island Road to Caloundra Road interchange - \$662.5 million
- Caloundra Road Interchange to Sunshine Motorway interchange - \$929.3 million (already committed – works commenced)
- Nambour Connection Road/Maroochydore Road Interchange Upgrade Stage 1 - \$187 million.

NORTHERN BUSWAY \$2-3 BILLION

The busway project includes three main stages being from Kedron – Chermshire; Chermshire – Aspley and Aspley - Carseldine. The provision of a reliable bus connection between the Brisbane CBD and northern suburbs is important to the economic growth of SEQ and provides a viable public transport alternative to the people who live and work in the Gympie Road Corridor. The Northern Busway section between Kedron and Aspley, along Gympie Road is approximately six kilometres in length. The preferred alignment for the Northern Busway is along the Gympie Road corridor.

NORTH COAST RAIL LINE BETWEEN BEERBURRUM AND
NAMBOUR \$2.28 BILLION

Stage 1: (Beerburum to Landsborough) – \$780 million

Stage 2: (Landsborough to Nambour) – \$1.5 billion (estimate)

The duplication and upgrade of the North Coast Rail Line initially between Beerburum and Landsborough then on to Nambour has been sought for decades to improve the reliability, speed and accessibility of rail freight operations and passenger transport services – not just for SEQ but in the interests of improving productivity for Queensland as a whole.

Freight operations are severely constrained in this section of the North Coast line due to conflict with passenger services and poor track alignment. The Council of Mayors (SEQ) is seeking a clear funding and timing commitment and the prioritisation of the North Coast Rail Line duplication and upgrade and for the Queensland Government to fund in conjunction with the Federal Government, or investigate co-funding in conjunction with the Australian Rail Track Corporation.

EASTERN BUSWAY TO CAPALABA \$1.736 BILLION

Extending the Eastern Busway to Capalaba will provide an effective solution to commuter movement within the Translink network and connections to the City Rail network, the city bus network and the South East Busway. The 18 kilometre busway will reduce travel times by up to 20 minutes, providing access to/from Capalaba, the Chandler sporting complex, University of Queensland, Princess Alexandra Hospital, Boggo Road Urban Village, the EcoSciences Precinct and the Brisbane CBD.

M1 PACIFIC MOTORWAY UPGRADES – COMBINED COST OF
\$1.436 BILLION

The M1 Pacific Motorway corridor is a vital link in the national road network, starting in Tugan, near the New South Wales border and finishing at the Pacific Motorway and Gateway Motorway merge (Eight Mile Plains). The M1 is ranked among the busiest and most critical transport corridors in Australia for freight, public transport and private commuter travel. Daily traffic volumes result in a four hour peak period from 5am to 9am and incidents cause significant congestion queues. This is particularly intensified during key events, such as the 45km tailback during this year's Brisbane Ekka Show Holiday due to traffic volumes alone. The timely delivery of upgrades along the entire corridor, stretching from Logan to the Gold Coast, is critical to the productivity of Queensland and it is imperative the projects receive funding support. The following priority areas of investment have been identified and outlined in more detail below:

- Upgrades from the Gateway Motorway to Logan Motorway and extension of the South East Busway to Loganholme - \$16 million for a business case
- Interchange upgrades, Northern Gold Coast (Yatala to Oxenford) - \$200 million
- Upgrade from Mudgeeraba to Varsity Lakes - \$220 million
- Upgrade from Varsity Lakes to Tugun - \$1 billion

Upgrades from the Gateway Motorway to Logan Motorway
and extension of the South East Busway to Loganholme -
\$16 million for a business case

The 16km section of the M1, from the Gateway Motorway at Eight Mile Plains to the Logan Motorway in Loganholme is significantly affected by traffic congestion, with over 140,000 vehicles per day. Current infrastructure constraints are limiting the future achievement of economic growth, contributing to lost productivity and reducing competitiveness.

A finalised funding commitment was recently announced for the upgrade of the southbound section of the M1 between Eight Mile Plains and Rochedale. Further commitments are needed to deliver a comprehensive solution, including:

- An upgrade the northbound lanes between Eight Mile Plains and Rochedale, to combat the four hour peak experienced every morning
- An extension of the South East Busway from Eight Mile Plains to Loganholme. This extension would ensure buses aren’t stuck in traffic and provide a vital public transport connection to the growing centres of Springwood and Loganholme.
- The remaining section of the M1 from Rochedale to the Logan Motorway at Loganholme

Further upgrades would address this major bottleneck and increase capacity, reduce travel times and offer an integrated transport solution.

Interchange upgrades, Northern Gold Coast (Yatala to Oxenford) - \$200 million

The upgrade of this section of the M1 was completed almost 20 years ago. Strong traffic growth combined with ongoing development of the northern Gold Coast, has resulted in a rapid escalation of congestion at each of the five motorway interchanges on the northern Gold Coast: Exit 38 Yatala North, Exit 41 Yatala South, Exit 45 Ormeau - Kingsholme, Exit 49 Pimpama and Exit 57 Oxenford.

Traffic queuing back onto the motorway creates a serious safety issue, as well as a significant negative economic impact on business. Exits 38, 41 and 45 provide access to the Yatala Enterprise Area, the industrial engine room of the Gold Coast with the capacity to employ 40,000 people, which makes it one of the most significant employment precincts in SEQ. Interchange upgrades are urgently needed to improve safety, travel-time reliability and support critical economic investment within the Yatala Enterprise Area.

Upgrade from Mudgeeraba to Varsity Lakes - \$220 million

This upgrade would provide an important part of the national transport network improving the level of service for commercial vehicles. It would improve the reliability of the commute between the Gold Coast and Brisbane by increasing the lanes to eight between the Gateway Motorway and Smith Street, and to six lanes between Gaven and Varsity Lakes.

Upgrade from Varsity Lakes to Tugun - \$1 billion

This section of the M1 is the most congested in the region. Planning is well advanced and includes an upgrade to six lanes to link the Robina to Varsity Lakes section to the Tugun bypass. The upgrade is required to support reliable interstate freight movements and connect Brisbane to New South Wales.

EAST PETRIE BYPASS / EAST STRATHPINE BYPASS \$1 BILLION

Intra-regional trips are currently highly constrained along the north-south axis of the Moreton Bay region due to the lack of alternative routes. The Bruce Highway (M1) is at

capacity during peak periods and the nearest alternative north-south route - Gympie Road, Petrie is also at capacity with severe queuing and delays at the intersection of Gympie Road / Dayboro Road, known locally as the “Petrie Roundabout”.

The East Petrie and East Strathpine Bypass Proposal will significantly improve capacity to the southern section of the Moreton Bay region where most of the traffic congestion occurs. This proposal will also allow more intra-regional trips to transfer from the national Bruce Highway, providing additional capacity on the Bruce Highway for more strategic inter-regional trips. Planning for this project needs to be undertaken in close partnership with Moreton Bay Regional Council to ensure it does not adversely affect the planning and development of the former Petrie Mill site.

CENTENARY MOTORWAY (MOGGILL ROAD TO IPSWICH MOTORWAY) \$1 BILLION

The pressure of high population growth in southwest Brisbane and neighbouring regions such as Springfield and Ripley, combined with the single four lane crossing of the Brisbane River at Jindalee, will result in major congestion on the Moggill Road to Ipswich Motorway portion of the Centenary Motorway in the near future.

The Centenary Bridge itself is unable to carry B-Double heavy vehicles which constrains this western motorway corridor for higher productivity vehicles. The first stage of an upgrade of the Centenary Motorway to six lanes was undertaken in conjunction with Legacy Way and the remaining section between the Moggill Road and the Sumners Road interchanges is four lanes. The Queensland Department of Transport and Main Roads has previously examined options for the augmentation of the motorway and the bridge to six lanes and to make provision ultimately for eight lanes.

BRISBANE METRO \$944 MILLION

With much of the inner-city bus network already at capacity, Brisbane Metro will deliver a high-frequency, ‘turn-up-and-go’ public transport system that will cut travel times, reduce CBD bus congestion and improve services across the suburbs of Brisbane. Two thirds of funding for Brisbane Metro will be contributed by Brisbane City Council, with a third sought from other levels of government.

Brisbane Metro comprises two new metro lines across 21 kilometres of existing busway. Metro 1 will link Eight Mile Plains and Roma Street busway stations, and Metro 2 will link RBWH and UQ Lakes busway stations. By fixing critical bottlenecks in the inner-city, and introducing new, high-capacity metro vehicles, it provides a cost-effective solution to Brisbane’s bus congestion issues.

The Council of Mayors (SEQ) anticipates Brisbane Metro will integrate with the Queensland Government’s

Cross River Rail proposal to ease commuter congestion throughout the SEQ transport network.

GOLD COAST LIGHT RAIL STAGE 3A (BROADBEACH TO BURLEIGH HEADS) \$700 MILLION

Extending the highly successful “G” light rail to serve the southern portion of the Gold Coast is an important priority for SEQ. This will enable sustainable management of ongoing residential and commercial regeneration in the coastal corridor to occur in line with the City of Gold Coast’s planning objectives.

These are centred on concentrating the greater part of new urban development in urban infill areas close to mass urban transit, and reducing the high reliance on private car transport. Reference design and preparation of a business case for the next stage of the “G” to Burleigh Heads is currently being undertaken. Further planning to complete the extension to Coolangatta town centre via the Gold Coast Airport will commence in late 2017.

NORTH-SOUTH URBAN ARTERIAL (ANZAC AVENUE TO DOHLES ROCKS ROAD) \$500 MILLION

Suburbs to the eastern side of the Bruce Highway between North Lakes and the Moreton Bay boundary with Brisbane City Council have experienced rapid population growth over the past ten years. This population growth is continuing at a fast pace with the growth of Mango Hill and Griffin. The North-South Urban Arterial provides a north-south traffic capacity response to this growth which will allow more intra-regional trips to transfer from the congested Bruce Highway.

INTRA-REGIONAL TRANSPORT CORRIDOR (IRTC) - 4 LANE URBAN ARTERIAL \$500 MILLION

Stage 1: Coomera Marine (Shipper Drive) to Gold Coast Highway four lane alignment – \$180 million

Stage 2: Gold Coast Highway to Nerang-Broadbeach Road four lane alignment – \$150 million

Stage 3: Shipper Drive to Stapylton-Jacobs Well Road – \$170 million

The proposed project would provide an alternative north-south route to the Pacific Motorway between Stapylton-Jacobs Well Road and Nerang-Broadbeach Road. The project would reduce pressure on the Pacific Motorway, provide alternative traffic routes if there is an incident on the motorway and will assist in the development of expected high growth areas of the Gold Coast, particularly the Coomera Town Centre.

UPGRADES TO SUNSHINE COAST MOTORWAY, NICKLIN WAY AND MOOLOOLAH RIVER INTERCHANGE \$440 MILLION

The upgrade to the Mooloolah River Interchange will

reduce congestion on Nicklin Way and the Sunshine Motorway, whilst providing direct access to the new Sunshine Coast University Hospital site. The works would include:

- four lanes on the Sunshine Motorway between Kawana Way and the new interchange;
- a new connection from Nicklin Way to Brisbane Road; and
- a new two-lane Kawana Arterial road from Kawana Way at Parrearra to the Mooloolah River interchange.

REDLAND CITY TO PORT OF BRISBANE CORRIDOR \$360 MILLION

This project will link the major residential areas in Brisbane’s south east to the Australia Trade Coast precinct, reducing travel times for commercial vehicles, improving safety and providing significant transport benefits for residential communities.

CUNNINGHAM HIGHWAY (YAMANTO TO WILLOWBANK) \$276 MILLION

This project is driven by road safety and capacity constraints arising from a combination of rapid development in south-western corridor and limited transport networks available to support the demand. This project would improve safety, reduce congestion and provide greater efficiency in the movement of interstate and inter-regional freight to the Port of Brisbane and Australian Trade Coast precinct as well as improving access to RAAF Base Amberley (one of Australia’s largest Defence facilities) and the state and regionally significant Ebenezer Willowbank Business and Industry Area.

NORMAN STREET BRIDGE \$250 MILLION

This bridge will provide a second crossing of the Bremer River for the Ipswich CBD – a designated Principal Regional Activity Centre. This crossing will improve access and productivity by removing non-essential through traffic, and will also ensure key additional access during emergencies and natural disasters.

REDLAND CITY TO GATEWAY MOTORWAY CORRIDOR \$196 MILLION

This project will improve the freight and transport corridor that joins Redland City Council to the Gateway Motorway. It will provide residents in Redland and Brisbane’s east with better access to employment opportunities and it will also improve road capacity and levels of public transport.

MT LINDESAY HIGHWAY DEVIATION (WOODHILL TO BROMELTON) \$185 MILLION

The Bromelton State Development Area (SDA), west of Beaudesert, is the only available development site in SEQ

with access to the national standard gauge rail network, providing connectivity to Sydney and Melbourne markets on the existing interstate rail line and via the Inland Rail project over the long term.

Bromelton is positioned as a significant freight and logistics hub following the opening of a \$30 million intermodal terminal within the precinct. Construction of a strategic north-south road corridor through the centre of the SDA site, between the Mt Lindesay Highway at Woodhill and Boonah-Beaudesert Road at Bromelton, would provide vital connectivity for the movement of heavy vehicles and freight maximising productivity and road safety.

MANLY TO CLEVELAND RAIL DUPLICATION \$180 MILLION

The duplication of the rail line between Manly and Cleveland will allow more frequent rail services to the Brisbane CBD and the airport. This project will also support a burgeoning economy and growing population of Cleveland, as well as support Toondah Harbour and improve the connection from North Stradbroke Island to Brisbane as part of the island's economic transition.

There are currently five railway stations in the Redlands between Manly and Cleveland: Thorneside, Birkdale, Wellington Point, Ormiston and Cleveland.

Peak hour services on Cleveland line are very full. Rail patronage boarding from the five stations in the Redlands has grown from 199,201 in 2008-9 to 775,460 in 2015-16. (source: Translink)

SPRINGFIELD TO IPSWICH SOUTHERN RAIL CORRIDOR \$150 MILLION

The opening of the passenger rail corridor from Darra to Springfield has increased public transport usage in the western corridor and reduced the number of vehicles on the Centenary Highway. Springfield to Ipswich Rail will further improve accessibility to public transport for significant urban growth areas and support increased density around a planned new centre at School Road Redbank Plains. Initially the rail network should be extended from Springfield Central to School Road as well as from the Ipswich CBD to Ripley.

WEST PETRIE BYPASS (YOUNGS CROSSING ROAD) \$150 MILLION

The West Petrie Bypass provides additional north-south traffic capacity along the western edge of the Moreton Bay conurbation linking high population growth suburbs in Moreton Bay with the Brisbane City Council area. Part of this route has already been developed as a four-lane dual carriageway road but is currently constrained west of Petrie at Young's Crossing causeway which has been impacted in excess of thirty times since January 2011 by releases from the North Pine Dam.

When these releases occur, the road is often closed for a number of days creating significant increases in traffic volumes on the already congested parallel routes of Gympie Road Strathpine and the Bruce Highway at Murrumba Downs. A high-level bridge is proposed to span Young's Crossing which will have flood immunity from dam releases. It is proposed to construct the West Petrie Bypass in two stages: the first stage (\$100 million) will cross Young's Crossing and link with the east-west Dayboro Road; and the second stage (\$50 million) will continue north and link with Narangba Road at Kallangur.

TELEGRAPH ROAD AND LEMKE ROAD CORRIDOR UPGRADE STAGE 2 \$142 MILLION

The Telegraph Road and Lemke Road corridor upgrade project – Stage 2 will support growth in the northern suburbs by improving access to major transport corridors to the north and south including the Gateway Motorway and Gympie Arterial Road/Bruce Highway. It will also deliver active transport infrastructure along the length of Telegraph Road and sections of Lemke Road and Depot Road, making walking and cycling safer and easier for residents.

Stage 2 will connect with the Depot Road upgrade that is being delivered as part of the Gateway Upgrade North project being completed by the Department of Transport and Main Roads. The project will improve safety, travel times, facilities for pedestrians and cyclists, road flood immunity and cater for existing and future traffic demands in the area to reduce congestion.

GRANTHAM INTERCHANGE \$100 MILLION

A Grantham interchange is a strategic network link in this location to support connectivity within the region across both the Warrego Highway and a future inland rail corridor. During the flood disaster of 2011, it was also identified that there was no escape access point to the Warrego Highway for Grantham and surrounding residents.

As part of the rebuilding Grantham project, the Lockyer Valley Regional Council identified the strategic importance of an overpass to the economic and social recovery of the region. The Council has already entered into a preliminary development of the industrial site and one of the key points for the success of this site and for job generation is the development of an overpass at the Warrego Highway. This will also open up the Gatton West Industrial Zone (GWIZ) and industries located on either side of this highway.

CLEVELAND-REDLAND BAY ROAD UPGRADE \$142 MILLION (ESTIMATED)

Cleveland - Redland Bay Road currently suffers significant congestion between Redland Bay and Victoria Point and this is predicted to worsen in the next 10 years, particularly with development of Shoreline estate and an increasing

number of people living on the Southern Moreton Bay Islands.

In 2015, 25,000 cars travelled each day on Cleveland Redland Bay Road south of Benfer Road (source: Queensland Government database). Traffic forecasts completed by Veitch Lister Consulting (VLC) in October 2014 show that by 2021 the significant portions of the road in Redland Bay and Victoria Point at peak times will be at the worst level of service rating (F) which describes total flow breakdown in vehicular flow. Such conditions generally exist within queues forming behind breakdown points, such as merge or weaving segments and lane drops, where the number of vehicles arriving is greater than the number of vehicles being discharged.

A capacity upgrade to this road would provide a safer and more reliable transport from the city's fastest growing area in the south into Cleveland and through to Brisbane.

CANUNGRA BYPASS \$85 MILLION

This project proposes to establish a bypass in order to reduce the flow of heavy vehicles through the town centre by providing a more efficient, alternative route. Local traffic could continue to use the existing alignment in the town centre, however the bypass will address longterm safety issues as well as deterioration of the roads caused by heavy vehicle traffic. The bypass will allow further revitalisation of the main street of Canungra, resulting in increased visitation by tourists.

SEQ REGIONAL TIMBER BRIDGE REPLACEMENT PROGRAM \$63 MILLION

Whilst individual councils have successfully applied for funding in recent years for the replacement of some timber bridges, a more concerted region-wide Timber Bridges Replacement Program is required. This program will improve SEQ's local bridges to better serve communities and drive greater efficiency and safety in road freight and traffic movement. The program will address council managed timber road bridges – many of them over a century old – and will target upgrading of their structural capacity given the high maintenance liabilities associated with these bridges.

Timber bridges provide essential links for rural and regional Queensland and this program will help to keep communities connected by providing safe and reliable access for basic community and economic activities such as getting freight to markets and children to school. The replacement of timber bridges with wider, stronger bridge structures will also improve flood resilience. The nature of these works will provide jobs and strong economic multipliers in local communities. An initial assessment shows that 72 timber bridges across the region require replacement urgently, at an assessed cost of approximately \$63 million.

KILCOY BYPASS \$60 MILLION

The Kilcoy Bypass will provide a safe alternative to the current route that takes heavy vehicle highway traffic through the commercial centre of Kilcoy and adjacent residential areas. The current route has two T-intersections controlled by stop signs. The bypass will reduce travel times and provide a much safer road environment.

BRISBANE VALLEY HIGHWAY UPGRADE (BLACKSOIL TO BLACKBUTT) \$45 MILLION

This project involves upgrading of a large section of the Brisbane Valley Highway. This project will increase road safety, improving the freight and transport links between the Somerset Region, the South Burnett and the Warrego Highway. It will provide for the growth in commuter traffic using the Brisbane Valley Highway to access work and retail hubs in Ipswich and the western suburbs of Brisbane.

OLD COACH ROAD CONNECTOR (BERMUDA STREET EXTENSION) \$40 MILLION

Development of a new road link and the works to modify the Exit 87 interchange would provide for a necessary upgrade to allow a two lane construction to connect the Pacific Motorway at Bermuda Street and Old Coach Road at Reedy Creek. Currently, there is limited connectivity to the M1 for residential areas west of the Pacific Motorway and the Reedy Creek interchange (Exit 85) experiences significant peak hour congestion. The project would provide an alternative for motorway access and cross-motorway traffic.

PETRIE ROUNDABOUT/INTERSECTION UPGRADE \$30 MILLION

Currently, this intersection is a major bottleneck to movement within the southern part of the Moreton Bay Region which places greater demands on parallel routes such as the Bruce Highway. Considerable delays occur at this intersection daily. The proposal to upgrade the intersection to traffic signals will provide much needed additional capacity within the network and support the economic development of the nearby Mill at Petrie development site. Moreton Bay Regional Council are working in partnership with the Department of Transport and Main Roads to ensure a 'one-network' solution that provides positive benefits to traffic movement throughout the strategic and local networks.

HIGHFIELDS/GOWRIE GROWTH AREAS CONNECTION PROJECT \$28 MILLION

A transport network link between Old Goombungee Road and Mort Street is needed to provide an alternative access for the Northern communities of Highfields, Gowrie Junction and Meringandan to Toowoomba City,

the Toowoomba Enterprise Hub and the State-controlled transport network including the Toowoomba Second Range Crossing (TSRC).

Strategic transport modelling has demonstrated that without the link between Old Goombungee Road and Mort Street, the New England Highway between Highfields and Toowoomba and its connection to the TSRC via the Council-controlled transport network of Griffiths and Mort Streets will have a number of operating deficiencies and will require significant upgrades in the medium to long term.

O'MARA ROAD CORRIDOR STAGE 2 \$20 MILLION

This road corridor provides a major heavy vehicle road link within the 1800 hectare Toowoomba Enterprise Hub (industrial zone on the western side of Toowoomba), that has the potential to provide 12,000 to 15,000 jobs and increase the Toowoomba Regional Council's GRP in the order of 30 percent. This project completes the O'Mara Road Corridor project, including a signalised intersection with the Toowoomba - Cecil Plains Road.

UPGRADE WATERFORD-TAMBORINE ROAD - \$17-20 MILLION FOR BUSINESS CASE, DETAILED DESIGN & PROJECT FUNDING

This major arterial road currently carries 14,000 vehicles per day, connecting Logan to the Gold Coast Hinterland. As part of the initial planning for Yarrabilba, \$40 million was allocated for the upgrade of Waterford-Tamborine Road. The current scope of the works is between Hotz Road and Anzac Ave with a commitment from the State Government for traffic lights at North Street and Waterford-Tamborine Road to follow. Extension of the project is the next necessary step and a firm commitment is needed from the State Government. \$7-10 million is needed for detailed design and project funding to upgrade between Anzac Avenue and North Street. \$10 million for a business case is required for the remaining section of Waterford-Tamborine Road, from North Street to Kingston Road/Albert Street.

BEAUDESERT TOWN CENTRE BYPASS STAGE 2 \$17 MILLION

The bypass will reduce the flow of heavy vehicles from Bromelton and south of Beaudesert through the town centre by providing a more efficient, alternative route. Local traffic can continue to use the existing alignment in the town centre. The \$27.5 million first stage of the bypass - a 1.5-kilometre realignment of the Mount Lindesay Highway west of the town centre - has recently been completed. This stage also included project planning and preservation of the corridor for the second stage, which will extend the bypass route to the south of Beaudesert.

GATTON WEST INDUSTRIAL ZONE \$11 MILLION

This project is to provide the initial infrastructure needed to begin the development of 80 hectares of land at the Gatton West Industrial Zone (GWIZ), located on the Warrego Highway just west of Gatton. The project has the potential to unlock major economic investment in the region generating much-needed jobs and business investment. This will provide an industrial facility directly adjacent to the Western Rail corridor and a connection to the Warrego highway. This development zone will focus on large-lot industrial land users, freight and logistics operators, medium and large scale packing and food processing and warehousing activities and related agricultural industry support services. The previously listed Grantham Interchange will fully activate the GWIZ site.

UPGRADE MT LINDESAY HIGHWAY \$10 MILLION FOR BUSINESS CASE

The Mt Lindesay Highway is a transport route crucial to regional economic growth in South East Queensland. It is the most important, and possibly only, north south link in the south western corridor of the region. The Mt Lindesay Highway supports 40,000 vehicles daily and this is expected to increase to 63,900 by 2031.

It is a key route in connecting activity centres and employment nodes, including Acacia Ridge, Browns Plains and Jimboomba and Greater Flagstone, as well as connecting back into Brisbane (connections with the Logan Motorway and the Ipswich and Gateway Motorways - via the Logan Motorway). It will provide connections to future housing and employment areas of Greater Flagstone and North Maclean.

Bromelton SDA is an emerging intermodal precinct and a key node on the coastal and new inland freight rail corridors. It will rely on reliable, efficient local road transport to distribute into Greater Brisbane via Mt Lindesay Highway. Future upgrades of the Mt Lindesay Highway are crucial to improving the efficiency, productivity and safety of national the freight industry, and essential in realising housing and employment targets.

Increased congestion, travel times, reduced safety, reduced productivity by constrained freight routes, funnelling of traffic onto local roads and constrained delivery of public bus services will continue without a complete plan for priority upgrades.

To date upgrades on the Mt Lindesay Highway have occurred on an adhoc basis. Further planning is needed to identify a comprehensive plan for upgrades including staging and sequencing that aligns with demand (as recommended in West Mt Lindesay Highway, Transport and Main Roads, May 2010). In addition to corridor planning a business case needs to be developed and priority funding allocated for the upgrades.

ACCESS AND INCLUSION FOR CITY OF LOGAN TRAIN STATIONS \$2 - \$9.5 MILLION (ESTIMATED CONSTRUCTION COST FOR EACH STATION)

The City of Logan has eight train stations servicing between Woodridge in the north to Beenleigh in the east of the city. The train network provides important linkages to essential services, jobs and housing within the city as well as connecting Logan to Brisbane and the Gold Coast.

Within the City of Logan, Loganlea and Beenleigh train stations are the only stations with stops for express trains running between Brisbane Airport, Brisbane City and Gold Coast. Consequently, high volumes of patrons access these stations, especially in peak times such as the morning and evening commute.

Of the eight train stations within Logan, only three, Woodridge, Kingston and Beenleigh, are fitted with lifts to allow accessibility for all patrons. Four train stations within Logan still incorporate steep ramps to access platforms. According to Queensland Rail's accessibility guide, these ramps are only navigable by wheelchair if being pushed. Loganlea Train Station located close to the Logan Hospital, Loganlea State High School, TAFE Queensland and Griffith University's Logan Campuses is one of those four stations. Loganlea Train Station remains completely unsuitable for use by those with mobility impairments.

Logan's aging infrastructure is impacting on individuals' independence and ability to use trains as a method of transport to access education, employment or health services. In order to maximise use of public transport it is essential that all train stations in the City of Logan be upgraded to facilitate ease of use by all patrons, regardless of mobility or other disabilities.

Bringing forward the upgrade from 2032 of all eight train stations in the City of Logan to meet requirements of the Disability Discrimination Act (1992) will facilitate equitable access and greater use of public transport across the City of Logan.

BITUMEN SEALING OF ROADS \$5 MILLION

Lockyer Valley Regional Council has a total road network length of around 1,500km, of which 500km remains unsealed. For a region of our population, this total road network length is proportionately very high. Council aims to continue sealing small sections of gravel road (on a fit-for-purpose basis) each year as affordability permits.

BRING FORWARD THE BUSINESS CASE FOR SALISBURY TO BEAUDESERT PASSENGER RAIL \$5 MILLION

The timely delivery of passenger rail is needed to service future growth areas in the corridor to the south-west of Brisbane to connect people with jobs and services. Within this corridor is Greater Flagstone, estimated to house 120,000 people in 50,000 new homes over the next 30-50 years and create demand for 30,000 local jobs.

Early action is needed to ensure that the corridor preservation study by the State Government is completed within project timeframes and that project momentum is maintained through the funding of a strategic business case. Passenger rail has the potential to deliver up to \$15,000 per resident, per year in avoided time costs or up four hours each day for connections to and from the Brisbane CBD (KPMG). The project would support for over 5000 FTE jobs to the region during construction (KPMG).

As Inland Freight Rail seeks to use the same alignment, there is potential to share infrastructure and deliver cost and time savings through ensuring passenger rail is supported as part of any corridor design process carried out for Inland Rail.

CYCLEWAY BETWEEN GATTON CBD TO UNIVERSITY OF QUEENSLAND GATTON CAMPUS \$4.3 MILLION

Connecting the UQ Gatton Campus with the local community of Gatton will provide opportunities for students and staff to travel to work in a safe and healthy environment. Currently the university is only accessible by motorised vehicles and this limits how students, staff and visitors can access the campus. Allowing students options to live in town and travel to the university via cycling will help to reduce parking and traffic problems and to foster a healthy lifestyle. This connection will help integrate the campus and the township of Gatton.

Total project cost is \$4.3 million with Stage 1 being \$900,000. A staged approach to this key cycle network link will also provide a safe alternative to those who do not have access to motor transport (for example, international students and school students). There have been a number of fatalities in this location (both cycle and car) and the provision of a safe active transport option for local communities would be a significant benefit. This project would be the first stage, and connections to other locations including Forest Hill and Laidley could be considered for future projects to further enhance this cycle network.

TEVIOT BROOK CAUSEWAY UPGRADE COULSON \$4.2 MILLION

Boonah-Beaudesert Rd is a significant east-west transport corridor linking the Mt Lindesay and Cunningham highways. Frequent localised flooding at the Teviot Brook causeway and bridge at Coulson results in the closure of this road. In 2015, there were five separate closures of the road due to flooding. In addition, productivity losses from restricted access to farms during such road closures are estimated at \$3.37 million over 10 years. Scenic Rim Regional Council is seeking to progress a flood-free crossing of Teviot Brook to provide improved connectivity for heavy vehicles, tourists, residents and primary producers.

BRING FORWARD THE BUSINESS CASE FOR TOOWOOMBA TO ROSEWOOD PASSENGER BUS/RAIL SERVICE \$2.5 MILLION

Development of the Toowoomba to Rosewood Passenger Bus/Rail Service would provide essential public transport infrastructure from the south-west of the state to Brisbane which is vital now rather than deferring in anticipation of the possible future delivery of passenger rail through the Inland Rail delivery mechanism.

Greater Toowoomba is intended to house an estimated additional 80,000 people over the next 20 years. With an international jet capable airport, high quality educational institutions and regional economic freight significance, the liveability of this region and its ability to meet housing and employment targets is dependent on the timely delivery of public transport infrastructure.

The benefits of having public transport available to the Lockyer Valley and Somerset communities mean greater connectivity for these communities. As transportation routes bottleneck with congestion, a public transport service will help to make the region more sustainable and efficient by connecting SEQ across a number local government areas.

SUNSHINE COAST LIGHT RAIL SOLUTION (BUSINESS CASE SUPPORT)

The Sunshine Coast is one of the three largest economies in Queensland and is experiencing a population growth rate that is the second highest in the state. At over 300,000 people, it does not have a sustainable and effective public transport system that would service the coastal strip from the Sunshine Coast Airport to Maroochydore through Kawana and Caloundra and then connecting to Aura and the heavy rail corridor at Beerwah.

This area is where more than 80 percent of the Sunshine Coast population lives, and over the next 20 years, the population share for this area (termed the Enterprise Corridor) will only increase.

The critical need for a public transport solution for the Sunshine Coast that cannot be overlooked is recognised in the SEQ Regional Plan.

A clear commitment from the State Government to work collaboratively with the Sunshine Coast Council and other partners to develop a comprehensive business case for a Light Rail solution, is sought, so this project can be accelerated and delivered through an innovative funding model. In doing so, the State Government would meet its own costs in providing input to the development of a Business Case.

A THRIVING REGIONAL ECONOMY THAT ATTRACTS NATIONAL AND GLOBAL TRADE AND INVESTMENT

SUNSHINE COAST ENTERTAINMENT, CONVENTION AND EXHIBITION CENTRE \$150 MILLION (ESTIMATED)

An entertainment, convention and exhibition facility is proposed to be delivered in Precinct 2 of the Maroochydore Priority Development Area (PDA). This is considered to be a key piece of infrastructure to develop a vibrant conference, convention and exhibition market, a high value component of a successful tourism destination, and to provide community infrastructure that is a core enabler within the proposed civic, cultural and community heart of the new Maroochydore city centre.

The absence of a viable convention and exhibition facility has long been identified as a key infrastructure gap for the Sunshine Coast. The region does not host convention and exhibition facilities of sufficient scale to attract and host major business and industry conventions, trade exhibition, corporate and government events, conferences and indoor entertainment events.

The Sunshine Coast Destination Tourism Plan 2020 also identifies as one of four key strategies for achieving the region's visitation targets and stimulating tourism growth to the region, the development of a new Convention and Exhibition Centre to bid for and attract major business and cultural events to the region.

NORTH STRADBROKE ISLAND ECONOMIC TRANSITION ADDITIONAL \$110 MILLION NEEDED

Following a State Government decision, sandmining will end on North Stradbroke Island in 2019 and Redland City Council through the Council of Mayors (SEQ) is calling on the State Government to provide the financial support the island needs to avoid an economic disaster. While it is acknowledged the State Government's current economic transition package of \$28 million over three years is a good start, it is estimated there is a total shortfall of \$110 million needed to help transition the island's economy away from sandmining. This level of funding needs to be committed to on the ground infrastructure and longterm tourism and economic opportunity to ensure North Stradbroke Island has a sustainable economic future and can leverage synergies with other significant SEQ projects.

IPSWICH REGIONAL PERFORMING ARTS CENTRE \$100 MILLION

This project includes a 1,000-seat main theatre, a 300 - 400 seat flat floor theatre, a 750 seat performance / function facility and ancillary areas for conferences, a kitchen, rehearsal spaces, entertainment and selected retail outlets. The space will be used for the performing arts, conferences, exhibitions, functions and events, boosting

the regional economy and supporting the role of the Ipswich CBD as a designated Principal Regional Activity Centre.

IPSWICH MOTORSPORT PRECINCT REDEVELOPMENT \$93 MILLION

Ipswich City Council is committed to the vision of positioning the Ipswich Motorsport Precinct as an internationally recognised motorsport facility and maximising the potential commercial and economic benefits to the state, regional and local economy. The proposal involves the redevelopment and extension of existing facilities and the addition of exciting new motorsport disciplines including motorcycle racing and speedway, along with the development of a motorsport business hub to support motorsport in SEQ. Estimated to cost \$93 million, the redevelopment will provide 460 jobs during construction and sustain some additional 600 jobs in the region through motorsport activities.

REDLANDS AQUATIC AND EMERGENCY PRECINCT \$79 MILLION

This project, which will utilise nearly 40,000 square metres of land in the centre of SEQ, will deliver a world-class aquatic centre to the Redlands as well as a new surf lifesaving headquarters and a Centre of Excellence to the state of Queensland. There is also potential to include emergency services agencies (fire, ambulance and State Emergency Service volunteers) and a fully integrated disaster response centre. Estimated to cost \$79 million, the Australian-first centre will not only bring economic benefits to Redland City, SEQ and Queensland but will complement the North Stradbroke Island Economic Transition Strategy, create employment opportunities and provide an opportunity for cost savings for government through the shared use of facilities and resources, better coordination and accommodation for emergency services personnel.

TOOWOOMBA RAILWAY PARKLANDS URBAN RENEWAL PROJECT \$50 MILLION

The Toowoomba Railway Parklands project will be the centrepiece in revitalising a 50 hectare parcel of land with historic significance. The project will invigorate business investment, employment opportunities and boost the housing sector within an underutilised area of the Toowoomba CBD. Council's vision, in which it will also invest, is to form an urban village complementing major commercial development opportunities. High-quality parklands surrounded by mixed-use development will encourage inner city living and recreation. Approximately 1,500 residential dwellings will offer a range of housing choice opportunities. The precinct will generate \$680 million and 3,300 jobs in commercial construction, leading to over \$1 billion per annum in new economic activity and 5,000 new jobs.

BUSINESS CASE FOR ALTERNATE AGRICULTURAL WATER SUPPLY FOR THE LOCKYER VALLEY REGION \$2.5MILLION

Additional sustainable water supply for agricultural productivity in the Lockyer Valley is critical to the broader region's growth. The business case will provide the next stage of project feasibility to test the technical and economic feasibility of the preferred options for alternate water supplies. The project will also consider innovative water delivery mechanisms and equitable water distribution for sustainable water use. The project will build on the outcomes of the National Water Infrastructure Development Fund prefeasibility work.

THE MILL AT MORETON BAY

Moreton Bay Regional Council is creating a thriving new major precinct that will generate thousands of local higher education and employment opportunities for the region. With a full-scale University of the Sunshine Coast (USC) campus at its core, the precinct will offer world-class study opportunities to residents in the Moreton Bay Region. USC's new Petrie campus is on track for completion in 2020, supported by additional work, study and community facilities, and will cater for up to 10,000 university students in its first ten years. This precinct is expected to significantly increase the Moreton Bay region's university participation rates (which are currently much lower than average) and help achieve the region's aspiration of 70 percent self-containment (currently around 50 percent).

In June 2016, the Federal Government committed \$35 million for civil works on the site, and has subsequently committed to a concessional loan for the University of the Sunshine Coast to kick-start construction of its new Petrie campus.

The onsite train station will connect local residents from right along the Redcliffe Peninsula Rail Line (Moreton Bay Rail Link), and the Caboolture Line to the new Petrie campus. Regular bus services and car parking infrastructure will also be a key feature to the precinct to bring residents and business people from all over the region, reducing north and south traffic congestion. The precinct and surrounding areas now known as The Mill at Moreton Bay have been declared by the Queensland Government as a PDA.

TOONDAH HARBOUR DEVELOPMENT (ONGOING SUPPORT)

The \$1.39 Billion Toondah Harbour revitalisation represents unrivalled tourism, cultural and economic growth opportunities for the SEQ region. Toondah Harbour provides the opportunity to innovate, attract and grow tourism to North Stradbroke Island, following the cessation of sand mining in 2019. A revitalised harbour will encourage more than 45,000 additional visitors to the region every year. This equates to a potential \$21 million per annum in tourism revenue and \$78 million per

annum in additional retail expenditure for the region. It will also generate more than 1000 jobs per annum during the construction phase, approximately 500 jobs per annum post construction, with jobs supported by visitor expenditure equating to more than 250.

The harbour is the main departure and arrival point for barge, ferry and water taxi services between the mainland and North Stradbroke Island. It is also used to launch recreational and commercial craft.

The State Government's continued support in progressing this important project through the relevant planning stages is necessary to ensure the project's economic and community returns can be realised while at the same time protecting the important environmental character of Moreton Bay.

A REGION OF UNIQUE COMMUNITIES SUPPORTED BY ESSENTIAL SOCIAL INFRASTRUCTURE THAT ENHANCE OUR CREATIVITY AND LIVEABILITY

LOGAN HOSPITAL EXPANSION \$500 MILLION FOR CONSTRUCTION

The Logan Hospital is the only hospital located in the City of Logan, serving the city's rapidly growing, aging and culturally diverse population. The City of Logan has substantial areas of social and economic disadvantage, which result in a variety of poor health outcomes and higher than state-average rates of hospitalisation. It is well-known that the Logan Hospital is at capacity and requires significant investment to meet the community's current health needs.

The Queensland Government has funded approximately \$3 million out of the 2017/18 budget for business case development and detailed planning for the redevelopment of Logan Hospital. Currently the Logan Hospital is approximately 200 beds under capacity. Accordingly, the scope of the business case should consider a large build, increasing the total capacity to approximately 750 beds consistent with the current Logan Hospital Strategic Master Plan (Metro South Hospital and Health Service, April 2015).

Completion of the business case in early 2018 will ensure that priority funding for construction can be considered as part of the next State Government budget cycle.

GOLD COAST CULTURAL PRECINCT (GCCP) AND FRIENDSHIP BRIDGE \$395 MILLION

This project is an opportunity to transform a major civic land asset and provide cultural facilities that keep pace with community growth. The project can be staged to deliver new and expanded performing arts facilities, a

landmark Art Tower visual arts museum, a curated outdoor Artscape and a Friendship Bridge pedestrian and cycle link to Surfers Paradise. Stage one is anticipated to be delivered prior to the Gold Coast 2018 Commonwealth Games.

LAIDLEY CBD FLOOD MITIGATION PROJECT \$20 MILLION

The Laidley township has the potential to be impacted by regional, sub regional, and local flooding. In large regional and sub regional events, the Laidley township becomes isolated and there are high velocity flow paths through the centre of town. Following the 2013 flood event, Lockyer Valley Regional Council engaged engineering consultants to undertake an assessment of flood mitigation solutions for Laidley CBD. A concept design with estimated costs and benefits has been developed for the Project.

The project is staged and initial preparatory works have been undertaken. Works on the downstream levee and channel augmentation are soon to commence. These elements of the project have been completed with partial Council and grant funding. The next stage of the project is for the State controlled bridge on Patrick Street to be improved. Council and DTMR have been working jointly, with DTMR undertaking modelling and concept design works. However, the project is not currently funded by DTMR. Following the bridge replacement, the major component of the project must be completed as one project, being the remaining levee works, and associated storage lakes.

This element of the Laidley CBD Flood Mitigation Project is expected to cost in the vicinity of \$20 million. Detailed modelling and design of this element is yet to be completed, and the extent and height of the levees are yet to be finalised. This project is considered essential to the town of Laidley, from both a social and economic perspective.

WARREGO HIGHWAY FLOOD MITIGATION PROGRAM - JAMES STREET, TOOWOOMBA \$18 MILLION

James Street forms part of the Warrego Highway, the primary transportation artery between the Darling Downs region and Brisbane. Currently, this critical road link is cut at East and West Creeks in any significant rainfall event. The upgrade of these crossings to deliver an acceptable level of flood immunity would provide significant benefits to both Toowoomba and the Greater Darling Downs region. The project will upgrade the East and West Creek culvert crossings to a Q100 level of immunity consistent with Council's flood mitigation upgrade program, and complete the response to the directions of the floods commission of inquiry arising from the disastrous 2010/11 flood events. It will significantly enhance community and business resilience and improve access and safety benefits.

VIBRANT AND ACTIVE TOWNS AND VILLAGES (VATV) INITIATIVE \$13.72 MILLION

Scenic Rim Regional Council's VATV Initiative seeks to deliver a master planned program of community and civic improvements to revitalise and renew the region's key population centres. These projects will serve as economic and social catalysts to create more liveable communities which people aspire to live work and play.

Three foundation projects, costing at \$4.72 million, include the creation of a regional gateway precinct in the Beaudesert town centre and town square-style public spaces at Boonah and Tamborine Mountain, providing enhanced social and civic amenities in each community. The forecast employment generation potential of these three projects is 160, through increased retail/commercial activity and visitation.

In addition, Council is planning to replace the region's central library at Beaudesert at a cost of \$9 million as part of the VATV program. The present library was constructed in 1974 and community demand had surpassed the capacity of this facility. A Libraries Space Review undertaken by Council in 2016 identified that the floor space of the current library is about a third of that required to service present demand. To meet projected population growth out to 2031, the library's floor space needs to increase by a factor of four, from the present 432sqm to 1795sqm. Council plans to replace the existing building with a contemporary library facility and community hub to meet longterm demand.

RIPLEY VALLEY COMMUNITY INFRASTRUCTURE \$4 MILLION

The Ripley Valley is a significant PDA for the state. Located in one of the largest industry growth areas in Australia the Ripley Valley development will provide residential growth to meet the region's affordable housing needs. Investment in community infrastructure is fundamental to community health, well-being and economic prosperity. Purpose-built community infrastructure in the Ripley Valley will bring people together, strengthen community capacity, build community resilience and enhance community cohesion.



