South East Queensland
Infrastructure Plan and Program 2007-2026

Queensland the Smart State

Queensland Government
Office of Urban Management
Department of Infrastructure
It is well documented that by 2026, South East Queensland (SEQ) will be home to almost four million people. Possibly the greatest challenge facing the Queensland Government in meeting the state’s infrastructure needs is simply keeping up with this burgeoning growth.

Fortunately, Queensland is in an enviably strong financial position to deliver the infrastructure necessary to meet the needs of a booming population.

The Queensland Government is delivering the state’s most ambitious infrastructure program, not only in SEQ but across the state. It’s fair to say that infrastructure provision in Queensland is in overdrive at present, but the Queensland Government is delivering the projects as scheduled and is on track to deliver the remainder.

Since it launched the first South East Queensland Infrastructure Plan and Program (SEQ Infrastructure Plan) in April 2005, the Queensland Government has kept its promise of delivering projects, investment and certainty and will continue to meet its commitments as outlined in this updated Infrastructure Plan.

In partnership with local governments of the region and the private sector, the Queensland Government is ensuring the SEQ Infrastructure Plan becomes reality.

This updated South East Queensland Infrastructure Plan and Program 2007-2026, increases the Queensland Government’s estimated investment in infrastructure by $16 billion.

This updated Infrastructure Plan sees this increased investment for additional projects, a new infrastructure category (Justice Services), the inclusion of Port of Brisbane Corporation activities and new Queensland Government commitments to SEQ water infrastructure.

Further details are provided on the key infrastructure projects the government is providing to ensure all of SEQ has access to a secure water supply for the long term.

Total government investment identified in this Infrastructure Plan is $82 billion over the next 20 years, including $35 billion in road, rail and public transport projects, $78 million to investigate another possible $15 billion worth of road and public transport projects, $8 billion in social and community infrastructure, an expected $7.5 billion in water infrastructure projects, $5 billion spending on energy networks (over five years), and $11 billion in expected outlays on energy networks (beyond the first five years).

This is an infrastructure program that is focused on building and shaping the state for our next generation of Queenslanders.

To drive the delivery of this massive infrastructure program, the Department of Infrastructure was established in January 2007. The Department incorporates the Coordinator-General’s office, the Office of Urban Management and the SEQ Regional Water Supply projects.

To ensure the delivery of the billions of dollars of critical infrastructure in Queensland over the next two decades, cross-government coordination is essential. The Program Management Office, within the Department of Infrastructure, is coordinating infrastructure delivery sequenced with the pace and pattern of development planned for the region.

In this way, the Queensland Government is ensuring that it’s supporting the desired outcomes for the region as outlined in the South East Queensland Regional Plan 2005-2026 (SEQ Regional Plan) – the blueprint for future growth and prosperity of the state.

The SEQ Regional Plan and SEQ Infrastructure Plan are significant achievements for Queensland. For the first time in history, the Queensland Government has made a 10-year commitment to fund the necessary infrastructure that supports growth in SEQ. At the same time, the Infrastructure Plan identifies infrastructure requirements for the next 10-year period. No government in Australia has ever done this.

While the Queensland Government is moving at a phenomenal pace to deliver on its regional planning and infrastructure commitments, it is aware of the challenges and is implementing smart strategies to overcome them and deliver on its commitment to building a sustainable future for SEQ.

The Honourable Anna Bligh MP
Deputy Premier
Treasurer and Minister for Infrastructure
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The Queensland Government is committed to ensuring the *South East Queensland Infrastructure Plan and Program 2007-2026* (SEQ Infrastructure Plan) is delivered on time and on budget. This landmark plan now includes more than 350 projects covering transport, water, energy, health, education and recreation infrastructure. It is designed to support the *South East Queensland Regional Plan 2005-2026* (SEQ Regional Plan) – a framework to sustainably manage growth in one of the fastest-growing regions in Australia. Investment identified in this Infrastructure Plan represents more than one-third of the state’s total investment in...
Project implementation

- Construction has started on Queensland's largest road and bridge construction project, the $1.88 billion Gateway Upgrade Project, with completion scheduled for mid-2011.
- Construction has commenced on the Queen Street to Roma Street section of the Inner Northern Busway and is due to be completed in mid-2008.
- Construction of the Tugun Bypass is expected to be finished ahead of schedule in mid-2008.
- Upgrading of the Sunshine Motorway from Maroochydore Road to the David Low Way is underway and is due to be completed by the end of 2008.
- Construction has commenced on the Boggo Road Busway linking the Eastern Busway to the Eleanor Schonell Bridge and is scheduled for completion by mid-2009.
- Construction is well underway on the first stage of the Mitchellton to Ferny Grove railway track duplication. The new track is expected to be operational between Mitchellton and Keperra by late 2007.
- Construction of the Western Corridor Recycled Water Project, the largest recycled water project in Australia, is well underway. The first stage of the project will be commissioned in August 2007.
- Construction commenced on the South East Queensland (Gold Coast) Desalination Facility. The plant is being jointly developed by the Queensland Government and Gold Coast City Council and will be operational by the end of 2008.
- The Queensland Government announced it will develop two new dams to service SEQ at Traveston Crossing and Wyaralong. Preparation of Environmental Impact Statements is underway and more than 40 per cent of the land required has been voluntarily acquired.
- Stage 1 of the $81.6 million Trade and Technician Skills Institute at Acacia Ridge – the first of its kind in Australia – officially opened in December 2006.
- Construction of the $230 million Southbank Institute of Technology – Queensland's first Public Private

Expenditure on infrastructure in South East Queensland (SEQ) has increased significantly over the past two years and industry and agencies have geared up to deliver on the Queensland Government's commitment. Expenditure is expected to grow further throughout 2007-08 and then level out. Infrastructure projects identified through current investigations are likely to result in the investment pattern remaining stable over the life of the program. The size and scope of the infrastructure program is also encouraging innovative approaches to planning and the delivery of projects. In particular, integrated delivery of projects is occurring across all levels of government in Queensland. Since 2005, state agencies and local governments have made significant progress with the delivery of projects; total expenditure on completed projects and those currently underway totalled $3.25 billion at 31 December 2006. Expenditure on projects has been ramping up significantly to deliver Queensland Government commitments, particularly in the areas of water, transport and health.
What’s new in this Infrastructure Plan

The previous SEQ Infrastructure Plan was released in May 2006. The following things are new or have changed in this 2007 version of the Infrastructure Plan:

- Project costs have been updated to reflect costs in 2007 dollars.
- Investments in infrastructure are classified into four types depending on the level of investigation, approval and/or progress.
- Projects that are already underway have been identified in the tables. Completed projects have been noted.
- Port of Brisbane Corporation activities have been included.
- Investment in SEQ water infrastructure has been updated to reflect new Queensland Government commitments.
- A new social infrastructure category – Justice Services – has been included.

Organisational improvements

- The Queensland Government established the Department of Infrastructure in January 2007 to manage the significant program of infrastructure projects across the state. The Department brings together key government agencies, including the Office of Urban Management, the Program Management Office and Coordinator-General, to focus on regional infrastructure planning and delivery in SEQ and across Queensland.
- The Queensland Water Commission was established in 2006 to provide a centralised approach to managing the region’s water supply into the future. The Commission is responsible for regional drought strategies and development of the SEQ Regional Water Supply Strategy, due to be released in mid-2007.

Major new initiatives

- The Queensland Government commenced construction of the SEQ Water Grid in 2006. The Water Grid comprises a network of two-way connections between existing and new water supplies and key areas of demand, allowing water to be moved across the region to where it is most needed. It will allow water supplies to be operated more efficiently, minimising costs and maximising security of supply. The Queensland Government will invest approximately $4 billion over the next two years to establish the Water Grid.
- Planning for a new Queensland Children’s Hospital is underway. The hospital will be established adjacent to the Mater Hospital in South Brisbane at an estimated cost of $704 million. It is due to be opened in progressive stages from 2011 to 2014.
- In January 2007, the Queensland Government announced it will invest $8.8 million over the next five years to develop three regional recreation trails in SEQ; planning for the trails has commenced in partnership with local government.
- The Queensland Government announced it will establish a major corrective-services precinct near Gatton. Acquisition of a 600-hectare site is underway.
- The 450 MW gas-fired Braemar power station was commissioned in August 2006 and supplies electricity to the expanding SEQ energy market.
- Planning is underway for the Gold Coast University Hospital, to be located adjacent to Griffith University at Parklands. It will be a 750-bed tertiary hospital with strong links to medical education and research and is due to open in 2012.
- Planning is underway for the Sunshine Coast Hospital, to be located at Kawana; planning has also commenced for the expansion of facilities in Caloundra and Nambour.

Partnership (PPP) project – will be completed in mid-2008. The partnership is successfully delivering a world-class education facility on budget and ahead of schedule.

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About the SEQ Regional Plan

The South East Queensland Regional Plan 2005-2026 (SEQ Regional Plan) was released in June 2005. The SEQ Regional Plan provides a statutory framework to sustainably manage growth and change in the region, sets up processes to ensure implementation from the ground up, and establishes the basis for an infrastructure plan, with relevant timeframes and budgets to ensure the timely delivery of infrastructure supporting the region’s growth.

A range of implementation and review processes were established under the SEQ Regional Plan aimed at ensuring sustainability of the region. Many of these processes have commenced, including the preparation of Local Growth Management Strategies (LGMSs) by local government, structure planning for Major Development Areas (MDAs) and the monitoring of a series of sustainability indicators under the State of the Region reporting framework. Implementation of the SEQ Regional Plan is coordinated through the Office of Urban Management within the Department of Infrastructure.

SEQ planning concepts

As a future home to around four million people, the SEQ region will be expected to exhibit a series of essential characteristics:

- a compact, well-serviced and efficient urban form that minimises impacts on natural resources and environmental values;
- a diverse range of housing to meet existing and future community needs;
- well-designed Activity Centres focused around public transport nodes and corridors;
- modern, integrated, efficient, fast, frequent and reliable public transport;
- freight routes servicing an expanding economic base created by identifying and preserving new routes and corridors ahead of time;
- a safe road network providing for inter-regional, intra-regional and local trips, complementing the region’s public transport system;
- reliable water and energy supplies, increasingly based on recycled and renewable sources and supported by demand management and consumer behaviour changes;
- community infrastructure and services which are carefully planned and support strong and sustainable communities;
- a high-quality natural environment, including protected natural areas, waterways and beaches; and
- environmental infrastructure, including public open space, national, state and regional parks and opportunities for outdoor recreation.

South East Queensland (SEQ) continues to experience the fastest growth rate of any urban region in Australia. By 2026, the population is expected to reach around four million people – an increase of more than one million people over two decades.
Infrastructure priorities in the SEQ Regional Plan

The SEQ Regional Plan defines the regional land use pattern and desired regional outcomes, and establishes priorities for infrastructure investment across SEQ. Key strategic directions in the SEQ Regional Plan include:

- **A more compact urban form**
  Accommodating a higher proportion of population growth within existing urban areas will achieve the most efficient use of land, infrastructure and services. In particular, the SEQ Regional Plan seeks to increase population density around transport nodes and in Activity Centres, assisted through appropriate urban renewal and infill developments. This will not only assist with a more compact urban form, but also aid the provision of better public transport services to a greater share of the population.

- **Development in the Western Corridor**
  Many of the opportunities for major developments are in the Western Corridor, which includes the greater Ipswich area, extending generally from Wacol through Ipswich City to Amberley and including Ebenezer, Swanbank, Ripley Valley and Springfield. This increase in development is supported by the corridor’s potential for major industrial uses, its capacity to support employment growth, and the availability of affordable and relatively unconstrained land.

- **Sub-regional self-containment**
  The SEQ Regional Plan seeks to reduce traffic and limit congestion on the road system by encouraging communities to access goods and services, jobs and leisure within their sub-regional or local areas, wherever possible. This will strengthen communities across the region and reduce environmental impacts.

The SEQ Infrastructure Plan and Program

The SEQ Infrastructure Plan outlines the Queensland Government’s infrastructure priorities to support the SEQ Regional Plan. Regionally significant infrastructure projects are listed with associated timeframes and budgets. These are based on immediate priorities, with appropriate consideration for the long-term future sustainability of the region and its infrastructure needs.

The SEQ Infrastructure Plan has been developed to support growth of the SEQ region. In some cases, infrastructure will be delivered during early stages of urban development to influence development activity and regional growth. Early provision of selected projects will also assist the growing regional population to develop sustainable patterns in their use of infrastructure and services, such as public transport, water supply and local community facilities.

The SEQ Infrastructure Plan is linked to the annual State Budget process and is the principal mechanism for identifying, prioritising and delivering infrastructure projects to support the SEQ Regional Plan outcomes. It also assists the coordination of infrastructure and services provided by state agencies and Government-owned corporations, as well as local government and the private sector.

By providing greater certainty on the nature and timing of regional infrastructure projects and through improved coordination processes, the SEQ Infrastructure Plan will also assist the development of well-planned communities and improved housing affordability.
Updating the SEQ Infrastructure Plan

The SEQ Infrastructure Plan is updated each year to reflect new developments in the region. As development in SEQ progresses and more detailed planning is undertaken, additional projects may be identified in the SEQ Infrastructure Plan and subsequently delivered. The annual process for updating the SEQ Infrastructure Plan has three major phases:

Planning phase
- From June to November each year, state agencies responsible for providing infrastructure and services review their infrastructure priorities against the SEQ Regional Plan using updated Budget information and information about progress on the SEQ Regional Plan. Decisions about relative priorities for future investment may also be informed by investigations and local government priorities.

Review phase
- In October/November each year, state agencies review progress of the Infrastructure Plan in supporting the SEQ Regional Plan.

Budget phase
- From December each year, the Queensland Government develops a consistent view about the relative priority of future infrastructure investment in SEQ, within the context of the total State Budget.

To ensure coordination with local governments in SEQ, Queensland Government representatives meet regularly with infrastructure planners and local government sub-regional coordinators.

Funding the SEQ Infrastructure Plan

The main sources by which the Queensland Government funds infrastructure are cash flows, borrowings and alignment of the government’s capital portfolio. Some funding for regionally significant infrastructure will be provided through State Infrastructure Agreements with developers in Major Development Areas.

Options for funding and delivery of projects in the SEQ Infrastructure Plan are evaluated, where appropriate, through the Queensland Government’s Value for Money Framework (VfM Framework). In this way, priorities and solutions can be assessed to promote innovation and ensure maximum effectiveness of the Queensland Government’s investment.

A partnership between the public and private sector is a key component of the VfM Framework, ensuring the respective skills of each sector are best used to deliver effective infrastructure and services in a timely manner. The VfM Framework also describes the tasks involved in implementing Queensland’s Public Private Partnerships (PPP) policy.

Partnerships with the private sector

The Queensland Government will work in conjunction with the private sector to deliver major projects where appropriate. The following SEQ projects have been identified for possible joint funding and/or delivery with the private sector:

- Airport Link
- Toowoomba Bypass
- Gold Coast Rapid Transit project
- Regional hospitals
- Selected state schools
The Queensland Government is in a strong financial position, which it is committed to maintain. The *Charter of Social and Fiscal Responsibility* details the Government’s approach to capital investment – that borrowings or other financial arrangements will be undertaken only for capital investments and only where these can be serviced within the operating surplus, consistent with maintaining an AAA credit rating.

The annual State Budget papers will provide updated estimates of the Queensland Government’s capital program. Estimates of the recurrent cost of the capital program, including borrowings, are also fully incorporated into the Budget.

Contributions for funding projects come from all three levels of government, with various projects having a sub-regional, regional or national interest. The Australian Government has a role in funding infrastructure in SEQ, including transport projects through the AusLink program, and water projects through the Australian Water Fund. Local government is also providing funding support in areas such as transport and water supply.

**State Infrastructure Agreements**

The SEQ Infrastructure Plan represents a significant commitment to additional expenditure by the Queensland Government. In some instances, expenditure on infrastructure will be used to lead development to achieve specific outcomes in SEQ. This will provide clear benefits to some sections of the community. In these instances, the Queensland Government considers it reasonable for beneficiaries to bear some of the cost of this additional infrastructure provision.

Where the Queensland Government is providing new infrastructure to lead development in the region, and it is ahead of full anticipated demand, landowners and developers of new areas who stand to benefit significantly will be required to contribute to infrastructure provision through a State Infrastructure Agreement.

**Delivering the SEQ Infrastructure Plan**

The SEQ Infrastructure Plan comprises more than 350 projects over the next 20 years to lead and support growth in the region. The Queensland Government recognises the SEQ Infrastructure Plan has been developed at a time when there are emerging shortages of skills and capacity to plan, design and build regionally significant infrastructure, coupled with increasing costs of raw materials. This challenges industry and government to deliver the SEQ Infrastructure Plan on time and within budget.

However, it is believed the commitments outlined in this Infrastructure Plan will encourage industry to invest in additional capacity and enable it to develop innovative approaches to planning, designing and delivering projects. To this end, the SEQ Infrastructure Plan has been developed with a focus on outcomes, not prescriptive solutions.

The Queensland Government has implemented a number of strategies to assist with implementing the SEQ Infrastructure Plan:

- creating the Department of Infrastructure that brings together the planning, facilitation and coordination capabilities of the Coordinator-General and the Office of Urban Management, as well as capability to deliver critical infrastructure, particularly the SEQ Water Grid;
- establishing the Program Management Office to oversee implementation of the SEQ Infrastructure Plan projects;
- establishing alliances and partnerships with the private sector, where appropriate, to deliver major projects;
- increasing agency capacity to implement infrastructure projects, including establishing units within key state agencies that are focused on the delivery of SEQ Infrastructure Plan projects;
- enhancing monitoring and review processes across state agencies to track progress in implementing projects; and
- preparing precinct master plans to ensure infrastructure investment is coordinated across delivery agencies and reflects desired regional outcomes; for example, ensuring new hospitals are integrated with public transport and other community facilities.
Driving delivery of the SEQ Infrastructure Plan

Located within the Department of Infrastructure, the Program Management Office (PMO) was established in 2006 to coordinate implementation of the SEQ Infrastructure Plan, identify smart ways to help deliver the program of projects, and resolve issues that may affect delivery of key projects.

The PMO works with industry and across state agencies to monitor implementation of the program and track project milestones. This helps sequence the program of infrastructure work to ensure there is a continuous flow of projects to the market. This not only assists in making better use of the skilled labour force, but also helps manage the impacts on industry and the community, while ensuring value for money for the Queensland Government.

PMO initiatives include:

- Developing project pipelines to map when projects are in procurement and construction phases. Updated every six months, these pipelines provide state agencies and industry with a clear understanding of work flows associated with the infrastructure program.

- Establishing the SEQ Infrastructure Industry Taskforce. The Taskforce creates a key link between senior government, industry and union representatives. Established in October 2006, this Taskforce focuses on:
  - streamlining infrastructure procurement processes;
  - developing strategies to ensure agencies and industry are appropriately resourced to deliver the program; and
  - ensuring that skills training programs are matched to specific project delivery outcomes.

- Working across industry and government to support innovative procurement models. This includes support for different delivery models (ranging from design and construct through to PPPs and alliances), streamlining the bidding processes, supporting early contractor involvement and the multi-staging of projects.

- Monitoring and assessing skills and resources in the marketplace and developing strategies for their improvement.

- Monitoring and assessing regional and interstate competition for construction resources.

- Developing and maintaining a Community Engagement Index. This is a database of community engagement activities, planning and infrastructure delivery activity by state agencies and local government. The index will help state agencies and councils coordinate their community consultation activities, and promote sharing of experiences and resources in community consultation.
Summary of infrastructure investment

This SEQ Infrastructure Plan identifies an estimated $56.1 billion of infrastructure projects to support regional planning outcomes in SEQ to 2026. Estimated investment expenditure in each infrastructure class is provided in Table 1. Total expenditure to the end of 2006 was $3.25 billion.

The SEQ Infrastructure Plan is updated annually to provide an up-to-date assessment of the region’s infrastructure program. This 2007 edition outlines an investment increase of approximately $6 billion on the 2006 Infrastructure Plan. The additional investment has arisen through the inclusion of new projects arising from investigations, particularly in the areas of transport and water supply, indexation of costs to 2007 dollars, and the inclusion of additional infrastructure categories including the Port of Brisbane and Justice Services.

Estimated transport investment includes contributions from the Queensland Government, the Australian Government and Brisbane City Council. The total also includes investment by the Port of Brisbane Corporation, a Queensland Government-owned corporation, for infrastructure to service the port’s growing import/export trade.

Estimated water investment includes projects being undertaken by the Queensland Government and funding assistance for projects being undertaken by local government and water service providers. The program also includes funding assistance from the Australian Government for the Western Corridor Recycled Water Project.

Estimated electricity transmission and distribution investment is indicated through to 2010-11. Investment beyond this time has not been identified as capital works programs need to take account of growth in electricity demand and regulatory determinations.

Social infrastructure investment incorporates three new regional hospital facilities, new corrective service facilities at Gatton and continuing commitments to education and training facilities.

Investment in infrastructure for electricity generation, gas reticulation, and information and communication technology is not included. These are competitive markets for which private sector investment cannot be forecast. Despite this limitation, this SEQ Infrastructure Plan provides details of current Queensland Government initiatives, mainly through its energy-related Government-owned corporations.

Table 1: Estimated investment identified in this Infrastructure Plan

<table>
<thead>
<tr>
<th>Infrastructure class</th>
<th>Estimated investment 2007-2026 ($million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport (including investigations)</td>
<td>35,299</td>
</tr>
<tr>
<td>Water</td>
<td>7,582</td>
</tr>
<tr>
<td>Energy (up to 2010-11)</td>
<td>5,077</td>
</tr>
<tr>
<td>Health</td>
<td>3,939</td>
</tr>
<tr>
<td>Education</td>
<td>2,848</td>
</tr>
<tr>
<td>Vocational educational and training</td>
<td>466</td>
</tr>
<tr>
<td>Regional sport and recreation</td>
<td>269</td>
</tr>
<tr>
<td>Justice Services</td>
<td>633</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>56,113</strong></td>
</tr>
</tbody>
</table>

Notes:

1. Estimated investment is in 2007 dollars (where appropriate with the inclusion of several projects in out-turn dollars). Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already spent on projects.

2. Infrastructure projects have been indexed to account for inflation and expected increases in construction costs. Refer to “Cost estimates used in this Infrastructure Plan” on page 18.

3. Where funding is required from other levels of government, their estimated costs have been included. Where projects are part of (or connect to) the AusLink National Transport Network, these projects are subject to negotiation with the Australian Government.
In addition to this investment, energy projects between 2010-11 and 2025-26 are expected to require a further investment of approximately $11 billion. Transport projects arising from identified investigations may require investment of approximately $15 billion. Inclusion of this investment will result in an estimated $82.1 billion infrastructure program over the next 20 years.

Figure 1 shows the predicted investment program. Expenditure on SEQ infrastructure has increased significantly over the past two years and will peak around 2007 to 2008 before levelling and remaining stable over the life of the program. Government agencies and industry have geared up to deliver this sustained program.
Part B
SEQ Infrastructure priorities and projects
Infrastructure issues and challenges

SEQ has experienced high and sustained population growth since the 1980s, growing at an average of 55,300 people each year between 1986 and 2004. The estimated population of the region in 2006 was around 2.8 million people. This is expected to increase to around four million people by 2026.

The projected increase in population in SEQ, combined with the continuing trend towards smaller households, will require an estimated 575,000 new dwellings by 2026. There will also be a greater demand for a diversity of housing form to match changing household structures, particularly the increase in one- and two-person households.

This population increase is expected to generate demand for around 425,000 new jobs by 2026. Many of these jobs will be in traditional industries, responding to increased levels of consumption. However, others will be new types of jobs, related to the emergence of new technologies and markets and the Queensland Government’s objective of strengthening and diversifying the Queensland economy.

Increased population and employment, together with new ways of producing and delivering goods and services, will increase the need for new infrastructure in the region. Strategic investment in infrastructure will influence the pattern and rate of development across the region. Therefore, infrastructure investment must be planned carefully.

By creating certainty about the location for new and well-serviced developments, the SEQ Infrastructure Plan, together with the SEQ Regional Plan, will also assist the Queensland Government address issues of housing affordability. The SEQ Regional Plan recognises the importance of managing infrastructure demand, coordinating its provision, as well as planning and securing corridors and sites for future infrastructure developments.

Challenges for the future – project costs

Infrastructure costs are rising around the world. This will have a significant impact on the SEQ Infrastructure Plan in future years. Some adjustment to project priorities and timelines may be necessary in future versions of the SEQ Infrastructure Plan as cost impacts become evident over time.

Many of the projects in this Infrastructure Plan have retained the original investment estimates included in the 2005 edition, adjusted by a factor that accounts for inflation and some increases in material and construction costs. This approach will be used until such time as a business case for each project is approved by the Queensland Government.
SEQ Infrastructure Plan
structure and timing

The SEQ Infrastructure Plan is organised by asset class. The transport section is further divided into sub-regional categories. Within each section, there is a description of the critical priorities, a schedule of indicative timing, and an estimated investment for each project.

The SEQ Infrastructure Plan is based on the planning horizon included in the SEQ Regional Plan, which provides the framework for managing growth, land use and development in SEQ to 2026. A formal review of the SEQ Regional Plan will be undertaken every five years and any changes are expected to be reflected in subsequent versions of the Infrastructure Plan. The first formal review of the SEQ Regional Plan is scheduled for release in 2010.

This Infrastructure Plan is presented in three time periods over the period to 2026:

First phase
From 2007-08 to 2010-11: this phase represents the four-year Forward Estimates period of the State Budget. It shows projects that have specific funding commitments in the Budget (with the exception of several projects that are noted in out-turn dollars where this information is available).

Second phase
From 2011–12 to 2014–15: this phase commits infrastructure investments to meet the strategic objectives for the region over this period, with estimated investment in 2007 dollars. This phase reflects the balance of the 10-year infrastructure commitment made by the Queensland Government in the 2005 SEQ Infrastructure Plan.

Third phase
From 2015-16 to 2025-26: this phase includes infrastructure which is likely to be required in the longer term and will need to be considered in future versions of the SEQ Infrastructure Plan. Projects are estimated in 2007 dollars.

The Queensland Government is in the third year of its 10-year commitment to SEQ infrastructure made in 2005. The SEQ Infrastructure Plan identifies key regional infrastructure investments by state agencies. It also refers to some Australian and local government projects relevant to the SEQ Regional Plan. Where projects involve a subsidy payment to local government (for example, in the water sector), the expected Queensland Government funding allocation involved is outlined, pending agreement with local government on timing and implementation.

The SEQ Infrastructure Plan includes some infrastructure projects where funding contributions are expected from the Australian Government and Brisbane City Council. In these cases, the timing and the delivery of the project are not under the control of the Queensland Government.
Cost estimates used in this Infrastructure Plan

The cost estimates provided in this Infrastructure Plan represent the best information presently available. To enable comparison across the 20-year period of the SEQ Infrastructure Plan, cost estimates are provided in real 2007 dollars (with the exception of several projects that are noted in out-turn dollars where this information is available).

The level of detailed planning that underpins the cost estimates varies with each project. Where detailed investigations have been completed and funding approved by the Queensland Government, estimates in this Infrastructure Plan reflect that approved funding. Estimates for projects scheduled for delivery beyond 2010-11 have not undergone detailed evaluation. Most estimated investment has been indexed to reflect the price movements currently occurring in the relevant industries.

The indices used to escalate estimates from 2006 to 2007 dollars are based on the Australian Bureau of Statistics National Accounts, State Details, December Quarter 2006 (5206.0), released 7 March 2007, as follows:

- For non-residential construction in Queensland (such as schools and hospitals), the annual growth index (seasonally adjusted) was 8.5 per cent in December quarter 2006.
- For engineering construction in Queensland (including roads, rail, ports), the annual growth index (seasonally adjusted) was 7.5 per cent in December quarter 2006.

Cost estimates have been escalated by these factors, except where projects are investigations or where detailed costs have been approved by the Queensland Government. Energy costs have been indexed by the relevant Government-owned corporations with regard to regulatory determinations.

These indices provide a general indicator of price pressures across relevant industries. Cost pressures in particular industries may vary, sometimes significantly, from general indices. These cost pressures will be examined during detailed evaluation of individual projects.

In addition, unless a new business case has been approved during 2006-07, cost estimates for construction projects have been rounded upwards after this index is applied. The extent of rounding varies according to the size of the project, thus reflecting the increasing uncertainty of estimates for large projects delivered in future years.

Infrastructure investment is classified into four types depending on the level of investigation, approval and progress as follows:

- **Type 1** = Preliminary estimate: the earliest estimate for a project that is typically in its initial planning stages. This estimate is usually based on a preliminary concept design.
- **Type 2** = Pre-market estimate: the estimate based on a more detailed review of scope and requirements. This estimate is determined after the government has assessed the costs and benefits of a project.
- **Type 3** = Market price: the price agreed with the contractor. It is no longer an estimate nor is it a cost since it has not been incurred.
- **Type 4** = Completed project cost: the total cost of the project, which will normally consist of the market price plus any variations.

Large projects comprising a number of sub-projects may fall under two or more of the investment categories.

Project costs are typically estimated in current-day dollars and expressed, for example, as 2007 dollars. The timing of the project’s delivery and the degree of cost escalation that is predicted to occur over the construction timeframe need to be added to the current-day estimate to provide the out-turn cost. Budget funding is provided for the estimated out-turn of the project.
Part B Transport
Transport

Planning and investing in the region’s transport system will facilitate development of the preferred SEQ future land use pattern and associated regional economic and social objectives. The SEQ Infrastructure Plan outlines a balanced program of investment between transport modes, including a specific focus on public transport, walking and cycling. A range of policy and travel behaviour measures, funded by state and local government, will support these investments and the efficient use of existing infrastructure.

SEQ’s growing population relies heavily on the region’s transport network for its own mobility and for movement of a vast range of goods and services, and their providers, to meet its needs. From commuters accessing their workplaces, children travelling to school or weekend sports, shopping trips and leisure outings, our society places an enormous demand on the transport system to move people in a safe, timely, efficient and environmentally friendly manner.

This Infrastructure Plan aims to provide a greater number of travel options by enhancing and extending public transport networks and operations using rail or bus. It will achieve this by upgrading the trunk and regional road network, and encouraging healthy and sustainable modes of transport such as walking and cycling by investing in expanded pedestrian and cycling paths.

Public transport patronage growth

Through the TransLink Network Plan, TransLink has made significant improvements to public transport services across SEQ. As a result, there has been significant growth in public transport use across SEQ.

In the 2005-06 financial year more than 150 million passenger journeys were made across the TransLink system – an increase of 16 million journeys from the previous year. This figure is projected to grow to 162.7 million in 2006-07.

Patronage increases for this period were around 14 per cent for Greater Brisbane, 13 per cent for Ipswich, 10 per cent for the Gold Coast and 14 per cent for the Sunshine Coast. Logan was notable with a 29 per cent increase. Patronage on Queensland Rail Citytrain services grew by 10 per cent and Brisbane City Council ferries by 13 per cent.

The Queensland Government is responding to this growth by providing additional public transport services, new buses and railway rollingstock and investment in infrastructure outlined in this Infrastructure Plan.

The introduction of smart card ticketing in late 2007 will make public transport even easier to use. Passengers will simply touch on and touch off for each trip and the correct fare will be automatically calculated and deducted from the passenger’s smart card. The system is currently being piloted and smart card equipment is being rolled out across SEQ.
However, there is more to the transport system in SEQ than moving people. Transportation of goods and services is vital to the region’s economic growth. Freight tonnage across all of Queensland is forecast to double by 2020. This is also expected to be the case in SEQ with the rapidly expanding import and export activities of the Port of Brisbane being a key driver. This has significant impacts on the road and rail transport corridors that service the Australia TradeCoast area (which principally includes the Brisbane Airport and Port of Brisbane). The challenge is to improve transport system efficiency so that road space is shared effectively between heavy vehicles, passenger vehicles and cyclists, with passengers and freight sharing railway space.

This Infrastructure Plan identifies a number of initiatives to improve freight movement in SEQ.

In addition, various transport investigations are taking place in future growth areas in SEQ to ensure that transport networks will sufficiently cater for the increase in freight needed to service growing communities.
Western Corridor

A significant share of the region’s growth will be situated in the Western Corridor, which extends generally from Wacol through Ipswich City to Amberley and includes Ebenezer, Swanbank, Ripley Valley and Springfield. Development in the Western Corridor is a key feature of the SEQ Regional Plan to encourage urban development away from the coast; therefore, the timely provision of infrastructure to lead development in the Western Corridor will be vital.

Table 2 outlines a transport infrastructure investment program for the Western Corridor. To support population and employment opportunities around the centres of Ipswich, Springfield and Ripley Valley, the program focuses on upgrading existing and constructing new roads and public transport facilities. The program also recognises the strategic importance of freight links in the Western Corridor, as well as the need to identify future transport needs through investigations.

The first phase of this Infrastructure Plan (2007–08 to 2010–11) addresses three major issues in the Western Corridor:

- **Improving traffic congestion on the Ipswich Motorway**
  The Ipswich Motorway is the main road connecting Ipswich and areas further west of Brisbane, and is an important section of the AusLink national network. In early March 2007, the Australian Government announced funding of $2.3 billion for the six-lane Goodna Bypass from Dinmore to the Logan Motorway at Galles, to be built by 2012.

- **Improving passenger rail services on the Ipswich line**
  Planning is underway to upgrade the Ipswich line to provide additional line capacity to cater for the public transport needs of existing and future residents in the Western Corridor. Detailed design is progressing on the Corinda to Darra section.

- **Improving road and public transport links to service growing population centres at Springfield and Ripley Valley**
  Design and early works are underway for a passenger rail line from Darra to Springfield to provide an additional public transport option for this growing centre. The road network is being further developed by extending the Centenary Highway through the Ripley Valley to Yamanto, and by planning for duplication of the Centenary Highway between Ipswich Motorway and Springfield.

The second phase of this Infrastructure Plan concentrates on completing key projects commenced in phase one, as well as providing additional roads and public transport to cater for the expected growth in Springfield and Ripley Valley. Of particular note is that the preferred public transport corridor through Ripley Valley from Springfield to Ipswich has now been identified.

The third phase covers the period past 2014–15. The sequence and timing of projects will continue to support the area’s role as a major freight transport hub.

Transport investigations

- **Ipswich Motorway alternative northern corridor**
  Traffic problems along the Ipswich Motorway are well documented, with a capacity upgrade along that corridor a high priority for the Queensland Government. In March 2007, the Australian Government announced its decision to construct the alternative northern corridor (Goodna Bypass) between Dinmore and the Logan Motorway.

- **Springfield to Ipswich public transport corridor planning**
  Investigations are underway to determine the optimum future public transport corridor between Springfield and Ipswich (and particularly through Ripley Valley) that links the key Activity Centres of the area, including the University of Queensland Ipswich Campus, and maximises the opportunities for transit oriented development along the corridor. A key goal is to improve public transport services between the major centres by linking the Ipswich City Centre, the University of Queensland, future Yamanto Centre, future Ripley Valley Town Centre, Swanbank Business Park, Redbank Plains South and
Springfield Town Centre, and to integrate the corridor with existing and proposed land uses. Opportunities for transit oriented developments may arise at Redbank Plains, Ripley Valley Town Centre and within the existing urban area of Ipswich. A review of environmental factors has identified the preferred corridor alignment for further environmental impact assessment.

- **Southern Infrastructure Corridor (rail)**
  The Queensland Government is investigating the provision of a dedicated freight corridor to connect emerging industrial precincts in the Ipswich area, particularly Ebenezer, with the standard-gauge interstate rail line in the vicinity of Bromelton (Beaudesert Shire). These sites have been identified as being strategically located to take advantage of this next phase of industrial development. Preliminary planning has identified a viable rail corridor. Detailed planning and an impact study will commence in mid-2007 to finalise a corridor for a dual-gauge freight rail line linking these two future transport hubs.

- **Logan Motorway Upgrade investigations**
  An investigation will look at the need to progress upgrading of the Logan Motorway to six lanes to accommodate rapid population growth and economic activity in the area, as well as capacity improvements on the Ipswich Motorway and Gateway Motorway.

In addition, various transport investigations are taking place in future growth areas in the Western Corridor to ensure that transport networks will sufficiently cater for the increase in freight needed to service growing communities.

**Progress on transport projects in the Western Corridor during 2006-07**

- Preliminary design has been completed and the preferred alignment has been selected for the third track from Corinda to Darra on the Ipswich rail line.
- Investigations into a dual-carriage road and a rail connection for the Springfield transport corridor are underway, to provide a four-lane extension of the Centenary Highway from the Ipswich Motorway to Springfield and a new rail line between Darra and Springfield.
- The Ipswich to Springfield Public Transport Corridor Study’s Review of Environmental Factors (REF) has been completed. An environmental impact assessment of the preferred alignment has commenced. The study is anticipated to be completed in June 2007.
- Reconstruction of the Ipswich Motorway/Logan Motorway interchange and a 2-kilometre stretch of the Ipswich Motorway between Goodna and Gailes started in February 2007 and is expected to take about two years to construct. Design of the adjacent section between Wacol and Darra is progressing with construction expected to commence in the second half of 2007.
- Construction is underway on the two-lane extension of the Centenary Highway from Springfield to Yamanto with completion expected in mid-2009. In April 2007, tenders were called for construction of the South Deebing to Yamanto section.
- Main Roads is developing a business case to determine the feasibility of providing the Toowoomba Bypass project through joint delivery with the private sector. This project is part of the AusLink national network and is funded by the Australian Government.
Map 1a – Western Corridor transport infrastructure
Map 1b – Western Corridor transport infrastructure
Table 2: Western Corridor transport infrastructure

<table>
<thead>
<tr>
<th>Map reference</th>
<th>Project</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 4)</th>
<th>Delivery timeframe</th>
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<td>2007-08 to 2010-11</td>
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**Notes:**

1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a cumulative minimum expenditure of $0.5 million to 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.
2. Estimated investment is in 2007 dollars (with the exception of projects marked '#' which are in out-turn dollars). Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects.
3. Where funding is required from other levels of government, their estimated costs have been included. Where projects are part of (or connect to) the AusLink National Transport Network, these projects are subject to negotiation with the Australian Government.
4. For an explanation on the types of estimates, refer to page 18.

**WC** = Western Corridor
Greater Brisbane

The Greater Brisbane sub-region is defined in this Infrastructure Plan as the cities of Brisbane, Logan and Redcliffe and the shires of Redland, Pine Rivers and Caboolture.

Greater Brisbane is expected to accommodate a large proportion of development proposed for SEQ. In outer areas, such as Pine Rivers and Caboolture Shire, most of this development will occur on greenfield sites. Within Brisbane City, an increasing amount of development will occur around existing Activity Centres, public transport nodes and infill development sites.

Table 3 outlines a transport infrastructure investment program for the Greater Brisbane area. Strategic transport needs in this area include:

- quality public transport connections between Activity Centres including the Central Business District (CBD);
- better transport links to industrial and logistics centres, particularly to the Australia TradeCoast (ATC); and
- orbital road networks that link centres outside the inner city and provide a sound basis for future traffic management.

The first phase of this Infrastructure Plan (2007-08 to 2010-11) addresses four major issues in the Greater Brisbane area:

- **Extending and improving public transport infrastructure**
  
  Public transport infrastructure, such as railways and busways, is being expanded and upgraded in areas where the SEQ Regional Plan encourages growth. Busways are now being planned and expanded along northern, southern and eastern spines to enable public transport to have a greater role in these corridors.

- **Improving freight transport links to the Australia TradeCoast**
  
  The expected growth in container traffic through the Port of Brisbane, and air freight and passenger movements through Brisbane Airport, will require significant improvements to road and rail networks. The Gateway Upgrade Project is a major initiative which will support this growth.

- **Supporting active transport choices**
  
  Active transport choices such as cycling and walking are being encouraged in this Infrastructure Plan. Two new pedestrian and cycle bridges, including one from the Millennium Arts precinct (on Brisbane’s south bank) to the inner city, will build on the success of the Goodwill Bridge. The sub-regional cycle network will continue to be expanded.

- **Improving road infrastructure**
  
  This Infrastructure Plan incorporates the North–South Bypass Tunnel, Airport Link and the Hale Street Link, as well as investigations into road networks in western Brisbane.

  Subsequent phases of the SEQ Infrastructure Plan will build on existing projects.
Transport investigations

A number of significant transport investigation studies are underway to provide for future development of the Greater Brisbane area, including:

- **Western Brisbane Transport Network Investigation**
  The Western Brisbane Transport Network Investigation is a major study examining the future transport needs for the area west of the Brisbane CBD. It is looking at ways to maintain and improve accessibility, as well as address transport systems issues in the west and north-west of Brisbane, including the needs of freight and passenger transport. The study is expected to be completed by mid-2008.

- **Further TransApex investigations**
  Brisbane City Council (BCC) has commenced a pre-feasibility study of the Northern Link proposal as part of its TransApex plan. Northern Link is a proposed tunnel and road project, approximately 4.5 kilometres long, linking the Western Freeway at the Toowong roundabout to the Inner City Bypass at Kelvin Grove. There is currently no funding commitment to this link.

- **Increased rail capacity in inner Brisbane**
  Given the existing growth in demand, service increases and proposed extensions to the rail network, rail services through inner Brisbane will be significantly constrained by the limited capacity of the Merivale Bridge and the existing CBD rail tunnels by 2016. The Inner City Rail Capacity Study is investigating opportunities to increase rail capacity in inner areas and to create additional stations in areas of high demand through the development of an underground rail system. The key output of this study will be an Inner City Rail Masterplan, which will identify upgrades to the existing rail network as well as a new rail network, including river crossings, required to support growth in rail services.

- **Inner City Bus Access Capacity Study**
  Rising patronage levels are placing pressure on critical inner city bus infrastructure, particularly on the inner approaches and junctions of the South East Busway, North Quay, Riverside (Creek Street), Adelaide Street and the Queen Street Bus Station. In parallel with the expansion of the busway network (Northern and Eastern Busways, Inner Northern Busway and Boggo Road links), this investigation aims to ensure additional busway services can operate efficiently throughout the CBD. The study is examining future inner city bus operating scenarios and the necessary additional infrastructure required to support these operations. Stage 2 of the Inner City Bus Access Capacity Study is underway with a working paper expected in late 2007.

- **Australia TradeCoast Transport Study**
  Ongoing development of the ATC precinct has significant impacts on the transport network in SEQ. Queensland Transport, in collaboration with the ATC partners, is undertaking the Australia TradeCoast Transport Study to identify transport infrastructure required to support future development of the ATC. The study will lead to the development of an integrated transport and land use strategy, which will outline preferred land use outcomes and a joint agency implementation plan covering transport infrastructure and services. It will investigate options for the integration of transport and land use over a 20-year time period. The study is due for completion by late October 2007.

- **Gateway Motorway (Nudgee Road – Bruce Highway)**
  Ongoing development of the ATC, as well as north–south transport movements through Brisbane City, will continue to increase travel demand on the Gateway Motorway. A study is urgently required to identify transport needs necessary to improve safety and efficiency of the transport network, focusing on the Gateway Motorway from Nudgee Road to the Bruce Highway.
• **Hamilton/Eagle Farm Transport Investigation**

The Hamilton/Eagle Farm Transport Investigation is nearing completion, with the aim of determining a preferred public transport solution to service proposed developments in the area. The investigation will assess the feasibility of establishing connections across various modes of public transport. The study is expected to be completed by late 2007.

• **Mt Lindesay/Beaudesert Strategic Transport Network Investigation**

Detailed investigations are underway into the longer-term strategic transport network needs of the Mt Lindesay/Beaudesert area, including road, public transport and freight links. The study area is generally bounded by the Cunningham Highway, Logan Motorway and the Pacific Highway to the NSW border. The study will provide recommendations on priority corridors which need to be preserved and will confirm the strategic need for new transport corridors including the Gateway Motorway extension and Southern Infrastructure Corridor. The study will also consider the Interstate Rail Corridor and other important road, rail, public transport and cycle infrastructure corridors. The study is expected to be completed by late 2007.

• **Salisbury to Flagstone/Greenbank Passenger Rail**

The Interstate Rail Corridor Technical Feasibility Study, undertaken to examine the existing corridor’s capability to accommodate passenger services while having regard to freight requirements, is complete. This work is considered an important input into the Mt Lindesay/Beaudesert Strategic Transport Network Investigation.

• **North Moreton Transport Network Study**

The North Moreton area (comprising Caboolture and Pine Rivers shires and Redcliffe City) is experiencing rapid population growth. In response to this growth, the SEQ Infrastructure Plan includes more than $1.2 billion of transport projects in this area by 2026. The North Moreton Transport Network Study will address transport issues and provide a framework for more detailed transport planning by state and local government. This project will assist in integrating and coordinating land use and transport investment to achieve the best integrated transport outcomes for the North Moreton community.
Progress on transport projects in the Greater Brisbane area during 2006-07

- Construction of the Queen Street to Roma Street section of the Inner Northern Busway is progressing on schedule and is due for completion in mid-2008.
- The preferred alignment for the Eastern Busway between Buranda and Capalaba has been identified. The final Concept Design and Impact Management Plan are currently under review. Construction of the initial stages is expected to commence in mid-2008.
- BCC opened the Eleanor Schonell Bridge in early 2007, providing a new cross-river link between Dutton Park and the St Lucia campus of the University of Queensland. The link provides access for buses, cyclists and pedestrians.
- Major construction commenced on the Boggo Road Busway linking the Eastern Busway to the Eleanor Schonell Bridge and is scheduled for completion by mid-2009.
- The preferred design and construction managing contractor for the Tank Street pedestrian and cycle bridge was announced on 5 March 2007. Construction is expected to commence in the second half of 2007 and be completed in mid-2009.
- The Airport Link project comprises a 5-kilometre tunnel from Bowen Hills to Kedron with a connection to Sandgate Road. Expressions of Interest seeking private sector involvement in the project have been invited. Construction is expected to commence in 2008, subject to the findings of the Environmental Impact Statement process.
- Planning for the Northern Busway (Royal Children’s Hospital (RCH) to Kedron) is complete and the final Concept Design and Impact Management Plan have been approved. The 3-kilometre section of the Northern Busway between Windsor and Kedron will be constructed concurrently with Airport Link. The section of busway between the RCH and Windsor will be delivered as an alliance between the Queensland Government and the private sector. Construction is expected to commence in early 2008.
- Preliminary planning and design works have commenced on the Petrie to Redcliffe multi-modal corridor. A Concept Design and Impact Management Plan will be completed in late 2007.
- Construction is well underway on the first stage of the Mitchelton to Ferny Grove track duplication. The new track is anticipated to be operational between Mitchelton and Keperra by late 2007.
- A new passenger rail rollingstock contract has been awarded to construct an additional 20 three-car sets with delivery to proceed after completion of the current order.
- Construction of the grade-separated Mt Lindesay Arterial/interstate standard gauge rail line crossing at Acacia Ridge will commence in mid-2007. An alliance contractor has been engaged and detailed design is currently being finalised.

Supporting cycling in Greater Brisbane

The SEQ Integrated Regional Cycle Network Plan was completed in consultation with local government, with significant grants provided to local government to commence construction. Construction is almost complete on the Normanby Pedestrian and Cycle Link and plans are being finalised for the Inner Northern Busway Brisbane Cycle Centre at King George Square (in consultation with Brisbane City Council). This will provide a premier cycling facility within the Brisbane CBD.

The Smart Travel Centre - Queensland was established in 2006 to influence more sustainable transport choices, particularly walking, cycling and using public transport. Amongst other sustainable transport initiatives, the centre provides grants to local government in SEQ for cycling infrastructure.
Construction has started on Queensland’s largest road and bridge construction project, the $1.88 billion Gateway Upgrade Project, with completion expected by mid-2011. The project includes duplication of the Gateway Bridge and upgrade of 20 kilometres of motorway. New work associated with the upgrade will be opened progressively including:

- Construction of a second Gateway Bridge, 50 metres downstream (east) of the existing bridge. Following opening of the new bridge (six lanes southbound) in August 2010, the existing bridge will be refurbished (maintaining three lanes of northbound traffic). Refurbishment will be completed by mid-2011.
- A new six-lane deviation through the old and existing airport sites from the Gateway Bridge to a new airport interchange, then four lanes to Nudgee Road. Four lanes will open by mid-2009 with all lanes open by late 2010.
- Upgrade from Wynnum Road to Lytton Road from four lanes to eight lanes, with two of the additional lanes between the Port of Brisbane Motorway and Wynnum Road opening in late 2007. All lanes will be open by late 2009.
- Upgrade from Mt Gravatt-Capalaba Road to Wynnum Road from four to six lanes with all lanes open to traffic by late 2009.
- The Houghton Highway duplication and bus priority project is progressing with the design nearing completion.
- Construction of the Caboolture Northern Bypass is well advanced with completion by late 2007.
- Extension of the six lanes on the Bruce Highway to Caboolture is continuing with the section between Boundary Road and Deception Bay Road completed in September 2006; all six lanes south of Uhlmann Road opened to traffic at the end of February 2007. Construction of the interchange connection with the Caboolture Bypass commenced in September 2006 with completion forecast for late 2007. The final section between Uhlmann Road and Caboolture is to start in late 2007 and be completed by December 2008.

- Tenders have been called to upgrade the Mt Lindesay Highway from Green Road to Rosia Road.
- Construction of BCC’s North–South Bypass Tunnel has started. As part of Council’s TransApex program, the tunnel will provide a direct cross-river link between Woollongabba and Bowen Hills. The project is due for completion in 2010.
- BCC has also approved construction of its Hale Street Link project. Construction is expected to begin in mid-2007 and be completed in mid-2010.
Port of Brisbane

The Port of Brisbane is Australia’s third largest and fastest-growing container port and a key driver of economic growth throughout SEQ.

**World-class port**

Managed by the Port of Brisbane Corporation, a Queensland Government-owned corporation, the port provides world-class cargo-handling and warehousing facilities.

Progressively developed on a greenfield site since 1976, the port is a modern, purpose-built 750-hectare facility at the mouth of the Brisbane River, just 24 kilometres from Brisbane’s CBD. Unlike the southern competitor ports of Sydney and Melbourne, it is unencumbered by urban encroachment and associated operational restrictions.

Average annual container growth over the past 10 years has been 12 per cent. In 2005-2006, container trade reached 766,300 TEU* and, within the next 20 years, at projected average annual growth rates of between 7 and 9 per cent, is forecast to reach more than 3.7 million TEU.

Motor vehicle imports are expected to increase by about 150 per cent over the next 20 years and movements of other goods through the port (such as dry and liquid bulk goods) are also expected to approximately double.

* (TEU = twenty foot equivalent unit)

Figure 3: Port of Brisbane Corporation Container Throughput (TEUs)

Given the rapid growth of the port’s operations, an ability to expand its quayline and terminal space is vital. Within the next seven years, three new container berths will be completed and 80 hectares of terminal space developed.

The capacity to continue meeting the demands of the burgeoning container trade has been assured through the extension of the port by constructing a 4.5-kilometre seawall to enclose an additional 230 hectares. This will enable the construction of up to four new berths and backup land for terminals and other port related uses.

The port is well connected to major road infrastructure and improvements to transport corridors are designed to keep pace with the ongoing provision of port-related infrastructure. The Queensland Government works closely with the Port of Brisbane Corporation and the Australian Government in this regard.
Map 2 – Greater Brisbane transport infrastructure
## Greater Brisbane transport infrastructure

<table>
<thead>
<tr>
<th>Map reference</th>
<th>Project</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 4)</th>
<th>Delivery timeframe</th>
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<tr>
<td></td>
<td></td>
<td></td>
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<td>2007-08 to 2010-11</td>
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<tr>
<td>1.1</td>
<td>Inner Northern Busway improvements and new Busway stations</td>
<td>493</td>
<td>1, 3 &amp; 4</td>
<td>Stage 1 - 2 construction underway</td>
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<tr>
<td>1.2</td>
<td>Northern Busway: RCH to Kedron to Bracken Ridge</td>
<td>750</td>
<td>1 &amp; 2</td>
<td>Stage 1 - detailed design underway</td>
</tr>
<tr>
<td>1.3</td>
<td>Eastern Busway: Buranda to Capalaba</td>
<td>600</td>
<td>1</td>
<td>Preferred alignment finalised</td>
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<tr>
<td>1.4</td>
<td>Eastern Busway: Buranda to Boggo Road to Eleanor Schonell Bridge</td>
<td>200</td>
<td>1 &amp; 3</td>
<td>Staged construction underway</td>
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<tr>
<td>1.5</td>
<td>South East Busway extension to Springwood</td>
<td>30</td>
<td>1</td>
<td>Detailed design underway</td>
</tr>
<tr>
<td>1.6</td>
<td>Pacific Motorway transit lanes from Gateway Motorway to Logan Motorway including Loganlea Road interchange</td>
<td>490</td>
<td>1</td>
<td>Planning complete from Gateway Motorway to Daily Hill with planning on balance in progress</td>
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<td>1.7</td>
<td>Petrie to Redcliffe multi-modal corridor</td>
<td>240</td>
<td>1</td>
<td>Planning underway</td>
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<tr>
<td>1.8</td>
<td>Mitchelton to Keppara to Ferny Grove track duplication</td>
<td>60</td>
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<td>1.9</td>
<td>Redlands bus priority measures</td>
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<td>Translink sub-regional station upgrade program</td>
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<td>New passenger rail stock</td>
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<td>3</td>
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<td><strong>Walking and cycling</strong></td>
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<td>Sub-regional cycle network</td>
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<td>1.13a</td>
<td>Tank Street pedestrian/cycle bridge</td>
<td>63</td>
<td>3</td>
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<td>1.13b</td>
<td>Additional pedestrian/cycle bridge in the CBD</td>
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<td>1</td>
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<td></td>
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<td></td>
<td><strong>Orbital road network</strong></td>
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<td>2.1</td>
<td>Gateway Motorway Upgrade: Mt Gravatt-Capalaba Road to Nudgee Road, including Gateway Bridge duplication</td>
<td>1883</td>
<td>3</td>
<td>Construction underway</td>
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<td>2.2</td>
<td>Project has been amalgamated into 2.1</td>
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<td>2.3</td>
<td>Gateway Motorway Upgrade: six lanes Mt Gravatt-Capalaba Road to Pacific Highway</td>
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<td>2.4</td>
<td>Project has been amalgamated into 1.6</td>
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<td>2.5</td>
<td>North–South Bypass Tunnel (BCC project)</td>
<td>2000</td>
<td>3</td>
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<td>Airport Link</td>
<td>2500</td>
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<td>EIS finalised</td>
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<td>2.7</td>
<td>Hale Street Bridge (BCC project)</td>
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<td></td>
<td><strong>Improving road connections</strong></td>
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<td>3.1</td>
<td>Logan Motorway: six lanes</td>
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<td>3.2</td>
<td>Brisbane Urban Corridor (Griffith Arterial)</td>
<td>260</td>
<td>1</td>
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<td>3.3</td>
<td>Mt Lindesay Highway four lane upgrade: Green Road to Rosia Road to Jimboomba.</td>
<td>340</td>
<td>1 &amp; 2</td>
<td>Tenders called for Green Road to Rosia Road. Planning/design underway on balance.</td>
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<td>3.4</td>
<td>Houghton Highway duplication and bus priority</td>
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<td>3</td>
<td>Design underway</td>
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<td>Port of Brisbane Motorway</td>
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<td>North–South Arterial, Mango Hill</td>
<td>290</td>
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<td>3.8</td>
<td>Redland sub-arterial road from Mt Gravatt-Capalaba Road to Tingalpa Creek</td>
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<td>3.9</td>
<td>Cleveland-Redland Bay Road from South Street to Boundary Road</td>
<td>60</td>
<td>1</td>
<td>Planning underway</td>
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<tr>
<td>3.10</td>
<td>Redland Bay Road from Tingalpa Creek to Cleveland-Redland Bay Road</td>
<td>70</td>
<td>1</td>
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</table>
Table 3 continued – Greater Brisbane transport infrastructure

<table>
<thead>
<tr>
<th>Map reference</th>
<th>Project</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 4)</th>
<th>Delivery timeframe 2007-08 to 2010-11</th>
<th>2011-12 to 2014-15</th>
<th>2015-16 to 2025-26</th>
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<td>3.11a</td>
<td>Deception Bay Road: additional lanes from Bruce Highway to Lipscombe Road</td>
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<td>Burpengary to Caboolture Road: additional lanes from Bruce Highway to Gaffield Street</td>
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<td>3.13</td>
<td>Caboolture Northern Bypass</td>
<td>89</td>
<td>3 Construction well advanced</td>
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<td>3.14</td>
<td>Bruce Highway: additional lanes from Boundary Road to Caboolture</td>
<td>250</td>
<td>1 &amp; 3 Staged construction underway</td>
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<td>3.15</td>
<td>East–west links: Caboolture to Bribie Island Road</td>
<td>200</td>
<td>1 Planning underway</td>
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</table>

Freight rail network improvements

| 4.1           | Grade separation of Mt Lindesay Highway/Interstate rail, Acacia Ridge   | #110                      | 2 Design underway            |                                      |                  |                  |
| 4.2           | Metropolitan freight capacity upgrades                                  | 75                       | 1 Construction commenced     |                                      |                  |                  |
| 4.3           | Rail crossing grade separations (Note 7)                                | 120                      | 1 Planning underway          |                                      |                  |                  |

Investigations for transport infrastructure (refer Map 6)

| GB5.1         | Western Brisbane Transport Network Investigation                        | #16                      | 3 Study commenced            |                                      |                  |                  |
| GB5.2         | Mt Lindesay/Beaudesert Strategic Transport Network Investigation        | 1                        | 3 Study commenced            |                                      |                  |                  |
| GB5.2(a)      | Gateway extension south of Browns Plains                                | 5                        | 1                            |                                      |                  |                  |
| GB5.3         | Australia TradeCoast Transport Study                                   | 1                        | 3 Study commenced            |                                      |                  |                  |
| GB5.4         | Further TransApex investigation – Northern Link                         | 5                        | 1 Airport link business case complete |          |                  |                  |
| GB5.5         | Increased rail capacity in inner Brisbane                               | 5                        | 3                            |                                      |                  |                  |
| GB5.6         | Inner City Bus Access Capacity Study                                   | 2                        | 3 Study commenced            |                                      |                  |                  |
| GB5.7         | Hamilton/Eagle Farm Transport Investigation                            | 0.2                      | 3 Study being finalised       |                                      |                  |                  |
| GB5.8         | North Moreton Transport Network Study                                   | 1                        | 1                            |                                      |                  |                  |
| GB5.9         | Gateway Motorway (Nudgee Road - Bruce Highway) Planning Study           | 6                        | 1 Planning underway          |                                      |                  |                  |

Port of Brisbane infrastructure (Note 5)

| 6.1           | Port expansion – preparing land for development, including reclamtion and surcharging works | 760                      | 1                            |                                      |                  |                  |
| 6.2           | Other estates – preparing land for development (365 ha)                  | 70                       | 1                            |                                      |                  |                  |
| 6.3           | Wharves                                                                                           |                           |                               |                                      |                  |                  |
|               | General purpose berth                                                                              | 45                       | 3                            |                                      |                  |                  |
|               | Container berths and wharves                                                                       | 790                      | 1                            |                                      |                  |                  |
| 6.4           | Terminal development                                                                              | 350                      | 1                            |                                      |                  |                  |

| Total         | 15,285                                                                                           |                           |                               |                                      |                  |                  |

GB = Greater Brisbane

Notes:

1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a cumulative minimum expenditure of $0.5 million to 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.
2. Estimated investment is in 2007 dollars (with the except on of projects marked "#" which are in out-turn dollars). Cost estimates in the State Budget and other public documents may differ, as may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction.
3. Estimated investment includes funds already expended on projects.
4. Where funding is required from other levels of government, their estimated costs have been included. Where projects are part of (or connect to) the AusLink National Transport Network, these projects are subject to negotiation with the Australian Government.
5. For an explanation on the types of estimates, refer to page 18.
6. For Port of Brisbane: these figures do not include substantial investment in a range of other infrastructure and reticulated services and business partnering investments with existing and future port tenants. Projects are based on demand due to predicted levels of freight growth.
7. $50 million transferred from Project 4.3 to Project 4.4.
Gold Coast

The Gold Coast sub-region extends from Yatala in the north to the border with New South Wales in the south. Significant population and activity growth in this area will challenge the capability of the existing local transport system. Improvements to the road system are only part of the solution, with public transport to play an increasing role in moving people efficiently. Quality public transport links are required to connect major centres and developing areas on the Gold Coast.

Table 4 outlines the transport infrastructure investment program for the Gold Coast. Strategic transport needs in this area include:

- establishing a major public transport spine linking the railway to the existing university, new hospitals and major coastal Activity Centres;
- increasing the capacity of the Gold Coast rail line; and
- improving local road and bus links east–west across the sub-region.

The first phase of this Infrastructure Plan (2007–08 to 2010–11) addresses four major issues in the Gold Coast area:

- **Constructing the Gold Coast Rapid Transit System**
  
  A high-quality public transport corridor will link Helensvale railway station to Broadbeach and Coolangatta by 2015.

- **Increasing capacity and patronage on the Gold Coast rail line**
  
  Sections of track are being duplicated and extension of the rail line from Robina to Varsity Lakes is proposed. This investment and new passenger rollingstock will improve capacity on the rail line.

- **Upgrading the Pacific Motorway**
  
  The Pacific Motorway is a critical link for the SEQ region and its use for inter-regional and intra-regional trips must be preserved. Additional lanes between Nerang and Tugun, and improved local transport connections, are essential investments.

- **Improving the east–west road and public transport links within the Gold Coast**
  
  Improved road and public transport links between existing and emerging Activity Centres will support continued economic growth and make best use of the passenger rail line.

Subsequent phases of the SEQ Infrastructure Plan will build on these investments.
Progress on transport projects in the Gold Coast area during 2006-07

- Ormeau to Coomera rail track duplication was completed in September 2006.
- Construction is well underway on rail track duplication from Helensvale to Robina.
- Construction is underway on the Salisbury to Kuraby third rail track, with the new track expected to be operational by early 2008.
- Planning and design continues on the Robina to Varsity Lakes rail extension. Planning is underway for transit oriented development of Queensland Government-owned land at the proposed Varsity Lakes station.
- The Robina to Tugun Rail Impact Assessment Study Part B is to be completed in 2007.
- The first of 24 new passenger rail rollingstock three-car sets have been delivered, with further units to be delivered progressively until early 2009.
- Planning has commenced on the Gold Coast Rapid Transit Project (formerly Quality Public Transport Corridor) from Parkwood/Helensvale to Broadbeach, in consultation with local government and the community. A project office has been established on the Gold Coast and selection of the preferred transport mode and procurement method is expected in late 2007.
- Construction has commenced on the public transport facilities at Robina Station to service the Gold Coast Stadium when it opens in early 2008. Planning and design works continue on other locations for the TransLink sub-regional station upgrade program.
- Construction of the Tugun Bypass is anticipated to be finished ahead of schedule in mid-2008.
- Planning for upgrading of the Pacific Motorway from Nerang to Stewart Road is progressing.
- Construction of the Nerang–Broadbeach Road to four lanes from Allambie Gardens to Neilsons Road is progressing and is expected to be completed by September 2007.
- The Gold Coast Highway from Robert Street to Stevens Street is being widened to four lanes with completion expected by February 2008.
Map 3 – Gold Coast transport infrastructure
### Notes:

1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a cumulative minimum expenditure of $0.5 million to 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.
2. Estimated investment is in 2007 dollars (with the exception of projects marked ‘#’ which are in out-turn dollars). Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects.
3. Where funding is required from other levels of government, their estimated costs have been included. Where projects are part of (or connect to) the AusLink National Transport Network, these projects are subject to negotiation with the Australian Government.
4. For an explanation on the types of estimates, refer to page 18.

### Table 4 – Gold Coast transport infrastructure

<table>
<thead>
<tr>
<th>Map reference</th>
<th>Project description</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note a)</th>
<th>Delivery timeframe</th>
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<tr>
<td></td>
<td></td>
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<td></td>
<td>2007-08 to 2010-11</td>
</tr>
<tr>
<td>Pacific Motorway</td>
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<td>1.1</td>
<td>Tugun Bypass</td>
<td>#543</td>
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<td>1.2</td>
<td>Additional traffic lanes and interchanges: Nerang to Stewart Road</td>
<td>600</td>
<td>1</td>
<td>Planning underway</td>
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<td>1.3</td>
<td>Coomera interchange</td>
<td>150</td>
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<tr>
<td>Gold Coast rail line</td>
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<tr>
<td>2.1</td>
<td>Helensvale to Robina, Salisbury to Kuraby: additional track and upgrades</td>
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<td>Coomera to Helensvale, Kuraby to Kingston, Salisbury to Park Road: additional tracks</td>
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<td>2.3</td>
<td>Southern extension of rail line: Robina to Elanora</td>
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<td>Southern extension of rail line: Elanora to Coolangatta</td>
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<td>2.4</td>
<td>New passenger rail stock</td>
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<td>Gold Coast Rapid Transit Project: Parkwood/Helensvale to Broadbeach to Coolangatta</td>
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<td>3.3</td>
<td>Bus priority on Smith Street: Olsen Avenue to Gold Coast Highway</td>
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<td>2 &amp; 3</td>
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<td>3.4</td>
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<td>3.5</td>
<td>TransLink sub-regional station upgrade</td>
<td>30</td>
<td>1 &amp; 2</td>
<td>Construction underway</td>
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<tr>
<td>Walking and cycling</td>
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<td>3.6</td>
<td>Sub-regional cycle network</td>
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<td>4.1</td>
<td>Nerang-Broadbeach Road: additional lanes from Allambie Gardens to Neilsens Road</td>
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<td>4.2</td>
<td>Gold Coast Highway: additional lanes from Government Road to Robert Street to Stevens Street</td>
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<td>1 &amp; 3</td>
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<td>4.3</td>
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<td>4.4</td>
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<td>Staged construction underway</td>
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<td>4.5</td>
<td>Southport-Nerang Road: additional lanes from Minnie Street to Queen Street</td>
<td>35</td>
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<td>Burleigh Connection Road: additional lanes from Mattocks Road to Kurton Drive</td>
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<td>4.7</td>
<td>Southport-Burleigh Road: intersection upgrades</td>
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<td>Future transport corridor preservation</td>
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<td>Intra-regional transport corridor: Nerang to Stapylton</td>
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<td><strong>Total</strong></td>
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<td>2.1</td>
<td>Ormeau to Coomera track duplication</td>
<td>20</td>
<td>Completed in 2006-07</td>
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</tbody>
</table>
Sunshine Coast

The Sunshine Coast sub-region is defined as the shires of Noosa and Maroochy and the City of Caloundra. The Principal Activity Centre for this sub-region is Maroochydore, which accommodates the key business, service and retail enterprises. Other major centres in the region are Caloundra, Nambour and Noosa. There are emerging centres at Kawana Waters and Sippy Downs.

The SEQ Regional Plan actively supports consolidating and containing travel within the Sunshine Coast area. As the resident population and employment activity on the Sunshine Coast increases, transport connections to and between the Activity Centres located on the Coast will become busier. The projected population of more than 473,000 people by 2026 will generate traffic demand in excess of an additional 500,000 trips each day.

Road connections between centres in the sub-region and connecting to Brisbane will always be important. However, the Sunshine Coast is now at a stage where public transport must play a greater role.

Table 5 outlines a transport infrastructure investment program for the Sunshine Coast. Strategic transport needs in this area include:

- establishing a trunk public transport system linking key centres;
- increasing the capacity of the north coast rail line;
- protecting the role of the Bruce Highway as a national link; and
- developing convenient east–west road and public transport connections between coastal Activity Centres and other centres along the north coast rail line.

The first phase of this Infrastructure Plan (2007–08 to 2010–11) addresses five major issues in the Sunshine Coast area:

- Providing a quality bus system between Caloundra and Maroochydore
  
  This system will be developed to provide a quality public transport network between Caloundra and Maroochydore. It will be further enhanced with improved services and connections to the University of the Sunshine Coast at Sippy Downs.

- Planning for a rail service between Beerwah and Maroochydore
  
  Planning and land acquisition are being undertaken for a rail service between Beerwah and Maroochydore on the CAMOS (Caboolture to Maroochydore Corridor Study) alignment. This service will be integrated with the bus system between Maroochydore and Caloundra.

- Improving the north coast rail line
  
  Major upgrades are underway between Caboolture and Landsborough and planning is progressing for further improvement in alignment and duplication of the track between Landsborough and Nambour, to increase passenger and freight capacity.

- Upgrading of the Bruce Highway between Cooroy and Curra
  
  The Australian Government has provided funding to investigate a new motorway-standard highway north of Cooroy to Curra. A new road is needed to address safety, capacity and other deficiencies of the existing highway.

- Upgrading of the Sunshine Motorway
  
  An upgraded Sunshine Motorway will relieve traffic congestion and provide a convenient and safe road link between the main Activity Centres while also providing better access to growth areas.

Transport investigations

A number of significant investigations are underway or proposed to assist future transport infrastructure planning and delivery for the Sunshine Coast:

- Sunshine Motorway extension (Mooloolah River to Kawana Way)
  
  This study will investigate a new link from the Mooloolah River interchange to Kawana Way.

- Beerwah to Caloundra to Maroochydore (CAMCOS) rail corridor
  
  Planning and land acquisition for the rail corridor from Beerwah to Caloundra and Maroochydore (CAMCOS) is identified as a priority for the first period of this Infrastructure Plan, with construction to commence in the following period. Preliminary planning has been
completed but some refinements are being investigated in Caloundra South, at the Caloundra aerodrome site and in Maroochydore.

- **Nautilus study (previously named NNAMCOS)**
  Beyond Maroochydore, the Nautilus project will investigate options for public transport corridors and nodes that will accommodate efficient infrastructure to link Noosa, Nambour and Maroochydore. The objective of the Nautilus project is to provide the Queensland Government with recommendations on optimum public transport corridors to meet the long-term public transport demand of residents and visitors to the northern part of the Sunshine Coast for the 2026-50 timeframe.

- **Bells Creek connection (Bruce Highway to Caloundra Road)**
  This study will examine the potential route and timing to extend the Sunshine Motorway further south from Caloundra Road; the study is programmed for the period 2015–16 to 2025–26.

- **General Aviation Strategy**
  The first stage of this study has looked at the general aviation needs of the SEQ region. Stage 2, to commence in late 2007, will look at the aviation needs of the Sunshine Coast in particular, including a strategy for relocation of services from the existing Caloundra Airport.

### Progress on transport projects in the Sunshine Coast area during 2006-07

- The pre-feasibility study has been completed for the Caloundra to Maroochydore bus corridor. Preparation of the Concept Design and Impact Management Plan has commenced and will determine potential staging opportunities and timing of delivery. This is expected to be completed by early 2008.

- Preliminary planning has been completed for the final alignment and station locations on the CAMCOS rail corridor (Beerwah to Maroochydore). Detailed planning and impact assessment of the alignment at Caloundra and Maroochydore are due to be finalised late 2007.

- Construction is well underway on duplication of the rail line between Caboolture and Landsborough.

- Construction commenced on the first stage from Caboolture to Beerburrum in early 2007 for completion in early 2009. Preliminary planning has commenced on the second stage from Beerburrum to Landsborough.

- Initial planning for a major realignment and widening of the Landsborough to Nambour section of the North Coast Line has commenced to reduce travel times and accommodate extra rail capacity. An Environmental Impact Statement to finalise the corridor and obtain planning and environmental approvals will commence in mid-2007.

- The Cooroy to Curra highway planning study has identified a preferred alignment of the future highway, which is being refined with input from the local community.

- Construction of an additional two lanes on the Sunshine Motorway from Sippy Downs to the Kawana Arterial will be completed in mid-2007. Construction of the new interchange at Dixon/Claymore Roads in Sippy Downs is expected to start mid-2007 with a 12-month construction timeframe.

- Upgrading the Sunshine Motorway from Maroochydore Road to the David Low Way is under construction with completion expected by the end of 2008. Design of the adjoining section to Pacific Paradise is well advanced with construction scheduled to start late 2007 and also be completed by the end of 2008.

- Construction of the new Caloundra Road to Creekside Boulevard road link is on schedule to be completed by mid-2008.

- Maroochydore Road, through Kunda Park, has been upgraded to four lanes. The adjoining section from the Bruce Highway to Kunda Park is under construction for completion by mid-2008.

- Construction work on Caloundra Road between the Bruce Highway and Pierce Avenue started in October 2006 and is scheduled to be completed by late 2008.

- The Southern Access to Maroochydore centre is under construction to improve connectivity with the Sunshine Coast’s Principal Activity Centre.
Map 4 – Sunshine Coast transport infrastructure
## Table 5 – Sunshine Coast transport infrastructure

<table>
<thead>
<tr>
<th>Map reference</th>
<th>Project</th>
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<th>Type of estimate (see note 4)</th>
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</tr>
<tr>
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**SC = Sunshine Coast**

**Notes:**

1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a cumulative minimum expenditure of $0.5 million to 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.

2. Estimated investment is in 2007 dollars (with the exception of projects marked “#” which are in out-turn dollars). Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects.

3. Where funding is required from other levels of government, their estimated costs have been included. Where projects are part of (or connect to) the AusLink National Transport Network, these projects are subject to negotiation with the Australian Government.

4. For an explanation on the types of estimates, refer to page 18.
Freight

Freight across Queensland is forecast to double by 2020. This has significant impacts on the road and rail transport corridors, in particular those that service the Australia TradeCoast area. The challenge is to improve transport system efficiency so road space is shared effectively between heavy vehicles, passenger vehicles and cyclists, with passengers and freight sharing railway space.

This Infrastructure Plan identifies a number of initiatives to improve freight movement in SEQ. Key initiatives for each sub-regional area are outlined in the respective sections within this Infrastructure Plan.

Map 5 identifies the key existing and future freight connections, as well as proposed investigations necessary for the optimum freight movement within and through SEQ.

Freight Strategy

To support the SEQ Regional Plan, Queensland Transport and Main Roads have developed the South East Queensland Regional Freight Network Strategy 2007 - 2012 (the Strategy) to manage the impact of freight and to drive the level of investment and policy making necessary to sustain the freight task.

The Strategy aims to facilitate moving freight efficiently across the transport network in a manner that enhances economic development, safety, quality of life and environmental sustainability. To ensure this occurs, the Strategy:

• describes the existing freight demands and freight network;
• examines the region’s future demands and challenges; and
• provides direction for future policy, planning, infrastructure design, operations and institutional arrangements to encourage the effective and efficient end-to-end delivery of freight.

More specifically, it identifies the movement of freight throughout the region and focuses on developing and encouraging better integration and utilisation of the existing road and rail freight routes. The Strategy has a five-year horizon (2007-2012) and will be monitored and reviewed within this timeframe to ensure the achievement of the SEQ Regional Plan’s broad vision for freight.
Map 5 – Regional freight infrastructure

Freight Projects 2007-08 to 2025-26

2007-08 to 2010-11
1. Breakfast Creek upgrade
2. Cunningham Highway - Warrego Highway connection (River Road)
3. Mt Lyndsay Highway/Keppara Ridge grade separation
4. Metropolitan freight upgrade
5. Gateway Motorway upgrade and bridge duplication
6. Brisbane Urban Corridor
7. Toogoo Bypass
8. Pacific Motorway upgrade
9. Bruce Highway upgrade
10. Caboolture-Engelwood rail line upgrade

2011-12 to 2014-15
11. Toowoomba Bypass
12. Port of Brisbane Motorway (Stage 2)

2015-16 to 2025-26
13. Gwico - Grantham road link
14. Western Spurway bypass
15. Logan Motorway upgrade
16. Sandstone Road/Annoura rail line upgrade

Investigations
17. Inner city rail capacity
Investigation of potential transport infrastructure investments

Future growth will require new transport corridors and capacity improvements to service new developments and connect centres. Thorough investigations into these new projects are required early, so projects can be planned and corridors preserved ahead of development.

Current or proposed major transport investigation projects are listed under the individual sub-regional sections in this Infrastructure Plan. Map 6 provides a regional overview of the major investigation locations.
Map 6 – Investigations for transport infrastructure in SEQ
Part B Water
**Water**

SEQ is experiencing the worst drought in recorded history. As at May 2007, dam levels in SEQ were below 20% and Level 5 water restrictions were in place across much of the region. In addition to introducing water restrictions, the Queensland Government has responded to the drought by introducing pressure and leakage management and water-efficiency measures, as well as by developing new supply initiatives.

Some of the supply measures the Queensland Government is adopting will ensure that adequate supplies are maintained if the drought continues. Beyond the current drought, these and a range of other projects will contribute to providing for future growth and economic development of the region.

Water authorities also need to plan for and provide appropriate water supply infrastructure to meet existing and future demands for urban, industry and rural needs. For SEQ, this requires providing for a population of around four million people by 2026 and potential growth beyond this period.

This Infrastructure Plan outlines the Queensland Government’s commitment of more than $7.5 billion to water-related projects. This investment will increase to more than $9 billion with the completion of Traveston Crossing Dam Stage 2 and connecting infrastructure. This represents a significant increase on the commitment contained in the 2006 Infrastructure Plan, due primarily to refinements of the scope of key projects.

**Strategic priorities**

In addition to its drought-specific response, the Queensland Government is addressing water planning and investment via the following strategic priorities:

- increasing the supply of water to accommodate growth in the region;
- diversifying water supplies to address climate variability, climate change and other supply risks;
- ensuring more efficient management and use of water;
- providing policy frameworks and subsidies to support more sustainable and integrated water cycle management systems; and
- ensuring institutional arrangements provide efficient, sustainable and equitable delivery of bulk water supply and treatment services.

**Queensland Water Commission**

In June 2006, the Queensland Government established the Queensland Water Commission. The Commission is an independent statutory authority responsible for achieving safe, secure and sustainable water supplies in SEQ and other designated regions.

The Commission is currently working with state agencies and local governments of the region to develop the SEQ Regional Water Supply Strategy, manage water demand, and provide advice regarding reform of the water industry.
SEQ Regional Water Supply Strategy

The Queensland Government is committed to ensuring that increased demand for water arising from regional growth is managed on a sustainable and integrated basis, consistent with the SEQ Regional Plan.

To ensure this occurs, the Queensland Water Commission is preparing the SEQ Regional Water Supply Strategy (SEQ Water Strategy) in partnership with the Queensland Government and Council of Mayors (SEQ). The SEQ Water Strategy will provide a comprehensive policy framework and identify further investment priorities for water supply in SEQ; the Strategy is scheduled for release in mid-2007.

Water for South East Queensland – A long-term solution, released in August 2006, presents the rationale and background information behind the Queensland Government decision to develop new dams and other water infrastructure. It draws extensively on material developed for the SEQ Water Strategy.

Establishing a water-efficient community

The Queensland Government has implemented a range of initiatives to ensure that the best use is made of available water supplies, both as part of the drought response and a longer-term strategy.

Business and industry

In consultation with stakeholders, the Queensland Water Commission has implemented a package of measures to deliver long-term savings for businesses while minimising risks to economic production and employment.

Water-intensive businesses are required to prepare Water Efficiency Management Plans to demonstrate that their business uses water efficiently or how it plans to reduce its business water consumption by a minimum of 25 per cent in the near future.

The Queensland Government has established a $40 million Business Water Efficiency Program to assist business implement water-saving measures. By May 2007, this program yielded water savings of approximately eight million litres per day. This is forecast to increase to savings of 20 million litres per day by May 2008.

Residents

In August 2006, the Queensland Government, in partnership with local government, established the Home WaterWise Service. Under this program, a licensed plumber will visit a resident’s home and install water-efficient devices such as showerheads, repair minor leaks and advise residents about other water-saving strategies; the cost of the service to residents is $20. By May 2007, more than 75,000 homes had been retrofitted with water-efficient devices, yielding water savings of more than four million litres per day.

By July 2008, it is anticipated more than 200,000 homes will have been retrofitted, saving up to 12 million litres per day. The Queensland Government has committed $30.6 million and local government $7.5 million to this program.

Water-saving targets for new homes

Since 1 January 2007, all new homes in SEQ must meet mandatory water efficiency targets. Options to achieve these targets include provision of rainwater tanks, dual reticulation recycled water systems, communal rainwater tanks or stormwater reuse. Most new homes will now use rainwater to supply toilet cisterns and washing machines, taking pressure off the SEQ Water Grid.

A water-efficient house has the potential to reduce water consumption by 70,000 litres per year. Terrace houses and townhouses can achieve savings of 42,000 litres per year.
In June 2006, the Queensland Government launched a series of rebate schemes to promote the take-up of water-saving appliances. Rebates are available for a range of products including up to $1000 for water tanks, $200 for four-star or higher-rated washing machines, and $150 for dual-flush toilets. In December 2006, a separate rebate scheme was introduced for defined garden products which contribute to water savings. The Queensland Government will also provide a one-off, 50 per cent rebate on the cost of approved plants and garden products up to $50. In total, the Queensland Government has committed more than $56 million to rebate programs targeting water savings.

Pressure and leakage management

Significant water savings can be achieved by reducing water loss resulting from leaking and burst water mains and pipes. The Queensland Government has expanded its subsidies to local government to accelerate the implementation of the Pressure and Leakage Management Program by councils. The Queensland Government will contribute a subsidy of 40 per cent of capital costs up to $32 million and has paid out $9.5 million to May 2007.

Connecting our water supplies

Construction of the SEQ Water Grid is well underway. The Grid comprises a network of two-way connections between existing and new water supplies and key areas of demand, allowing water to be moved across the region to where it is most needed. The Grid will allow water supplies to be operated more efficiently, minimising costs and maximising security of supply.

Key projects to establish the SEQ Water Grid include:

- The Southern Regional Water Pipeline, comprising approximately 100 kilometres of large diameter pipe, numerous pump stations and three new reservoirs, which will allow up to 130 million litres of water per day to be transferred between the Gold Coast and Brisbane. The pipeline is capable of two-way flow. When completed, the Southern Regional Water Pipeline will enable the key growth areas of Ipswich, Beaudesert and Logan to be serviced by a range of sources, including the desalination facility at Tugun on the Gold Coast. The pipeline is on schedule for completion by the end of 2008.

- The Northern Pipeline Interconnector, which will transfer up to 65 million litres per day between the Sunshine Coast and Caboolture, Pine Rivers and the northern suburbs of Brisbane City. The pipeline is scheduled for completion by the end of 2008. A second stage will deliver water from the proposed Traveston Crossing Dam as far as North Pine Dam and is scheduled to be completed by the end of 2012. The pipeline will be designed for two-way flow.

- The Eastern Pipeline Interconnector, which will transfer up to 22 million litres per day from a new bore field on North Stradbroke Island to upgraded reservoirs in Redlands Shire and Logan City, will be completed by the end of 2008.

- A 47-kilometre pipeline between Wivenhoe Dam and Perseverance Dam, which will secure water supplies for Toowoomba and surrounding areas.
Diversifying our water supplies

The construction of new water supply sources, such as recycled water projects, a desalination plant, dams and groundwater bore fields, is underway to diversify and thereby secure water supply for SEQ.

The region’s urban water supply comes from a variety of sources, primarily the Wivenhoe and Somerset Dam system; North Pine, Baroon Pocket and Hinze Dams; and the Stradbroke Island aquifers. Water for irrigation is supplied from these and the region’s other water storages, waterways and groundwater sources.

Western Corridor Recycled Water Project

The Queensland Government has committed $1.7 billion to establish the Western Corridor Recycled Water Project, which includes three wastewater treatment plants and approximately 200 kilometres of pipeline – the largest recycled water project in Australia and one of the largest advanced recycled water schemes in the world. The project is on track to be completed by the end of 2008.

The first of three stages will provide the capacity to supply purified recycled water to the Swanbank Power Station by the end of August 2007. The second stage will provide the capacity to supply purified recycled water to the Tarong Power Station by mid-2008.

The final stage will be completed by the end of 2008. It will comprise construction of advanced water treatment plants at Luggage Point and Gibson Island and an 80-kilometre pipeline connecting to the Bundamba advanced water treatment plant in Ipswich. During the drought, the actual volumes of recycled water produced depend on the available effluent at wastewater treatment plants, which are impacted by demand management measures.

Brisbane City Council (BCC) is undertaking a separate project to supply about 15 million litres of recycled water to existing industrial and commercial customers in Australia TradeCoast by the end of March 2008. Other councils are undertaking a range of small projects to supply recycled water for industrial purposes and some residential uses.
South East Queensland (Gold Coast) Desalination Facility

The $1.2 billion South East Queensland (Gold Coast) Desalination Facility is on schedule to produce drinking water from late November 2008, increasing to full production of 125 million litres per day in January 2009. Site establishment has been completed and construction of the marine tunnel is underway. Construction of a pipeline connecting to the Southern Regional Water Pipeline has also commenced.

New dams

In 2006, the Queensland Government announced it would establish two new dams in the Mary and Logan River catchments.

Stage one of the Traveston Crossing Dam in the Mary River catchment is due to be constructed by the end of 2011. It will supply 70,000 million litres per year at an estimated cost of $1.7 billion. By 2025, Borumba Dam will be raised at an estimated cost of $250 million and, around 2035, the second stage of Traveston Crossing Dam will be constructed. These upgrades will increase the yield to 150,000 million litres of water per year.

In July 2006, the Queensland Government announced that Wyaralong Dam was the preferred site for a new dam in the upper reaches of the Logan River. Wyaralong Dam will be constructed by the end of 2011 at an estimated cost of $500 million. In combination with smaller water storages at Cedar Grove and Bromelton, it will supply about 26,000 million litres per year. The cost of water treatment plants and connecting infrastructure for the two new dams is being finalised.

The Queensland Government will contribute towards the cost of upgrading Hinze Dam to increase its yield and flood storage. Water harvesting from adjacent creeks is also being investigated.

Reactivating old dams

Lake Manchester (Brisbane Forest Park) and Enoggera Dams are being reactivated, providing up to 38 million litres of water per day.

A new $30 million water treatment plant, funded by AquaGen and the Queensland Government, will be constructed at Ewen Maddock Dam on the Sunshine Coast, to increase treatment capacity and provide contingency supply for the Sunshine Coast.

Other sources of supply

Caboolture Shire Council is undertaking work to supply five million litres per day of additional groundwater from Bribie Island; the estimated cost is about $43.5 million.

BCC is also undertaking a range of groundwater projects that will supply about 20 million litres per day for residential and business use. The estimated cost of these projects is about $75 million.

The Queensland Government will subsidise both projects.

Rural water

The South East Queensland Irrigation Futures Program aims to achieve a reduction in irrigation water use of up to 30 per cent across SEQ by 2009. More than 20 per cent of irrigators in SEQ have been involved in field trials, research and development.
Governance

The Queensland Government is reviewing arrangements for the ongoing planning and management of the SEQ Water Grid.

The Queensland Water Commission has recommended establishing a new statutory body – the SEQ Water Grid Manager – to be responsible for coordinating bulk water supply operations, including transfers between catchment areas. Further investigations are underway into a range of issues in relation to the acquisition and control of assets and other matters. Decisions regarding the institutional arrangements for water supply will be made in mid-2007.

Under the National Water Initiative, the cost of the SEQ Water Grid will be met by Grid customers. At present, the Queensland Government is considering a number of options around water pricing.

Research and development

In early 2007, the Queensland Government launched two key research initiatives to ensure that water planning and management is based on the best available information:

Urban Water Security Research Alliance

An alliance between the Queensland Government and the CSIRO, University of Queensland and Griffith University will undertake applied research to directly improve urban water management in SEQ over the short to medium term. The Queensland Government has committed $25 million to the project over five years. Alliance partners will contribute $20 million of in-kind support over the same period.

Queensland Climate Change Centre of Excellence

In March 2007, the Queensland Government established the Queensland Climate Change Centre of Excellence as a specialist unit within the Department of Natural Resources and Water. The Centre will provide policy advice and scientific information on climate change and its impact on the community, economy and environment.
Progress on water projects during 2006-07

Significant progress has been made on all drought contingency projects since the 2006 SEQ Infrastructure Plan was released, including:

- Construction of the Western Corridor Recycled Water Project is underway with Stage 1A – for supply of recycled water to Swanbank power station – due to be commissioned by the end of August 2007.
- The South East Queensland (Gold Coast) Desalination Facility is on track to be completed by the end of December 2008; site works and construction of the marine tunnels is underway.
- For Traveston Crossing and Wyaralong Dams, land is being acquired and the Environmental Impact Statements are being developed. A considerable area of land required for each dam has been voluntarily acquired.
- Construction of the 100-kilometre Southern Regional Water Pipeline is well advanced and on track for completion by the end of 2008.
- Environmental studies, route selection and design is underway for the Northern Pipeline Interconnector and notices of entry have been issued to 330 landholders affected by route investigations.
- Environmental studies and route selection is underway for the Eastern Pipeline Interconnector
- Construction of Cedar Grove Weir has commenced, with the project due for completion by December 2007.
- The site for the Bromelton Offstream Storage has been selected and preconstruction work has commenced; the project is due for completion by March 2009.
- Approximately 75,000 homes have been retrofitted with water-efficient devices, providing savings of more than four million litres of water per day.
- Since June 2006, the Queensland Government has paid $50 million in rebates for water-efficient appliances in SEQ; rebates have been paid for 32,000 washing machines, 44,000 water tanks and 7000 dual-flush toilets.
- The Business Water Efficiency Program has yielded water savings of approximately eight million litres per day.
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<th>Project</th>
<th>Project Supplier</th>
<th>Estimated investment $m</th>
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</tr>
<tr>
<td>Bromelton Storage</td>
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</tr>
<tr>
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<td>1700</td>
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<td>EIS and land acquisition underway</td>
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<td>Wyaralong Dam and waste water treatment plant</td>
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<td>Borumba Dam Stage 3</td>
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<td>Local government dams</td>
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<td>160</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>• Mt Crosby Weir raising</td>
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<td>• Ewen Maddock Dam</td>
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</tr>
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<td>• Raising of Hinze Dam</td>
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<td>• South Maroochy Storage upgrade</td>
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</tr>
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<td><strong>Making best use of available supplies</strong></td>
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</tr>
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<td>Pressure Reduction and Leakage Management Program</td>
<td>Local Government</td>
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<td>G</td>
<td>Construction underway</td>
</tr>
<tr>
<td>Home WaterWise retrofit service</td>
<td>Queensland Government and Local Government</td>
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<td>G</td>
<td>Retrofit services operating</td>
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<td>Home WaterWise Rebate Scheme†</td>
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<td>Retrofit services operating</td>
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<td>Business Water Efficiency Program</td>
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<td>40</td>
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<td>Subsidy scheme operational</td>
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<td>SEQ Irrigation Futures</td>
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<td>15</td>
<td>G</td>
<td>Implementation underway</td>
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<tr>
<td>Urban water accounting system</td>
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<td>Urban water conservation initiatives</td>
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</tr>
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<td>Integrated Urban Water Management Framework</td>
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<td>G</td>
<td>Development underway</td>
</tr>
<tr>
<td><strong>Treatment and distribution</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Southern Regional Water Pipeline</td>
<td>Queensland Government and Local Government</td>
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</tr>
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<td>40</td>
<td>1</td>
<td>Planning underway</td>
</tr>
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<td>Gold Coast to Logan alternative supply</td>
<td>Queensland Government and Local Government</td>
<td>17</td>
<td>1</td>
<td>Planning underway</td>
</tr>
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<td>Treatment plants, mains and other projects</td>
<td>Local Government</td>
<td>329</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td><strong>Water recycling</strong></td>
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<tr>
<td>Western Corridor Recycled Water Project</td>
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<td>Local government recycling initiatives</td>
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<tr>
<td>• Australia TradeCoast Recycled Water Scheme</td>
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<td></td>
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<tr>
<td>• Gold Coast and Brisbane</td>
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<tr>
<td>• Other reuse projects</td>
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</table>

*Note 9: 1 - Planning underway, 2 - Construction underway, 3 - Implementation underway, 4 - Development underway*
Table 6 continued – Regional water infrastructure

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Supplier</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 9)</th>
<th>Delivery timeframe</th>
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<td></td>
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<td>2007-08 to 2010-11</td>
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<td>Alternative sources of supply</td>
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<td>South East Queensland (Gold Coast) Desalination Facility</td>
<td>Queensland Government and Local Government</td>
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<td>3</td>
<td>Construction underway</td>
</tr>
<tr>
<td>Local government actions</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Bribie Island Groundwater Project</td>
<td>Local Government</td>
<td>47</td>
<td>G</td>
<td></td>
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<tr>
<td>- Brisbane Aquifer Project</td>
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<td>Investigation underway</td>
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</tr>
<tr>
<td>Water quality initiatives</td>
<td>6</td>
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<tr>
<td>Catchment control/monitoring</td>
<td>Queensland Government</td>
<td>3</td>
<td>G</td>
<td>Planning underway</td>
</tr>
<tr>
<td>Water quality improvement strategy</td>
<td>Queensland Government</td>
<td>3</td>
<td>G</td>
<td>Planning underway</td>
</tr>
<tr>
<td>Total</td>
<td>7582</td>
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</table>

Notes:
1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a minimum expenditure of $0.5 million in 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.
2. Estimated investment is in 2007 dollars. Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects.
3. Local government projects include estimated Queensland Government subsidies only. Actual subsidies towards local government projects will be assessed in accordance with guidelines in place at the time.
4. Queensland Government projects will require negotiation with key partners and proponents, mainly local government.
5. All major infrastructure proposals are subject to further investigation and approval processes.
6. Total funding commitment across Queensland.
7. Preliminary cost estimate being revised to reflect the change in project scope to provide drought contingency supplies.
8. Includes $188 million of equity funding from Gold Coast City Council.
9. For an explanation on the types of estimates, refer to page 38 (G = Government grant, subsidy or program).
10. Does not include water treatment plants and connecting infrastructure.
Part B Energy
Energy

Electricity demand in Queensland is growing at twice the rate of other states (see figure 4). The Queensland gas market is also growing rapidly, with demand having doubled since 2000. Managing the energy needs of Australia’s fastest-growing, most decentralised and energy-intensive state, while at the same time reducing greenhouse emissions, presents challenges.

The Queensland Government will meet these challenges by diversifying its energy sources towards gas and renewable sources, as well as by encouraging competition in energy markets. Queenslanders must also play their part by managing demand, especially during peak summer periods, through increased awareness and use of more energy-efficient appliances or appliances that use alternative fuel sources.

Much of the infrastructure critical to meeting the energy demands of SEQ is located outside the region for locality and commercial reasons, including proximity to fuel sources and major industry. Energy is then transported to the demand centres within SEQ via transmission networks.

Electricity

High growth is expected to continue over the timeframe of the SEQ Infrastructure Plan, with electricity consumption forecast to increase at approximately 3.4 per cent per annum and peak summer demand by 3.9 per cent per annum over the next 10 years. Demand will continue to be driven by energy-intensive industrial development and rapid population growth, along with increases in use of domestic air-conditioning. Substantial electricity demand will rise and work is required for the delivery of other water, transport and community projects.

Community dependence on electricity and increased expectations for a reliable electricity network are an increasing challenge that will be addressed by refurbishment of ageing network assets, providing more facilities and the implementation of modern technologies.

Industry structure

The electricity industry comprises three distinct, yet interconnected, sectors: generation, transmission and distribution.

- **Generation**
  
  Most electricity in Queensland is generated by coal-fired power stations, located mainly in central and southern parts of the state, close to major coal sources. However, an increasing amount of energy is being produced from natural gas and renewable sources, such as hydro, wind and biomass. Government-owned corporations own most of the larger power stations, but the number of partially or fully privately-owned power stations is increasing. Currently about 45 per cent of Queensland’s generation capacity is privately-owned.

- **Transmission**
  
  Powerlink Queensland’s high-voltage transmission network transports electricity from power stations to distribution networks in regional Queensland and SEQ, and to some large customers connected directly to the transmission network, such as aluminium smelters. Powerlink operates more than 17,000 kilometres of high-voltage transmission lines throughout Queensland.
• **Distribution**

Most business and residential customers are supplied electricity via an electricity distribution system connected to the high-voltage transmission system. ENERGEX delivers electricity to most of SEQ and operates a network that includes 46,000 kilometres of powerlines. Ergon Energy distributes electricity to Toowoomba and rural and regional Queensland and operates a network of 140,000 kilometres of powerlines throughout the state. Through its Government-owned corporations, the Queensland Government owns and maintains electricity generation, transmission and distribution assets worth more than $18.7 billion. These Government-owned corporations include CS Energy, Stanwell, Tarong Energy and Enertrade (generation), Powerlink Queensland (transmission), ENERGEX and Ergon Energy (distribution).

**Generation capacity**

Queensland currently has a generation capacity of more than 10,500 megawatts (MW), with more than $6 billion of investment in new generation infrastructure since 1998. Major investments include the privately owned Millmerran coal-fired power station, Braemar and Townsville gas-fired power stations, and the joint-venture Callide-C coal-fired power station. A number of renewable energy projects have also been commissioned, including a 68 MW bagasse-fired generator at Pioneer Sugar Mill and a second bagasse-fired generator of 25 MW at Isis Sugar Mill. The electricity generation industry in Queensland is well placed to meet increasing demand, with sufficient generating capacity to meet average demand even under extreme weather conditions. **Projects currently planned or under construction include:**

- the 750 MW coal-fired Kogan Creek power station near Chinchilla is under construction and due to commence operation in late 2007. This power station is being developed by CS Energy at a cost of $1.2 billion;
- an additional 480 MW gas-fired power station is under investigation for the Braemar site near Dalby. The project is subject to verifying adequate recoverable gas reserves; and
- a 1000 MW gas-fired power station on the Spring Gully gas field, 80 kilometres north-east of Roma is under investigation by Origin Energy.

These projects all contribute to electricity supply in SEQ via the electricity grid, but are not included in this Infrastructure Plan because they are located outside SEQ.

The Queensland Government will continue to support renewable energy projects where they are commercially viable and meet electricity market needs.

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**Full retail competition**

Full retail competition in Queensland’s electricity and gas markets will commence on 1 July 2007. This means most domestic and small business customers will be able to choose their electricity and gas supplier.

The Queensland Government still owns the infrastructure which delivers the electricity supply to Queensland consumers. Government-owned corporations (Powerlink, ENERGEX and Ergon Energy) will continue to own, monitor, maintain and invest in the state’s transmission and distribution networks.
Electricity network

To meet increasing electricity demand, new transmission and distribution network infrastructure must be constructed. Powerlink has approximately $1.5 billion in major electricity transmission projects currently underway in Queensland and more than $2.5 billion (subject to regulatory approval) expected to be spent on capital projects in Queensland over the next five years.

ENERGEX is also investing heavily in its electricity distribution network, with a five-year capital budget in SEQ in excess of $4 billion. This program is expected to:

- increase network capacity to meet forecast demand and peak demand growth;
- improve network security and reduce the amount of electricity load at risk;
- improve overall reliability; and
- renew older assets to maintain network reliability and improve network security.

Proposed transmission and distribution network upgrades in SEQ are shown in Table 7 and Table 8.

The Queensland Government also supports demand management programs aimed at reducing the effect of peak electricity demand on the network and programs which support efficient use of energy, such as:

- working with builders and developers to implement sustainable housing design;
- supporting a range of energy- and water-saving measures for households;
- promoting energy-efficient air-conditioning; and

Electricity for infill development

The SEQ Regional Plan encourages more efficient use of urban land by redeveloping older and underutilised areas. Targets for infill development will result in higher local population densities. This means more electricity infrastructure, such as sub-stations, will need to be built in these urban communities. Perceived concerns about visual amenity, property values and health impacts of this infrastructure are being taken into account by electricity providers, but must be balanced with the practical aspects of electricity supply.
Progress on electricity projects during 2006-07

- The 450 MW gas-fired Braemar Power Station near Dalby was officially commissioned in August 2006. It was developed through a joint venture between ERM Power and Babcock & Brown at an estimated cost of $340 million.

**ENERGEX invested approximately $540.7 million (July 2006 – March 2007) in electricity distribution infrastructure in SEQ, including:**

- completing 17 major sub-transmission projects at an estimated cost of $91.6 million;
- commissioning six new substations and increasing capacity at nine existing substations; and
- upgrading 116 feeders to cater for load growth and to improve reliability.

**In 2006-07, Powerlink invested approximately $207 million in transmission upgrades in SEQ. Major transmission upgrades completed in 2006-07 include:**

- construction of a transmission line between Belmont and Murarrie (Brisbane) to augment and reinforce the network supplying the Brisbane CBD, Australia TradeCoast precinct and the eastern suburbs of Brisbane;
- construction of a transmission line between Greenbank (Beaudesert) and Maudsland (Gold Coast) to augment the network supplying the Gold Coast area (the final stage of Powerlink’s Gold Coast Transmission Reinforcement project); and
- construction of major sub-stations at Molendinar, Algester, Goodna and Sumner.
Table 7 – Major transmission upgrades in SEQ

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 6)</th>
<th>Delivery timeframe</th>
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<td></td>
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<td>2007-08 to 2010-11</td>
</tr>
<tr>
<td>Western Corridor</td>
<td>154</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Middle Ridge to Greenbank (330/275kV)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Aberman substation (275/110kV)</td>
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<td>3</td>
<td>Construction underway</td>
</tr>
<tr>
<td>Springdale to Blackwall (500kV)</td>
<td></td>
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</tr>
<tr>
<td>Springdale to Greenbank (500kV)</td>
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<td>Springdale to Halys (500kV)</td>
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</tr>
<tr>
<td>Brisbane metropolitan</td>
<td>134</td>
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<tr>
<td>South Pine to Sandgate (275/110kV)</td>
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<td></td>
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<tr>
<td>Greenbank substation (275kV)</td>
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<tr>
<td>Larapinta to Algester (110kV)</td>
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<td>Sandgate to Nudgee (275kV)</td>
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<td>Nudgee to Murarrie (275kV)</td>
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<td>Bundamba to Drewvale (275kV)</td>
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<td>Future substations (load dependent)</td>
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<td>Future substations (load dependent)</td>
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<td>Sunshine Coast</td>
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<tr>
<td>Northern Sunshine Coast transmission reinforcement (load dependent)</td>
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<tr>
<td>Completed 2006-07</td>
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Notes:
1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a minimum expenditure of $0.5 million in 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.
2. Estimated investment is in 2007 dollars. Cost estimates in other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects.
3. Future investments will depend on demand. Expenditure will be adjusted as necessary to ensure the SEQ transmission network is able to meet demand, while also meeting mandated reliability requirements.
4. Energy authorities budget on a five-year basis. Projects beyond that period are not identified as capital works programs are set in light of regulatory determinations. The current regulatory determination is for 2006-07 to 2010-11.
5. kV = Kilovolt.
6. For an explanation on the types of estimates, refer to page 18.
Table 8 – Sub-transmission and distribution network upgrades in SEQ

<table>
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<tr>
<th>Sub-region</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 5)</th>
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<td>Other (ENERGEX)</td>
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<td>Toowoomba (Ergon Energy)</td>
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<td>Total</td>
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<td>Completed 2005–06</td>
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Notes:
1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a minimum expenditure of $0.5 million in 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.
2. Estimated investment is in 2007 dollars. Cost estimates in other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects.
3. Estimated total investment ($m) is the total estimated network capital expenditure for the period 2006-07 to 2010-11.
4. Energy authorities budget on a five-year basis. Projects beyond that period are not identified, as capital works programs are set in light of regulatory determinations.
5. Projects in the period 2006-07 to 2007-08 have been allocated to respective sub-regions. Investment in the period 2008-09 to 2010-11 has been allocated to sub-regions on a proportional basis only.
6. For an explanation on the types of estimates, refer to page 18.
Map 8 – Electricity transmission and distribution infrastructure in SEQ
Gas

Natural gas will play an increasingly significant role as a fuel source for Queensland’s electricity generation, industrial processes, business and residential consumers. Total natural gas consumption in Queensland is expected to triple over the period to 2030.

Unlike other states, Queensland is not a single gas market, but a series of markets in different locations. SEQ is the state’s single biggest market for natural gas, with an annual consumption of around 50 petajoules (PJ) a year – almost 40 per cent of Queensland’s overall gas consumption.

Transmission and distribution

Gas infrastructure, like that of electricity, consists of major transmission lines (pipelines) and localised distribution networks. Queensland has more than 4500 kilometres of high-strength steel gas transmission pipelines, which move gas from gas-producing regions to customers. This infrastructure is owned by the private sector and is not included in this Infrastructure Plan.

The 440-kilometre Wallumbilla (Roma) to Brisbane gas transmission pipeline (RBP) is the sole transporter of gas from the gas fields to the growing SEQ market. The owners of the RBP, Australian Pipeline Trust (APA), are actively investigating a potential increase in capacity of the pipeline (through the installation of additional compressor capacity) to meet increasing customer demand for gas. Also under consideration by APA is construction of a transmission pipeline connecting the RBP at Gatton to Gympie. The proposed pipeline would enable delivery of gas to the expanding Sunshine Coast market.

Within SEQ, gas is reticulated for domestic, commercial and industrial purposes by APA (Brisbane South and Gold Coast) and Envestra (Brisbane North and Ipswich). Envestra is undertaking a staged expansion of its natural gas reticulation network to supply gas to around 5000 new homes. APA is also expanding its network to supply a number of small residential projects around Brisbane and the Gold Coast.

Market development

The Queensland Energy Policy has been successful in diversifying the state’s energy mix towards the greater use of gas. In particular, the policy’s requirement that at least 13 per cent of electricity sold in Queensland be from gas-fired generation has encouraged the development of new gas sources, in particular coal seam gas. The commissioning in 2006 of the 450 MW Braemar Power Station, west of Dalby, brought Queensland’s gas-fired power station capacity to more than 2000 MW, and there is more than 1700 MW of gas-fired generating capacity under active development.
Part B Information and communication technology
Information and communication technology

Information and communication technology is a major enabler of economic, social and community development. Widespread availability of affordable, competitively priced, high-speed telecommunications (broadband) infrastructure and services is critical to support the continued growth of SEQ and to realise the Queensland Government’s vision of a ‘Connected Queensland’.

The geography and demography of SEQ necessitates the use of multiple information and communication technologies. Broadband infrastructure needs to cover high-density urban areas as well as sparsely populated areas and challenging terrain. The optimal technology for high-speed telecommunications in most areas of SEQ is fibre-optic cable, but its widespread deployment is expensive.

Currently only a relatively small proportion of the region, primarily key business centres, is serviced with fibre-optic cable. The majority of business and domestic customers receive broadband services via Asymmetric Digital Subscriber Line (ADSL) using existing copper cable networks and wireless networks (including Wi-Fi and WiMax). Most of the metropolitan area has access to broadband services; however, there are service gaps in some isolated suburban areas, outlying suburbs and more remote parts of the region due to technology limitations.

Under the Australian Constitution, the regulation of telecommunications is the responsibility of the Australian Government. Services and infrastructure are provided by commercial entities (such as Telstra and Optus). State and local government can play a significant role in stimulating the effective use of broadband for economic and social development and facilitating the deployment of infrastructure. The main instruments are:

- demand aggregation;
- market awareness;
- project facilitation;
- access to facilities and assets;
- telecommunications spend allocation; and
- planning and development regulation.

The Queensland Government is actively promoting increased investment in telecommunications infrastructure across the state to improve access to and availability of broadband services and to enhance service delivery.

Progress on information and communication technology projects during 2006–07

- The Queensland Telecommunications Strategic Framework 2005–08 continues to be implemented and updated, providing key strategies and actions for government, industry and community groups to advance the provision of modern telecommunications infrastructure and services.
- The Queensland Government continues to provide an online telecommunications information portal (www.enable.qld.gov.au) for business and communities. The portal provides a comprehensive single access point for local government, industry providers and consumers to find and share useful information on telecommunications in Queensland. It forms part of broader efforts to reduce barriers to the rollout of telecommunications infrastructure and services.
• **Project Vista**
The Queensland Government is investigating private sector involvement in the development of an ultra-high-speed broadband infrastructure network in Brisbane City. Options include the potential for state and local government assets (such as electricity poles, pits, pipes, road and rail easements) to be used to assist the timely delivery of infrastructure and services. The Queensland Government is reviewing expressions of interest from the private sector to deliver the project. There is potential for the proposed delivery model to be replicated in other parts of SEQ and the rest of the state.

• **Connect Australia**
In 2006-07, the Australian Government introduced its $1.1 billion *Connect Australia* program. The Queensland Government has supported funding bids for infrastructure, service and support under the program worth in excess of $115 million. The Australian Government has yet to announce the successful bidders.

In June 2006, the Queensland Government established a Connect Australia Steering Committee to develop a strategic solution for Queensland and oversee funding bids.

• **ConnectSEQ**
The Council of Mayors (SEQ) is seeking funding under Connect Australia to support deployment of a broadband backbone optical fibre network linking the 18 SEQ councils. Known as ConnectSEQ, the initiative has been developed in partnership with the Queensland Government with the objective of providing a region-wide, open access optic fibre and wireless network.

• **Demand aggregation**
The Queensland Government is continuing to support demand aggregation – the process of stimulating, quantifying and marketing demand for regional broadband services that have not been identified and met by telecommunications suppliers.

Aggregating demand across both commercially viable towns and less commercially attractive areas has brought new broadband infrastructure and services to parts of the Gold Coast and Sunshine Coast.

As the delivery of information and communication capital services are not provided by the Queensland Government they are not included in the SEQ Infrastructure Plan.
Health

Queensland is experiencing the highest rate of population growth in the country, including in older age groups. The impact of a growing and ageing population is already being felt in the hospital system, with increasing demand for health services. Over the next 15 years, the number of hospitalisations in Queensland is projected to double as a result of changes in the population and the increasing burden of chronic disease.

In addition to growing our hospital services, Queensland Health will need to invest further in services outside of the hospital system to more appropriately meet the needs of a growing and ageing population.

The Queensland Government will meet its commitment of providing high standard health services through the provision of new facilities, where appropriate, and the refurbishment and expansion of existing facilities and services.

While a number of hospitals will undergo substantial upgrades or expansion, such as the Ipswich Hospital and the Emergency Department of the Princess Alexandra Hospital, the development of major new facilities such as the Queensland Children’s Hospital, the Gold Coast University Hospital and the Sunshine Coast Hospital will be key health infrastructure priorities to meet the growing needs of SEQ.

Additional acute health care capacity will be supplemented by the development of Health Precincts (formerly known as Health Hubs) to provide the community with improved access to services by clustering a variety of public and private community-based services together.

The Queensland Government’s significant commitment of $1.19 billion to the expansion of health services and staffing over the five-year period 2005 to 2011 will complement the proposed infrastructure program.

Table 9 outlines the estimated investment and approximate timing of major health projects that are expected to meet the proposed population growth and settlement pattern in SEQ. These projects do not reflect the full range of health infrastructure required for SEQ to 2026. Additional projects may be identified and implemented as development progresses and further detailed planning is undertaken, particularly at the local level.

Progress on health projects during 2006–07

- Stage 1 of the conversion of The Prince Charles Hospital from a specialist hospital to a broader-focused general hospital will be completed in 2007. The project includes construction of a new Emergency Department and substantial refurbishment of existing buildings.
- Joint agency master planning for the new Gold Coast University Hospital at Parklands is underway.
- A draft service plan is now in place for all Sunshine Coast health facilities with a final service plan anticipated by mid-2007. Acquisition of land for the new Sunshine Coast Hospital at Kawana, and site selection for the Sunshine Coast Health Precinct, is underway. Planning has commenced for the expansion of facilities at Caloundra and Nambour hospitals.
- Planning and site selection is underway for the Robina Health Precinct.
- Service and master planning for the Robina Hospital expansion has commenced.
- The Browns Plains Health Precinct design phase has been completed and contract documentation is being developed.
- Strategic planning of health services for the new Queensland Children’s Hospital to be located adjacent to the Mater Health Services site in South Brisbane is underway.
- Planning for a Translational Research/Smart Therapies Institute on the Princess Alexandra Hospital site is well advanced. The Institute will house researchers from leading research institutes, research facilities and a new pilot pharmaceutical manufacturing and testing facility.
- Planning and design of Princess Alexandra Hospital Emergency Department expansion and redevelopment has commenced.
- Detailed design of the North Lakes Health Precinct has been completed and contract documentation is being developed.
New University Hospital for the Gold Coast

A $1.23 billion hospital will open at Parklands on the Gold Coast in 2012. The 750-bed tertiary hospital, located adjacent to Griffith University, will have strong links to medical education and research. The new facility will complement existing health services in the Gold Coast sub-region.

New Queensland Children’s Hospital

The new Queensland Children’s Hospital will open in progressive stages from 2011 to 2014. The 400-bed hospital will be built adjacent to the Mater Hospital in South Brisbane. It will provide facilities that are among the best in the world, bring together specialist paediatric staff from various hospitals and become the centre for education and research in paediatrics in Queensland.

New tertiary hospital for the Sunshine Coast

On the Sunshine Coast, a $940 million tertiary hospital will be built at Birtinya near Kawana Waters. It will have 650 beds when completed and the first stage of 450 beds will open by 2014. The new hospital will provide the cornerstone of a major health expansion of health services on the Sunshine Coast.
### Table 9 – Regional health infrastructure

<table>
<thead>
<tr>
<th>Sub-region</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 4)</th>
<th>Delivery timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>2007-08 to 2010-11</td>
</tr>
<tr>
<td><strong>Western Corridor</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health Precincts x 2: Ipswich area</td>
<td>45</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td>Ipswich Hospital: redevelopment</td>
<td>270</td>
<td>Planning to commence</td>
<td></td>
</tr>
<tr>
<td><strong>Greater Brisbane</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Prince Charles Hospital: upgrade to general hospital</td>
<td>134</td>
<td>Construction underway</td>
<td></td>
</tr>
<tr>
<td>Browns Plains Health Precinct</td>
<td>24</td>
<td>Planning and design completed</td>
<td></td>
</tr>
<tr>
<td>North Lakes Health Precinct</td>
<td>52</td>
<td>Planning and design completed</td>
<td></td>
</tr>
<tr>
<td>Caboolture Health Precinct</td>
<td>20</td>
<td>Planning and design completed</td>
<td></td>
</tr>
<tr>
<td>Queensland Children's Hospital</td>
<td>704</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td>Translational Research/Smart Therapies Institute</td>
<td>100</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td>Princess Alexandra Hospital Emergency Department: expansion and redevelopment</td>
<td>50</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td><strong>Gold Coast</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gold Coast University Hospital</td>
<td>1230</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td>Robina Health Precinct</td>
<td>26</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td>Robina Hospital: expansion</td>
<td>220</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td><strong>Sunshine Coast</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sunshine Coast Health Precinct</td>
<td>45</td>
<td>Site selection underway</td>
<td></td>
</tr>
<tr>
<td>Sunshine Coast Hospital</td>
<td>940</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td>Sunshine Coast: expansion of existing facilities</td>
<td>79</td>
<td>Planning underway</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td>3939</td>
</tr>
</tbody>
</table>

**Notes:**

1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a minimum expenditure of $0.5 million in 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.

2. Estimated investment is in 2007 dollars. Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects. Health Precinct investment has not been indexed.

3. Where funding is required from other levels of government, their estimated costs have been included.

4. For an explanation on the types of estimates, refer to page 18.
The adequate and timely provision of education services is a critical factor in servicing the region’s existing and future communities. Primary and secondary education services are provided by the Queensland Government through Education Queensland and the Office of Non-State Schooling. More than 70 per cent of Queensland school students access the state school system, with Education Queensland operating and maintaining around 590 schools and environmental education centres in the SEQ region.

New school provision in SEQ presents an ongoing challenge. Strong population growth, the requirement to identify optimum opening dates of new schools (to ensure their viability and that of existing schools) and the decreasing availability of appropriate land to locate new schools require innovative solutions to meet government and community needs and expectations.

The Department’s standards for new school provision provide for transparency of decision making, equity in provision, value for money, accessibility and viability for new and existing schools across the state. These standards provide those undertaking the master planning of large tracts of urban residential land with an appreciation of what is achievable within the principles of accessibility and viability.

The availability of quality information for planning new school provision, including Local Growth Management Strategies, Structure Plans and State Infrastructure Agreements, assists the Queensland Government to explore alternative avenues for new school provision, including Public Private Partnerships (PPP) and Joint Development Agreements with state and local government agencies. PPPs are being investigated for the delivery of schools in the Western Corridor and on the Sunshine Coast.

Table 10 shows the anticipated number of schools (71) and capital expenditure on state school infrastructure in SEQ from 2007 to 2025-26. It is based on current demographic forecasts and service provision models and includes additional schools in the Western Corridor.

As part of its Smart State agenda, the Queensland Government has also developed the Queensland Academies to provide an opportunity for the State’s brightest Year 10 and Year 11 high school students to experience an educational environment characterised by challenge and innovation. Two Academies are in Brisbane and a third will open on the Gold Coast in early 2008.

The Queensland Academy for Science, Mathematics and Technology is located at Toowong and is linked to the University of Queensland. The Queensland Academy for Creative Industries is located at Kelvin Grove and has links with the Queensland University of Technology. The third Academy, under construction at Parklands on the Gold Coast, will be the Queensland Academy for Health Sciences and will have links with Griffith University.

Co-location of services and facilities on and adjacent to new school sites, including child care centres, indoor sporting centres, sporting fields and cultural facilities, can provide benefits to students and the general community. The utilisation of existing school land for the provision of community facilities, such as aquatic centres and Early Years Hubs (where the Department of Communities provides services such as counselling to parents and families), reduces the impost of travel on parents and assists government to provide a diverse range of community facilities.
Progress on education projects during 2006-07

- Stage 1 of Springfield Lakes State School (P–7) opened in January 2007 with 400 student enrolments from Prep to Year 7. Stage 2 construction will commence during 2007 to meet the steady growth in student numbers anticipated over the next few years. The Springfield Lakes community has embraced the school, as reflected in the strong initial intake of students. This new school in the Western Corridor will provide significant relief for Woodcrest State College (P–12).

- Burpengary Meadows State School (P–7) opened in January 2007 with 288 student enrolments from Prep to Year 7. This new school in Greater Brisbane was a welcome addition to the area as nearby Burpengary State School reached capacity with 1130 students enrolled.

- Stage 1 of the Stretton State College secondary campus opened in January 2007. The addition of years 8 and 9 has seen the College (opened in January 2006) double its enrolments from an initial P–7 intake of 350 students to 700 students. This facility will provide significant relief for Calamvale State College, which had more than 2000 students in 2006. An additional secondary year level will be added each year until 2010, when it will become a fully operational P–12 campus.
### Table 10 - Regional state school infrastructure

<table>
<thead>
<tr>
<th>Sub-region</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 9)</th>
<th>Number of schools</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Opening 2007</td>
<td>Opening 2008 to 2009</td>
<td>Opening 2010 to 2014</td>
</tr>
<tr>
<td>Western Corridor</td>
<td>795</td>
<td>1–3</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Greater Brisbane</td>
<td>795</td>
<td>1–3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Gold Coast</td>
<td>821</td>
<td>1–3</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Sunshine Coast</td>
<td>437</td>
<td>1–3</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2848</strong></td>
<td><strong>3</strong></td>
<td><strong>8</strong></td>
<td><strong>18</strong></td>
</tr>
<tr>
<td>Completed 2005–06</td>
<td></td>
<td></td>
<td>32</td>
<td></td>
</tr>
<tr>
<td>Completed 2006–07</td>
<td></td>
<td></td>
<td>37</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1. Estimated investment is in 2007 dollars. Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction.
2. Estimated total costs include land and construction costs. Calculations are based on $35 million for primary school provision and $61 million for secondary school provision.
3. The table incorporates additional primary and secondary school provision in Ripley Valley in the period covering 2010 to 2026.
4. Greater Brisbane includes the local government areas of Brisbane, Logan, Redland, Pine Rivers and Caboolture.
5. Sunshine Coast includes local government areas of Caloundra, Maroochy and Noosa.
6. Western Corridor includes local government areas of Ipswich, Esk, Laidley, Gatton, and Toowoomba.
7. Gold Coast includes the local government areas of the Gold Coast and Beaudesert. Cost estimates do not include the new Queensland Academy for Health Sciences.
8. Provision of schools is dependent upon population thresholds being met and timing of delivery may be adjusted to reflect changing demand.
9. For an explanation on the types of estimates, refer to page 18.
Vocational education and training

To ensure improved economic success, SEQ must continue to develop and sustain a workforce with high-level skills in relevant areas. However, Queensland’s labour market is undergoing significant change. Some of this change is linked to cyclical patterns in worker demands for certain industries, while other changes are systemic, driven by advances in technology, social trends and global market forces.

In March 2006, the Queensland Government released the Queensland Skills Plan. This plan established a comprehensive policy framework for Queensland’s vocational education and training system and ensures that it better matches the supply of skilled labour to industry’s needs and the economy’s demands.

The Queensland Skills Plan represents the most significant change to the vocational education and training system and the structure of TAFE Institutes in more than 40 years. It is implementing substantial reform of TAFE Institutes and the development of a more sophisticated approach to managing and supporting the entire Queensland training system. The Plan will result in substantial increases in trade training places and higher-level training places throughout the state to address trade skills shortages in Queensland.

Key elements of the Queensland Skills Plan include:

- the establishment of SkillsTech Australia as a new statewide trade and technician skills institute to lead product development and delivery in key trades areas (automotive, building and construction, manufacturing and engineering, electrical/electronics). SkillsTech Australia is developing close links with industry and centres of excellence to ensure that training programs and qualifications address employer needs;
- the Southbank Institute of Technology as the lead institute responsible for technological and high-level skills training and education is now well progressed with major new facilities soon to be operational;
- lead institutes have been established to champion product development and coordination across the state in designated fields;
- collaborative partnerships with industry and private providers, thereby ensuring access to the best possible training services for clients using publicly funded training; and
- provision of additional trade training places as part of the commitment to provide an additional 17,000 places over four years.

The new training system is underpinned by a major six-year $300 million capital works investment program to modernise existing TAFE infrastructure and construct new training facilities. It will also involve significant investment in information and communication technology ($25 million over five years) to provide for more flexible student access, accelerated skills acquisition and greater resource sharing between trainers.
Progress on vocational education and training projects during 2006-07

The Queensland Skills Plan is being implemented with construction or planning having commenced on many projects including:

- major new SkillsTech Australia trade training campuses at Acacia Ridge and Eagle Farm in Brisbane;
- upgrading of trade training facilities at Nambour (Sunshine Coast Institute of TAFE) and Toowoomba (Southern Queensland Institute of TAFE);
- modernising the Metropolitan South Institute of TAFE facilities to become a lead institute for programs in aged care, small business, fashion, textiles, clothing and footwear (amalgamating parts of Yeronga, Moreton and Logan Institutes); and
- comprehensive redevelopment of the former Southbank TAFE site at South Brisbane to establish the Southbank Institute of Technology – the lead institute for health, sport and recreation, arts and entertainment, and postgraduate programs for professionals and para-professionals.

Southbank Institute of Technology PPP

Construction of the new Southbank Institute of Technology, Queensland’s first PPP project, is ahead of schedule. The project is a partnership between the Queensland Government (the Department of Education, Training and the Arts) and a private sector consortium, Axiom Education Queensland.

The project involves construction of 11 new buildings and renovation of another four buildings on the Southbank campus at an estimated capital cost of $234 million. Once complete, Axiom will be responsible for providing facilities management services over a 30-year period, including facilities maintenance, cleaning, grounds and security services.

The Institute’s first new teaching facilities opened ahead of schedule in January 2007. Other facilities will progressively open until the redevelopment is complete in mid-2008.
### Table 11 – Regional vocational education and training infrastructure

<table>
<thead>
<tr>
<th>Map reference</th>
<th>Project</th>
<th>Estimated investment $m</th>
<th>Type of estimate (see note 3)</th>
<th>Delivery timeframe</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2007-08 to 2010-11</td>
</tr>
<tr>
<td>Western Corridor</td>
<td>Campus modernisation: Bundamba</td>
<td>18</td>
<td>1</td>
<td>Construction underway</td>
</tr>
<tr>
<td>Greater Brisbane</td>
<td>Southbank Institute of Technology</td>
<td>234</td>
<td>3</td>
<td>Construction underway</td>
</tr>
<tr>
<td></td>
<td>SkillsTechAustralia: new campus at Acacia Ridge</td>
<td>82</td>
<td>2</td>
<td>Construction underway</td>
</tr>
<tr>
<td></td>
<td>SkillsTechAustralia: new campus at Eagle Farm</td>
<td>53</td>
<td>1</td>
<td>Planning underway</td>
</tr>
<tr>
<td></td>
<td>Campus modernisation: Mt Gravatt, Alexandra Hills, Chelmer,</td>
<td>21</td>
<td>1</td>
<td>Construction underway</td>
</tr>
<tr>
<td>Gold Coast</td>
<td>New Gold Coast TAFE campus: Coomera</td>
<td>30</td>
<td>1</td>
<td>Construction underway</td>
</tr>
<tr>
<td>Sunshine Coast</td>
<td>Campus establishment: Kawana</td>
<td>8</td>
<td>2</td>
<td>Planning underway</td>
</tr>
<tr>
<td></td>
<td>Campus modernisation: Sunshine Coast</td>
<td>17</td>
<td>1</td>
<td>Construction underway</td>
</tr>
<tr>
<td>Toowoomba</td>
<td>Automotive trade training facility: Toowoomba</td>
<td>3</td>
<td>1</td>
<td>Construction underway</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### Notes:
1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a minimum expenditure of $0.5 million in 2006-07 on planning, design, site acquisition, materials procurement or construction are identified in yellow.
2. Estimated investment is in 2007 dollars. Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects. Estimated investment for TAFE infrastructure has not been indexed.
3. For an explanation on the types of estimates, refer to page 58.
Regional sport and recreation

SEQ’s climate, outstanding natural landscapes and network of sport and recreation facilities support a diverse range of recreational opportunities. These activities generate significant health, social, economic and cultural benefits that are critical to the wellbeing and lifestyle of the community.

The responsibility for providing sport and outdoor recreation infrastructure is shared by state and local government, community organisations and the private sector. The Queensland Government provides sports facilities infrastructure of state and regional significance such as major stadiums. In addition, the Queensland Government provides a range of public open space in the region which is available for some type of outdoor recreation. This public open space includes marine parks, national parks, state forests and recreation areas. However, in all these areas, outdoor recreation is a secondary use permitted only to the extent that it does not interfere with the primary uses or values of those areas or contravene relevant laws.

Local government has primary responsibility for sport and recreation infrastructure that serves local or council-wide needs.

The community sector (primarily volunteer-based not-for-profit organisations) owns, builds, operates and maintains land and facilities for sport and recreation activities and also provides a range of ancillary recreation services such as search and rescue, first aid, skills training and activity supervision.

The private sector provides outdoor recreation services including off-road vehicle parks, camping areas, guiding services and equipment sales and hire.

Sport and recreation

The Queensland Government is committed to providing new opportunities for Queenslanders to participate in sport and recreation, from grassroots to elite level.

The Department of Local Government, Planning, Sport and Recreation (DLGPSR) delivers a range of programs and services to encourage increased participation in sport and active recreation. State agencies work collaboratively, and engage with local government and community organisations, to develop strategies and infrastructure to foster increased participation in sport and active recreation and ensure facilities are accessible and used effectively.

Progress on sport and recreation projects during 2006-07

Queensland Government grant programs provide funding assistance to local government and community organisations for the construction of sport and recreation facilities and preparation of recreation plans to foster improved utilisation and management of facilities. During 2006-07 the Queensland Government constructed, or worked in partnership with local government and community organisations to complete, the following regionally significant projects:

- State Softball Centre, Ormiston (state contribution of $1.24 million);
- Centre of Cricket Excellence, Albion (state contribution of $2.5 million);
- Brisbane Cricket Ground, Woolloongabba stadium upgrade ($50 million); and
- Queensland Sport and Athletics Centre, Nathan stadium upgrade ($1.5 million).

Construction is also well underway on:

- State Tennis Centre, Tennyson (estimated value $77 million). The centre will include 23 international-standard courts, including three Grand Slam surfaces – grass, clay and acrylic. The centre court will seat 5500 people and be suitable for state, national and international tennis events. The project is being delivered in partnership with the private sector as part of an integrated $540 million sport, recreation and residential precinct and the first stage including the Tennis Centre will be completed in December 2008.
- Gold Coast Football Stadium, Robina ($160 million). The new 25,000-seat stadium will be the home ground for the Gold Coast Titans National Rugby League team. Grandstand structures and the concourse surrounding the ground are now in place and the stadium will be completed in February 2008.
Outdoor recreation

The opportunity to undertake a broad range of outdoor recreation activities is highly valued by SEQ residents and visitors, and is an important factor contributing to the region’s liveability and attraction. Popular activities include bushwalking, horse riding, walking with dogs, sailing, mountain biking, camping, surfing, cycling, boating, canoeing, trail bike riding and four-wheel driving. Participation surveys consistently show that outdoor recreation activities – particularly walking, surf activities, swimming in creeks, rivers and lakes, and cycling – contribute to more than half of all participation in outdoor physical activity.

The Queensland Government is preparing the SEQ Regional Outdoor Recreation Strategy to coordinate the delivery of outdoor recreation services within SEQ and identify regional outdoor recreation priorities. Priority projects will be delivered in partnership with local government, the community and private sector.

In January 2007, the Queensland Government announced it will invest $8.8 million over the next five years (commencing 2007-08) to develop three regional recreation trails in SEQ. These Active Trails will be established as pilot projects for an annual SEQ Outdoor Recreation infrastructure program linked to the SEQ Regional Outdoor Recreation Strategy. The first trail projects include:

- **Brisbane Valley Rail Trail** – a 40-kilometre trail following the decommissioned Brisbane Valley railway line between Ipswich and Blackbutt. The trail passes through Fernvale, Lowood, Esk, Toogoolawah, Harlin, Moore and Linville, exposing users to spectacular scenery and important agricultural landscapes. The trail will cater for families, bicycle tourists, mountain bike riders, historical enthusiasts, horse riders and walkers. The project includes track construction, road and gully crossings, user amenities and directional and interpretive signage.

- **Boonah to Ipswich Trail** – a 76-kilometre trail linking Ipswich to the proposed Wyaralong Dam and the Boonah district. The trail traverses wooded hills and farmlands and will cater for walkers, mountain bikers and horse riders. The project includes constructing 60 kilometres of new track, establishing a new camping area, user amenities, sleeping shelters, trail head facilities and directional and interpretive signage.

- **Maroochy River Canoe Trail** – a 28-kilometre trail from near Yandina to Maroochydore passing through scenic natural and agricultural landscapes. The project will cater for canoeists and kayakers and include riverside parking areas, water access pontoons and ramps, user amenities, and directional and interpretive signage.

The trails will significantly enhance outdoor recreation opportunities for a range of user groups and will also help achieve many other Queensland Government priorities addressing tourism, obesity, healthy lifestyles and rural economic development.

As part of this funding commitment, the Queensland Government has allocated $1 million to promote and market associated outdoor recreation opportunities and develop arrangements to integrate planning, delivery and management issues between state agencies, local government and community organisations.

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**Community use of school sport and recreation facilities**

In March 2007, the Department of Education, Training and the Arts and DLGPSR signed a Memorandum of Understanding to collaboratively plan, fund, develop and manage community sport and recreation facilities on state school land.

This arrangement will assist the Queensland Government to provide a diverse range of sport and recreation facilities for use by students and the general community. Already three SEQ communities have been announced as receiving funding for this initiative with the provision of new shared facilities such as sports fields, multi-use sports courts, tennis courts and a multi-purpose indoor sports centre/gymnasium.
The Queensland Government is also developing a significant network of horse riding trails within SEQ. Since 2005, a significant length of horse trails has been established or planned in consultation with riders and local governments. Further trails are currently under development for the Bellthorpe/Caboolture and Mapleton areas.

The Queensland Government provides a range of facilities to support outdoor recreation activities in national parks and on other state lands. Infrastructure includes walking tracks, camping areas, visitor centres, public amenities and picnic facilities. The Queensland Government spends approximately $15 million per year on visitor facilities in SEQ national parks.

Queensland Parks and Wildlife Service (QPWS) established a 58-kilometre Sunshine Coast Hinterland Great Walk through the Blackall Range, and construction of a 54-kilometre Gold Coast Hinterland Great Walk linking the Lamington and Springbrook national parks is well underway. In late 2006, the Premier announced more than $5.5 million for the development of four new Great Walks, two of which will be located in SEQ (one in Noosa and the other in the Conondale Range).

Tamborine National Park was the first national park declared in Queensland. QPWS will spend more than $2 million upgrading facilities in the Tamborine, Springbrook and Lamington national parks in the lead-up to the Centenary of National Parks in 2008.

The Queensland Government also provides funding to local government and community organisations to support a range of outdoor recreation activities. In 2006-07, the Queensland Government approved more than $4 million in grants for outdoor recreation projects such as cycleways, walkways and walking tracks in SEQ.

Boating is another extremely popular outdoor recreational activity in SEQ. In 2006-07, the Queensland Government invested more than $5 million to improve SEQ boating infrastructure such as dredged channels, boat ramps and pontoons, buoys, beacons and other aids to navigation. This will complement local government’s contribution to boating resources and facilities for residents and visitors to SEQ, which include parking, lighting and security for boat ramps, cleaning and maintenance for boat ramps, jetties and pontoons, toilets and other public facilities at boating sites.

The SEQ Regional Outdoor Recreation Strategy

Planning, provision and management of outdoor recreation is complex due to the many stakeholders, complicated legal issues and need to avoid adverse impacts on the primary uses and values of areas where outdoor recreation occurs while meeting the needs of participants.

The SEQ Regional Outdoor Recreation Strategy will establish formal processes and institutional structures by which outdoor recreation service providers coordinate and collaborate to address high-priority outdoor recreation issues. These processes and institutional arrangements will provide the strategic leadership and direction to maintain and increase the quality, quantity, diversity, safety and sustainability of outdoor recreation opportunities in SEQ within the context of other regional landscape values and functions.

The Strategy will include:

- a regional trails strategy which provides a long-term strategic approach to trail planning, development and management;
- mechanisms to facilitate collaboration and coordination including standardised classification of activities, inventory systems and spatial information;
- detailed descriptions of the outdoor recreation roles and responsibilities of state agencies, local government, the community sector and private enterprise;
- links with other relevant initiatives; and
- policies and planning approaches for difficult-to-locate activities, such as trail bike riding, four-wheel driving, use of personal water craft and mountain biking.

A discussion paper on the Strategy was released for public comment between January and March 2007. The Strategy will be developed from the more than 400 responses received, other relevant information and further targeted consultation with key interest groups prior to being finalised in late 2007.
### Table 12 – Regional sport and recreation infrastructure

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimate investment ($m)</th>
<th>Type of estimate (see note 3)</th>
<th>Delivery timeframe</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>2007-08 to 2010-11</td>
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<tr>
<td><strong>Western Corridor</strong></td>
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<tr>
<td>Clive Berghofer Stadium : Toowoomba upgrade*</td>
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<td>G</td>
<td></td>
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<tr>
<td>Gatton Aquatic Centre</td>
<td>2.5</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Brisbane Valley Rail Trail</td>
<td>3.6</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Boonah to Ipswich Trail</td>
<td>2.4</td>
<td>1</td>
<td></td>
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<tr>
<td><strong>Greater Brisbane</strong></td>
<td></td>
<td></td>
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<tr>
<td>Qld Sport and Athletics Centre: Nathan upgrade</td>
<td>10</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Aquatic Centre upgrades: Balmoral, Mt Gravatt, Runcorn, Redcliffe*</td>
<td>6</td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>Queensland Tennis Centre, Tennyson #</td>
<td>77</td>
<td>2</td>
<td></td>
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<tr>
<td><strong>Gold Coast</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Gold Coast Football Stadium, Robina</td>
<td>160</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Lamington – Springbrook Great Walk</td>
<td>2.4</td>
<td>2</td>
<td></td>
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<tr>
<td><strong>Sunshine Coast</strong></td>
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<td></td>
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<tr>
<td>Maroochy River Canoe Trail</td>
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<td>1</td>
<td></td>
</tr>
<tr>
<td>Noosa / Cooloola Great Walk</td>
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<td>1</td>
<td></td>
</tr>
<tr>
<td>Conondale Range Great Walk</td>
<td>1.4</td>
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<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Partnership with local government / community organisations

# Partnership with private sector. $77M represents estimated value of State Tennis Centre delivered by the private sector via partnership arrangements with Government.

G = Government grant, subsidy or program

**Notes:**

1. The table identifies the delivery timeframe for each infrastructure project. Projects that are underway with a minimum expenditure of $0.5 million in 2005-06 on planning, design, site acquisition, materials procurement or construction are identified in yellow.

2. Estimated investment is in 2007 dollars. Cost estimates in the State Budget and other public documents may differ, as they may incorporate project costs which reflect anticipated changes in input prices between initial planning and the time of construction. Estimated investment includes funds already expended on projects.

3. For an explanation on the type of estimates, refer to page 18.
Infrastructure for rural development

The SEQ Regional Plan supports the growth of rural areas in SEQ by encouraging existing towns and villages to accommodate additional residents, rather than allowing further rural residential development.

To support rural areas, the Queensland Government will continue to provide funding for water, sewerage, social, community and cultural facilities in rural shires through established grant and subsidy programs. Funding assistance for roads will also be maintained through the Roads Alliance program administered by Main Roads.

The Queensland Government established a Rural Futures Committee in 2006 to assist in developing a Rural Futures Strategy for SEQ. The Strategy will form the basis of an integrated rural planning framework in SEQ that will seek to balance the competition for land and natural resources, the needs of rural landowners, rural communities and the impacts of regional population growth. Due for completion by late 2007, it is anticipated that the Strategy will identify infrastructure critical to the long-term sustainability of the region’s rural communities. Infrastructure identified through this process will be considered for inclusion in future updates of the SEQ Infrastructure Plan.

A number of projects to identify the infrastructure needs of rural areas are underway and scheduled for completion in mid-2007. These include an assessment of the social infrastructure needs of the Lockyer and Brisbane Valley areas, and an assessment of the community transport facilities in rural areas that currently service education, health and emergency services needs.

Water is a critical issue for agriculture and rural towns and villages, particularly during the current drought. Rural water issues are being considered as part of the SEQ Regional Water Supply Strategy, to be released mid-2007.

Activity Centre renewal and transit oriented development

A key focus of the SEQ Regional Plan is to encourage infill in existing areas, particularly through redevelopment of areas around Activity Centres and public transport nodes. To deliver this, the SEQ Regional Plan promotes the integration of urban development, transport infrastructure, community services and employment as a key strategy for creating vibrant livable communities and achieving more efficient use of urban land.

The SEQ Regional Plan intends that transit oriented development principles be applied as part of detailed planning for all regional Activity Centres and land in close proximity to high-capacity, high-frequency public transport nodes and corridors. The Office of Urban Management provides advice on best practice transit oriented development and leads its implementation in SEQ.

The Queensland Government’s key role in facilitating development of these areas is through coordinating planning, infrastructure delivery and relevant state activities. The Queensland Government may also play a role in purchasing land and providing infrastructure, with the goal of achieving attractive, viable mixed-use development and best practice land use and transport integration.

This Infrastructure Plan includes $45 million committed over three years to support Queensland Government involvement in these projects, beginning in 2007-08.
Progress on Activity Centre renewal and transport oriented development during 2006-07

- *Implementation Guideline No.4: Structure Plans* was released in October 2006. This Guideline details how local governments prepare structure plans and master plans, as they apply to detailed local planning for significant infill and greenfield development including transit oriented communities and Regional Activity Centres.

- *The Urban Housing Capacity Template* methodology, prepared by the University of Queensland in conjunction with the Office of Urban Management, was released in October 2006 as a tool available for use by councils to enable an accurate assessment of localities’ capacity to accommodate future higher-density development.

**The Transit Oriented Development Taskforce:**

- is compiling a *Transit Oriented Development Resource Manual*, including best practice guidelines;
- prepared *Interim Transit Oriented Development Location Selection Criteria* to assist local government in the selection of locations suitable for transit oriented development;
- advised the regional planning Minister on transit oriented development funding criteria;
- recommended institutional arrangements for implementation of transit oriented development policy in SEQ; and

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**Transit Oriented Development Taskforce**

The Transit Oriented Development Taskforce was established in 2005 to provide leadership and advice on matters relating to transit oriented development. The Taskforce comprises representatives from state and local government, academia and the development industry. Priorities for the Taskforce over the next 12 months include:

- finalising the Transit Oriented Development Resource Manual;
- advising on issues emerging from Local Growth Management Strategies;
- researching the cost/benefit of transit oriented development, market feasibility and private sector benefits, and economics and employment within transit oriented development; and
- establishing a transit oriented development database to measure transit oriented development performance over time.
Justice Services

The Queensland Government provides a range of infrastructure to support the justice system, including an extensive network of police stations, courthouses and correctional facilities. Many of these are not regionally significant in their own right, but are critical to maintaining a safe, just and supportive society.

Justice Services infrastructure currently being constructed in SEQ includes:

- a $110 million Ipswich Courthouse in the Ipswich CBD. The project includes 12 courtrooms for the District Court and Magistrates Court, as well as a watchhouse and police station. Construction will commence mid-2007;
- a new Pine Rivers Courthouse at Strathpine incorporating three Magistrates’ courtrooms, as well as a watchhouse. The total project cost is $18 million. Construction is underway with completion anticipated in early 2008; and
- a $4.7 million Sandgate Courthouse is under construction. The project includes a Magistrates’ courtroom, ancillary meeting facilities and a secure link to the adjacent police station. The project will be completed late 2007.

Planning is also underway for a major new Supreme Court and District Court complex in the Brisbane CBD. The project will incorporate approximately 47 courtrooms and state-of-the-art technology.

SEQ corrective services precinct

In November 2006, the Queensland Government announced it would establish a major corrective services precinct at Spring Creek near Gatton. The precinct will be developed in stages and incorporate a number of correctional centres. The precinct may have an ultimate capacity of approximately 3000 beds.

Acquisition of a 600-hectare site is currently underway. The Queensland Government has made an initial commitment of $500 million for Stage 1A of the project.
Useful websites

The following websites provide further information on the scope and status of infrastructure projects included in this Infrastructure Plan:

<table>
<thead>
<tr>
<th>Project</th>
<th>Website</th>
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</thead>
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</tr>
<tr>
<td>SEQ Regional Plan</td>
<td><a href="http://www.oum.qld.gov.au">www.oum.qld.gov.au</a></td>
</tr>
<tr>
<td>Major projects and SEQ infrastructure</td>
<td><a href="http://www.infrastructure.qld.gov.au">www.infrastructure.qld.gov.au</a></td>
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<td>Program Management Office</td>
<td><a href="http://www.SEQuence.qld.gov.au">www.SEQuence.qld.gov.au</a></td>
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<td><strong>Transport and Main Roads</strong></td>
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<td>Queensland Transport</td>
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<td>Main Roads</td>
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<td>Bus and busway projects</td>
<td><a href="http://www.translink.qld.gov.au">www.translink.qld.gov.au</a></td>
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<td>Airport Link</td>
<td><a href="http://www.brisbane.qld.gov.au/airportlink">www.brisbane.qld.gov.au/airportlink</a></td>
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<td>Rail upgrades</td>
<td><a href="http://www.rivercitymotorway.net.au">www.rivercitymotorway.net.au</a></td>
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<td><strong>SEQ Regional Water Supply Strategy</strong></td>
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<td>Home WaterWise Service</td>
<td><a href="http://www.homewaterwise.com.au">www.homewaterwise.com.au</a></td>
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<td>Traveston Crossing and Wyaralong dams</td>
<td><a href="http://www.qldwl.com.au">www.qldwl.com.au</a></td>
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<td><strong>Sustainable Housing Code</strong></td>
<td><a href="http://www.lgp.qld.gov.au/sustainableliving">www.lgp.qld.gov.au/sustainableliving</a></td>
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<td>CS Energy</td>
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<td>National Electricity Market Management Company (NEMMCO)</td>
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<td>Project En@ble telecommunications portal</td>
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<td><a href="http://www.health.qld.gov.au/childrenshospital">www.health.qld.gov.au/childrenshospital</a></td>
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<td>Dept of Education, Training and the Arts</td>
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<td><strong>Queensland Skills Plan</strong></td>
<td><a href="http://www.trainandemploy.qld.gov.au">www.trainandemploy.qld.gov.au</a></td>
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<tr>
<td>Sport and recreation funding programs</td>
<td><a href="http://www.sportrec.qld.gov.au">www.sportrec.qld.gov.au</a></td>
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<td>Horse trails and Great Walks</td>
<td><a href="http://www.epa.qld.gov.au/parks_and_forests">www.epa.qld.gov.au/parks_and_forests</a></td>
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<td><strong>SEQ Regional Outdoor Recreation Strategy</strong></td>
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