Department of Transport and Main Roads

Queensland Good jobs Better services Great lifestyle

South East Queensland

North Coast – Metropolitan – South Coast

Regional Transport Plans

2024

Draft for review – Not government policy

Queensland Government

Acknowledgement

The Department of Transport and Main Roads acknowledges the Traditional Owners of the lands and waterways. We also acknowledge their ancestors and Elders both past and present.

The Department of Transport and Main Roads is committed to reconciliation among all Australians.

Contents

1 Introduction

1.1 A shared direction

This suite of Regional Transport Plans for South East Queensland (SEQ) includes the North Coast, Metropolitan and South Coast regions of the Department of Transport and Main Roads (TMR). Together, these Plans outline a shared direction for the transport system within these three regions and the wider SEQ area over the next 15 years.

Released in 2021, the **SEQ Regional Transport Plans** were developed in consultation with local government and SEQ stakeholders, with input from customers and industry. The **SEQ Regional Transport Plans** have since been refreshed to align with the updated **ShapingSEQ – South East Queensland Regional Plan 2023** (**ShapingSEQ 2023**) that was released in December 2023. **ShapingSEQ 2023** is the Queensland Government's plan to guide land use and growth across the SEQ region through to 2046. **ShapingSEQ 2023** supports an increased consolidation growth pattern across the region, supported by strong transport connections and services.

While the **ShapingSEQ 2023** update has primarily been prepared in response to the national challenge of housing supply and affordability, all themes that underpin the 50-year vision for SEQ: Grow, Prosper, Connect, Sustain and Live have been reviewed and updated to reflect the desired planning outcomes and latest policy work progressed between 2017 and 2023. As part of this, the **SEQ Regional Transport Plans** have been updated to reflect **ShapingSEQ 2023** and evolving transport trends.

TMR will continue to work in partnership with all levels of government, the community and industry to implement the **SEQ Regional Transport Plans** and achieve the shared goals for each region and SEQ as a whole.

The **SEQ Regional Transport Plans** cover all modes of transport, with a focus on the networks and services in the region and acknowledgement of the inter-regional, interstate and international connections that are vital to social and economic prosperity within these regions and the wider SEQ area.

SEQ is home to more than 3.5 million people and includes 12 local government areas: Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Noosa, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba (urban extent). These local government areas fall within the **SEQ Regional Transport Plans** with the exception of Lockyer Valley and Toowoomba which are detailed in the **Darling Downs Regional Transport Plan**.

1.2 Responding to growth and land use change

Responding to planned population growth necessitates a focus on moving people, products and information efficiently. It is as much about getting the land use right as the transport. Integrated land use and place-based infrastructure planning is fundamental to achieving community aspirations, economic growth, and efficient and affordable infrastructure delivery.

ShapingSEQ 2023 has set a growth pattern for SEQ through to 2046 which is focused on encouraging growth within existing urban areas and greenfield areas that have been identified through careful land use and transport planning. The release of new greenfield areas while consolidating growth within the existing urban boundary means we need a transport system that makes active and public transport an easy choice and one that continues to facilitate safe and efficient vehicle movements.

As part of refreshing the **SEQ Regional Transport Plans**, several factors have been identified as critical in responding to **ShapingSEQ 2023**. These factors are identified in sections 1.2.1 to 1.2.8, together with the necessary shifts and changes we need to embrace to accommodate the growth and land use pattern set in **ShapingSEQ 2023**.

1.2.1 Coordinating infrastructure with population growth

Since the end of the COVID-19 pandemic, SEQ has experienced unprecedented interstate migration, changes in household situations and significant pressures on the housing market leading to an increase in housing demand. According to **ShapingSEQ 2023**, by 2046 the region's population is expected to reach almost six million people, an additional 2.2 million people from 2021, requiring almost 900,000 new homes and almost one million new jobs. Balancing movement and place outcomes through integrated transport and land use planning is essential to shaping and supporting our lifestyle, creating both functional and enjoyable spaces whilst enabling the efficient movement of people and goods. The delivery of coordinated infrastructure is pivotal to ensure that projected growth is achieved sustainably.

The approach to long-term infrastructure planning is comprehensive and requires the coordination and collaboration between various levels of government. An example of transport infrastructure underway across planning and delivery phases are the Region-Shaping Infrastructure (RSI) projects. These projects will support and facilitate the movement of SEQ's population, contributing towards place outcomes and creating liveable, vibrant locations. The planning and delivery of the RSI projects is critical to supporting the population and dwelling targets set out in **ShapingSEQ**

2023. To maximise the benefits of these projects, cross-governmental collaboration is essential. The RSI projects are discussed further in section 2.1.4.

The Queensland Government is firmly committed to advancing continuous enhancements in long-term planning to accommodate and facilitate growth while ensuring a balance between movement and place outcomes.

1.2.2 Moving more people, more efficiently

Much of the anticipated population growth is planned to be accommodated within existing urban areas. This means that places and spaces across SEQ will change and more people will be using the existing transport network to get around. Balancing transport's role in facilitating movement with its potential to create enjoyable spaces in SEQ enriches people's lifestyles, providing spaces to live, work and socialise. By balancing the movement and place functions, the network will be able to surpass its basic movement function and create spaces that foster social, environmental and economic progress for the broader community.

A key driver to connected lifestyles is equitable access to the transport network and the efficient and sustainable movement of people and goods. Connected public transport that responds to the growth pattern is fundamental to facilitating this. **Creating Better Connections for Queenslanders** is a 10-year passenger transport plan to 2032 that sets out the key priorities and initiatives for providing these services to move large numbers of people quickly and easily. Over the next decade, SEQs public transport system will evolve with new and improved mass transport infrastructure and a redesigned network that will improve access, frequency and reliability.

Building on SEQs public transport network through enabling more efficient and sustainable transport will minimise our environmental footprint and maximise community amenity. This is a challenge within SEQ, a region that is characterised by relatively low density and a dispersed urban form. In a constrained environment, it will be pivotal to identify areas where the transport network will support existing density and new growth, as well as maximise and leverage SEQs transport system to provide efficient and value for money services.

1.2.3 Providing a high frequency public transport network

New and enhanced high frequency public transport routes – enabling a 'turn up and go' approach to travel – will be strategically planned to foster movement and place outcomes. The department's aim is to support 'high amenity areas', a concept introduced in **ShapingSEQ 2023**, and deliver great outcomes to encourage more people to travel by public transport. High amenity areas, which will be identified by the Department of State Development, Infrastructure and Planning in partnership with Councils, will see population growth in appropriate locations that are highly accessible, well supported by transport infrastructure and contain key features such as activity centres, community facilities and open space. This will mean that some areas will change as they grow to accommodate more people.

Transport infrastructure and services will respond to the growth pattern with appropriate and integrated transport modes that prioritise sustainable outcomes. Active transport connections will be provided to support high frequency public transport stops and stations. The high frequency public transport connections required to support growth to 2046 are illustrated in Figure 8. These connections are envisaged as a reliable and competitive public transport network with high frequency services across a well-connected network. For the high frequency public transport routes to be successful, relevant operators of existing and new corridors will be required to alter operational aspects to provide priority to public transport modes.

1.2.4 More people walking and riding more often

Place-orientated active transport infrastructure fosters vibrant, and liveable communities connected by sustainable transport options**. The Queensland Walking Strategy 2019-2029** and the **Queensland Cycling Strategy 2017-2027** set a clear vision for more cycling and walking, more often, and prioritise:

- cycle networks that are complete, connected and integrated with other transport modes
- communities that are planned to make walking enjoyable and convenient
- places where walking and riding are irresistible and easy.

Walking is defined as including people jogging, running, moving with the help of a mobility device, using a wheeled recreation device, a personal mobility device or a motorised mobility device (such as a wheelchair, mobility cane or walking frame). Achieving the department's vision for walking and riding means prioritising

connections that support access to and from key destinations such as employment, school, university, activity centres and public transport.

Within a constrained fiscal environment, TMR has developed policy frameworks, programs and funding mechanisms to promote the delivery of well-connected, desirable and safe active transport networks.

New actions, Action 1.26 'Principal cycle network implementation' and Action 1.28 'Walking Network Plan implementation' will support the implementation of more active transport infrastructure.

1.2.5 Leveraging transport technology

Emerging and evolving transport technologies and ways of transporting people and goods, such as electric vehicles, demand responsive transport, e-mobility, ride share services, digital twins and AI adoption (including GenAI machine learning and robotics, cooperative automated vehicles and drones) could all contribute to a safer, greener and more efficient future. In addition to enhancing the safety and efficiency of transport through a reduced crash potential, these technologies can reshape the way we engage with places, creating convenient, efficient and accessible systems.

Technology has strong potential to make it easier for people and goods to move around SEQ and to make more sustainable transport modes, such as active and public transport, more attractive. For example, providing real-time passenger transport information can improve travel planning and help customers understand what options are available to support seamless journeys across the public transport network.

To make the most of these new technologies and position Queensland to reduce congestion, improve reliability and achieve emissions reduction, the Queensland Government needs to respond to these changes. Action 1.07 'Monitoring disruptive technologies', is currently underway to deliver initiatives that support the emerging trends in transport technology and contribute meaningfully to place-based outcomes in the communities we serve.

1.2.6 Effective freight planning

Our freight system is fundamental to growing our economy and ensures we have access to the resources and goods we need to support our livelihoods. Queensland's total freight task continues to rise in response to increases in population and demand for goods and is expected to increase by more than 20 per cent over the next

decade.[1] This includes an increase in door-to-door deliveries where the number of light commercial vehicles on urban roads has grown by 75 per cent since 2006.[2] The evolution of online shopping and the manner and frequency of deliveries to the home has changed dramatically in recent years. Adding to the complexity, the current supply of industrial land within the Brisbane local government area (LGA) will likely be exhausted within 10-15 years with surrounding LGAs likely to play key roles in responding to the excess demand, resulting in a transformation in the movement of freight throughout the region.[3]

A freight system that is reliable, resilient, and responsive will meet the demands of a growing task in a challenging environment of fiscal constraints, land constraints and increasing frequency and intensity of extreme events. Optimisation of the freight task through improved connectivity between facilities and increased modal choice can deliver economic, social and environmental benefits. The consideration of freight from a movement and place perspective can contribute meaningfully to the vibrant places within Queensland by working collaboratively across industry and with our customers and government.

The Queensland Freight Strategy – Advancing Freight in Queensland sets a shared vision for the state's freight system, guiding policy, planning and investment decision making to 2029 to give customers greater choice and support economic growth, while simultaneously considering the impact of these routes on the places they traverse. Actions 1.09 'Freight data collection and demand modelling', 1.16 'Regional Freight Movement Study' and 1.17 'Regional freight plan' are on track to investigate improvements to the freight network and region-wide industrial land use planning.

1.2.7 Optimising investments in a constrained funding and spatial environment

The planning, delivery and maintenance of transport infrastructure is a significant cost for all levels of government. On top of this, constrained corridors, the scarcity of land and impacts to communities means that investments must be balanced appropriately. Employing the principle of collaboration across jurisdictions, as suggested by the movement and place approach can allow for important synergies and efficient resource use.[4] Through a place-based approach to infrastructure planning, the forecast growth in SEQ is thoughtfully supported by infrastructure,

[1] Department of Transport and Main Roads. (2019). *Queensland Freight Strategy: Advancing Freight in Queensland.*
[2] ibid
[3] Department of State Development, Infrastructure, Local Government and Planning.(2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[4] Refer to Section 1.4.1.1 for further information

preserving the unique characteristics of the region. Navigating the challenge of new infrastructure and services within a constrained funding environment means working within fiscal means to identify tailored creative infrastructure and staging solutions and to make better use of existing assets.

There is a need to further embrace innovation and to continue to explore alternative opportunities to optimise SEQ's current assets and services by employing non-infrastructure solutions to achieve greater efficiency, resilience and value-for-money. This approach will require an increased focus on integrated multi-modal network operations and operational technologies to minimise the impact of incidents, and to tackle the impacts of congestion by making better use of road space, communicating more effectively with road users and prioritising demand.

There is room to enhance infrastructure coordination and to optimise investments across the region through a collaborative approach that transcends jurisdictional boundaries, in line with movement and place's emphasis on strong, cross-jurisdictional project teams.

1.2.8 Achieving legacy outcomes from the Brisbane 2032 Olympic and Paralympic Games

The Brisbane 2032 Olympic and Paralympic Games (Brisbane 2032) are significant events that will impact our region. Brisbane 2032 will see investment in sustainable transport outcomes that will support the development of high amenity areas and deliver long term place outcomes for SEQ communities. With competition venues and supporting facilities spread throughout SEQ, the Games provide an opportunity for infrastructure connections across the region with long-lasting benefits that will contribute to more convenient, faster and accessible travel choices. **Elevate 2042** is the Brisbane 2032 Legacy Strategy that will help deliver an Olympic legacy which will address the needs of the growing Queensland population, before, during and after the Games.

Projects and actions within this document are aligned with **ShapingSEQ 2023** and meeting the needs of the growing population and evolving transport landscape. Many of these projects and actions were already in the pipeline for delivery before Brisbane 2032 was announced. New action 1.13 supports the planning of the Games across inter-governmental and inter-agency collaboration, ensuring integrated outcomes.

Event signage, Gold Coast 2018 Commonwealth Games

1.3 What is a Regional Transport Plan

The purpose of each Regional Transport Plan (there are 10 across Queensland) is to set out regional transport priorities and actions for developing the transport system in a way that supports regional goals for the community, economy and environment.

The **SEQ Regional Transport Plans** have been developed in accordance with the **Transport Planning and Coordination Act 1994** and meet the department's legislative responsibility to develop integrated Regional Transport Plans that complement land use planning and support the goals and objectives of regional plans.

Regional Transport Plans are a fundamental component in the hierarchy of integrated system planning. They have an essential role in defining local responses to wider community goals, system objectives, problems and priorities, through the development of policy choices and transport system strategies at a regional level.

Regional Transport Plans have a clearly defined role in TMR's planning process. They are not intended to specify new infrastructure solutions or funding commitments, as that is the role of the **Queensland Transport and Roads Investment Program** (QTRIP).

The approach to developing Regional Transport Plans is aligned with the **Australian Transport Assessment and Planning Guidelines** for best practice transport assessment and planning (Figure 1).

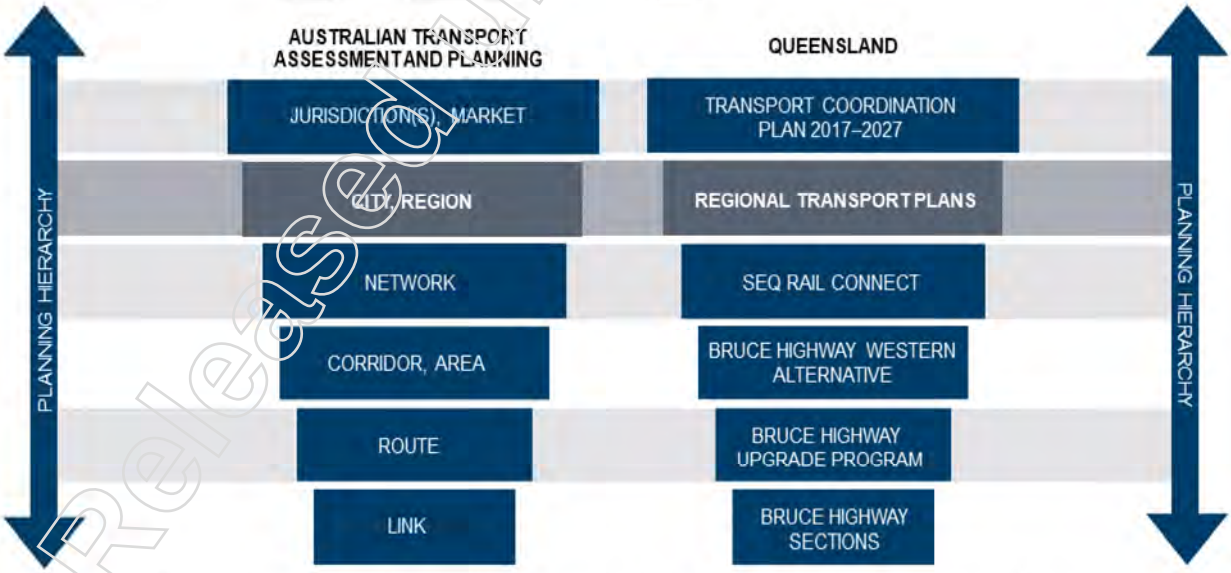


Figure 1 Examples of how Queensland responds to the Australian Transport Assessment and Planning hierarchy

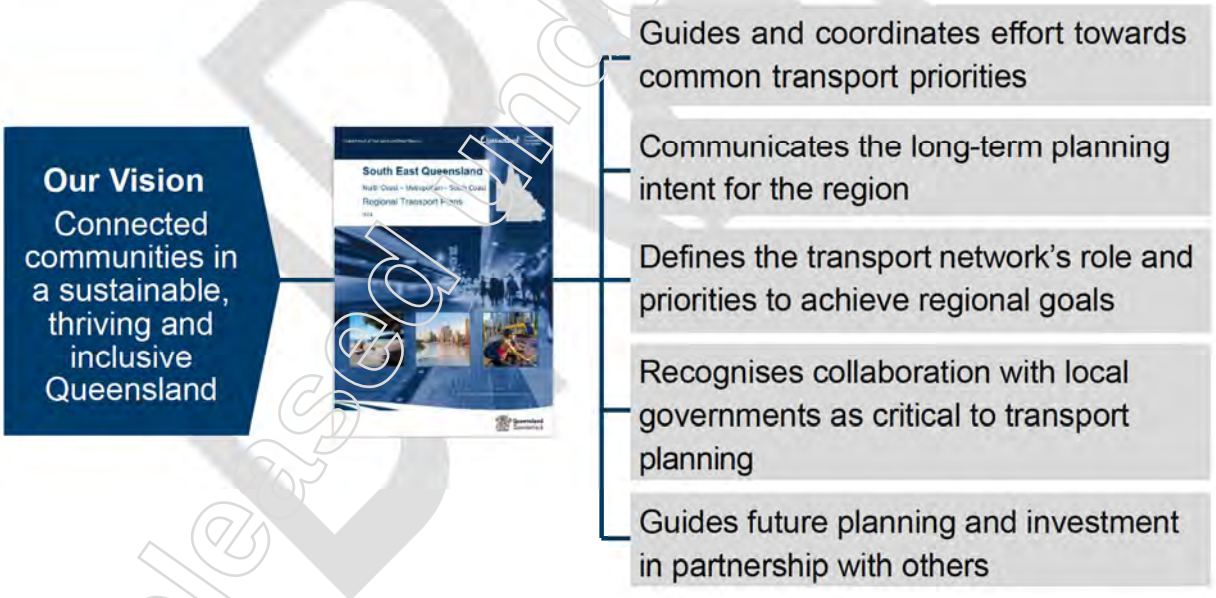
The regional policy choices and system strategies expressed are used to:

- inform more detailed planning or investigations at a network, area, corridor, route or link level
- guide development, assessment and selection of specific investment solutions.

The **SEQ Regional Transport Plans** support the department's vision of achieving 'connected communities in a sustainable, thriving and inclusive Queensland' through:

- guiding and coordinating effort towards common transport priorities
- communicating the long-term planning intent for the regions and SEQ
- defining the transport system's role and priorities to achieve regional goals
- recognising collaboration with local governments as critical to 'one network' transport planning
- guiding future planning and investment in partnership with others.

The **SEQ Regional Transport Plans** will be used by TMR to inform investment decisions to develop the regional transport network.



1.4 Strategic alignment

The **SEQ Regional Transport Plans** have been developed in the context of relevant policies, strategies, plans and investment frameworks across all levels of government. These policy and planning documents are reflected in the objectives, challenges, opportunities and priorities identified in the **SEQ Regional Transport Plans**.

The **SEQ Regional Transport Plans** align with:

- Economic development strategies
- Local government land use and transport plans and strategies
- SEQ City Deal agreement and Implementation Plan
- SEQ Infrastructure Supplement 2023
- SEQ Regional Plan 2023
- State Infrastructure Strategy 2022-2042
- State Planning Policy
- Queensland Energy and Jobs Plan

The **SEQ Regional Transport Plans** respond to customer needs, as well as the goals and directions of the community, industry and all levels of government.

TMR also produces statewide strategies and plans that guide coordinated outcomes for transport networks and services across Queensland. These high-level plans set the broader framework for taking action at the regional and local level.

Key transport planning documents include:

- Creating Better Connections for Queenslanders: a 10-year plan for Queensland passenger transport
- Movement and Place Policy and Practitioner Guidance
- Queensland Cycling Strategy 2017-2027
- Queensland Freight Strategy and Action Plan
- Queensland Level Crossing Safety Strategy

- Queensland Principal Cycle Network Plan
- Queensland Road Safety Strategy 2022-2031 and the Queensland Road Safety Action Plan 2022-2024
- Queensland Transport Strategy (QTS)
- Queensland Walking Strategy 2019-2029 and Action Plan for Walking 2022-2024
- Queensland's Zero Emission Vehicle Strategy 2022-2032 and Action Plan 2022-2024
- Reform of the Disability Standards for Accessible Public Transport 2002 (Transport Standards)
- SEQ Rail Connect
- Transport and Main Roads Accessibility and Inclusion Strategy
- Transport and Main Roads Disability Services Plan 2022-2025 and Interim Disability Action Plan 2023-2024
- Transport and Main Roads Environmental Sustainability Policy 2021
- Transport and Main Roads Road Safety Organisational Policy 2022
- Transport and Main Roads Strategic Plan 2023-2027
- Transport Coordination Plan 2017-2027
- Walking Network Plans.

The policy context of the **SEQ Regional Transport Plans** is shown in Table 1.

Priorities and actions identified in the **SEQ Regional Transport Plans** align with current statewide transport policies and objectives. The department regularly reviews and updates statewide strategies and plans and future updates to these Plans will reflect these outcomes.

Table 1 Context of relevant strategies, policies and plans for development of the SEQ Regional Transport Plans[5]

	0 – 5 years	5 – 10 years	10+ years
Whole of transport system	• TMR Strategic Plan • Queensland Transport and Roads Investment Program • Disability Action Plan • Queensland Freight Action Plan	• Transport Coordination Plan 2017–2027 • TMR Access and Inclusion Strategy • Queensland Freight Strategy	• State Planning Policy • Queensland Transport Strategy • TMR Environmental Sustainability Policy • Movement and Place Policy • State Infrastructure Strategy 2022–2042
Geographic-specific		• Local Government Transport Plans and strategies • Local Government Land Use plans and strategies	• ShapingSEQ South East Queensland Regional Plan 2023 • SEQ Infrastructure Supplement • SEQ City Deal • Regional Transport Plans • Connecting Brisbane
Mode-specific	• Walking Network Plans	• Creating Better Connections for Queenslanders • Queensland Level Crossing Safety Strategy • SEQ Rail Connect • Queensland Walking Strategy • Queensland Cycling Strategy • Queensland Road Safety Strategy • Queensland's Zero Emission Vehicle Strategy • Queensland Energy and Jobs Plan	• Southern Sunshine Coast Public Transport Strategy

[5] Adapted from: Department of Transport and Main Roads. (2023) *SEQ Rail Connect.*

1.4.1 Emerging government policies

The following key policies have been released or announced since the publication of the **SEQ Regional Transport Plans** in 2021.

1.4.1.1 Movement and Place Policy

Movement and place is a concept that refers to the integration of transport networks with the built and natural environments that surround and interact with them. The relevant state government document is the **Movement and Place Policy** which is supported by **Practitioner Guidance**.

As a key action of the **State Infrastructure Strategy 2022-2042**, TMR's **Movement and Place Policy** 'empowers people to consider the functions of place and movement together to achieve multiple-value outcomes on our transport network'. The policy framework establishes a movement and place process that is responsive to the Queensland context.

Through a 'vision and validate' approach intrinsic to movement and place, the **Movement and Place Policy** optimises connected, efficient, sustainable and resilient multi-modal transport choices for our customers, while shaping safe and accessible public places. It adopts a series of key performance indicators to guide TMR in achieving these significant benefits and outcomes. The 'vision and validate' approach defines a preferred vision and objectives for the future, and identifies the option(s) that is most likely to achieve it. It does this through collaboratively creating a shared future vision and performance indicators for a location or project, identifying and developing strategies and initiatives to achieve the agreed vision, and testing and validating these strategies and initiatives to ensure they can deliver the agreed vision.

1.4.1.2 The Infrastructure Policy Statement

In 2023, the Australian Government released the Infrastructure Policy Statement. The Policy Statement:

- defines nationally significant transport infrastructure
- sets out three strategic themes that will guide investment decisions
- outlines how the Government will put these themes into action.

The three themes – Productivity and Resilience, Liveability, and Sustainability – encapsulate the benefits that the investments will provide. Implementation will require collaboration across all levels of government, shared planning and transparency about expectations to build a sustainable land transport investment

agenda that works in the interest for all. TMR is reviewing the impacts of the Policy Statement on prioritising, planning and delivering projects to ensure they achieve the benefits for the community at the right cost.

1.5 Alignment with the State Infrastructure Strategy 2022–2042

The **State Infrastructure Strategy 2022–2042** (**SIS**) sets the statewide priorities for infrastructure, providing a framework for how government will plan and invest in infrastructure over the next 20 years. The **SIS** aims to achieve four objectives:

- Encourage jobs, growth and productivity
- Develop regions, places and precincts
- Enhance sustainability and resilience
- Adopt smarter approaches.

Furthermore, there are key infrastructure focus areas that are medium-term goals to maximise benefits for Queenslanders and align with the achievement of the four objectives. These infrastructure goals are:

- Legacy from Brisbane 2032
- Connecting our regions
- Creating liveable communities.

The success of the **SIS** will be assessed every four years against the above objectives, with ongoing monitoring, reporting and review. Observed benefits or changes will be undertaken through the Queensland Government's monitoring and reporting portfolios, plans and programs, such as the:

- Budget Papers: Capital and Service Delivery Statements
- State entity annual reports, strategic and corporate plans
- Queensland Sustainability Report.

The **SIS** aims to align infrastructure investments across agencies to help inform industry and other levels of government, whilst also supporting the six economic recovery priorities of Queensland COVID-19 Economic Recovery Plan.

The **SEQ Regional Transport Plans** are consistent with and support the delivery of actions from the **SIS** that apply to transport and will continue to play a key role in achieving its outcomes by setting statewide priorities for infrastructure and coordinating key actions to develop our future transport system.

1.6 Alignment with the Transport Coordination Plan 2017–2027

The **Transport Coordination Plan 2017–2027** (**TCP**) provides a strategic framework for the planning and management of transport resources in Queensland over a 10-year timeframe. The **TCP** was developed in accordance with the requirements of the Transport Planning and Coordination Act 1994 and identifies the high-level objectives for transport in Queensland, across five key areas:

- Customer experience and affordability – transport meets the needs of all Queenslanders, now and into the future
- Community connectivity – transport connects communities to employment and vital services
- Efficiency and productivity – transport facilitates the efficient movement of people and freight to grow Queensland's economy
- Safety and security – transport is safe and secure for customers and goods
- Environment and sustainability – transport contributes to a cleaner, healthier and more liveable environment and is resilient to Queensland's weather extremes.

The TCP provides a suite of transport key performance indicators (KPIs) to measure progress towards these objectives and also includes clear criteria for prioritising spending on transport that align with the **SIS's** options assessment approach.

The TCP is the overarching medium-term strategic document that provides guidance and direction for more detailed transport strategies and plans produced by TMR, such as Regional Transport Plans and modal strategies. The plan is consistent with the Queensland Government's overall strategic planning for Queensland, including the government's objectives for the community and the **SIS**.

The system-wide transport objectives articulated in the **TCP** have informed the **SEQ Regional Transport Plans** priorities and corresponding transport objectives, actions and measures of success. The **TCP** transport KPIs provide a means to measure the impact that the Regional Transport Plans have on the region's transport system –

and what this means for customers, the community, the economy and the environment.

1.7 Alignment with the State Planning Policy

The **State Planning Policy** outlines the Queensland Government's interests in land use planning and development for Queensland. It identifies and seeks to protect, through the planning framework, three state transport interests: state transport infrastructure; strategic airports and aviation facilities; and strategic ports.

Within the North Coast, Metropolitan and South Coast regions, the **State Planning Policy** identifies the following:

- State transport infrastructure – these include state-controlled roads, railways and other public transport infrastructure
- Strategic airports – Archerfield, Brisbane, Gold Coast (Coolangatta), Royal Australian Air Force (RAAF) Base Amberley and Sunshine Coast
- Strategic ports – Port of Brisbane.

Brisbane Airport

1.8 Alignment with regional planning

The Queensland Government produces statutory regional plans throughout the state to provide strategic direction and policies to deliver regional outcomes which align with the state's interests in land use planning and development. Regional planning enables government, industry and the community to capture opportunities arising from population change and economic growth, and plays a critical role in informing the forward planning, prioritisation and delivery of infrastructure and services.

1.8.1 ShapingSEQ 2023 – South East Queensland Regional Plan 2023

ShapingSEQ 2023 responds to the region's projected growth to 2046, setting a long-term vision for the region that is supported by strategies and actions to deliver on the vision.

ShapingSEQ 2023 maintains the fundamental elements of **ShapingSEQ 2017**, including the five themes that underpin the 50-year vision for SEQ: Grow, Prosper, Connect, Sustain and Live. While **ShapingSEQ 2023** has primarily been prepared in response to the national challenge of housing supply and affordability, all themes have been reviewed and updated to reflect the planning outcomes and latest policy work progressed between 2017 and 2023. These themes are summarised in Table 2.

Table 2 ShapingSEQ 2023 goals

Grow	SEQ will have sustainably and responsibly accommodated a growing regional population. Urban growth will be consolidated with high amenity across four large accessible inter-connected urban corridors.
Prosper	SEQ will be a globally competitive region – an innovative, economic powerhouse and a destination of opportunity for all, with continued strong jobs growth.
Connect	SEQ will be connected by world-class infrastructure that supports fair and equitable access to the transport network across multiple modes, enabling more efficient and sustainable movement of people and goods. SEQ will use existing infrastructure networks and embrace innovative new infrastructure solutions to increase the region's productivity and efficiency, while minimising our environmental footprint and maximising community amenity.
Sustain	SEQ will value and protect our greatest assets – our natural systems – which are fundamental to SEQ's unique character, heritage and liveability. These systems sustain urban and rural communities, and provide agricultural, tourism and recreation opportunities.
Live	SEQ will be recognised internationally as a highly liveable region offering a wide range of great subtropical places for people to live, work and play. Great design will underpin the success of our cities, towns and villages, through to the quality of our streets, buildings and public spaces.

The Connect theme aligns with the **SEQ Regional Transport Plans**. The **SEQ Regional Transport Plans** and **ShapingSEQ 2023** play a crucial role in shaping the future of the region, by aligning transportation infrastructure and services with land-use planning.

While the strategic context (Chapters 2 and 3) of this document considers the whole of SEQ as defined in **ShapingSEQ 2023**, the western extent (Toowoomba and Lockyer Valley) within the **ShapingSEQ 2023** western sub-region is dealt with in detail as part of the **Darling Downs Regional Transport Plan**.

The **SEQ Regional Transport Plans** align and integrate with **ShapingSEQ 2023** by:

- using the same integrated regional land use and infrastructure planning tool (MULTI)
- leveraging the same community engagement inputs
- reflecting the same themes and goals and regional intents
- using the same activity centres, regional economic clusters, major enterprise and industrial areas and knowledge and technology precincts to inform connectivity in the trunk passenger transport network
- aligning the planned strategic passenger transport system with the connect goal
- aligning the strategic road and freight system
- favouring active transport for a range of trips
- considering the sub-regional outcomes as part of actions and opportunities
- applying a movement and place approach to integrate transport and land use outcomes
- designing and developing regional activity centres focused on enabling easy access to employment, education and essential services using more sustainable transport modes.

1.8.2 SEQ Infrastructure Supplement 2023

The **South East Queensland Infrastructure Supplement** (**SEQIS**) outlines the key drivers, opportunities and challenges that will inform place-based infrastructure planning for the region for the next 20 years responding to the land-use planning priorities in **ShapingSEQ 2023**. It comprises a range of actions to address the key drivers and challenges and the opportunities to maximise infrastructure. The **SEQIS** represents the Queensland Government's infrastructure planning response to the growth needs identified in **ShapingSEQ 2023**. It is anticipated that a full SEQ Infrastructure Plan will be developed by 2025.

Taking a place-based approach to capital, land use and infrastructure planning, the **SEQIS** has a pivotal role in ensuring the projected growth in SEQ can be achieved through optimising investments in infrastructure, and improving planning and delivery through better coordination between agencies. The **SEQIS** outlines the planned state infrastructure pipeline as of March 2023 by sub-region. Priority region-shaping infrastructure will play a role in supporting regional growth, land use and infrastructure planning. Region-shaping infrastructure includes the following as an example:

- North Brisbane-Bruce Highway Western Alternative
- Improved road and public transport connectivity between inner Brisbane and Strathpine
- Coomera Connector
- Centenary Motorway Upgrade (Toowong to Darra)
- Logan and Gold Coast Faster Rail
- Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley
- Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region.

The RSI projects are discussed further in section 2.1.4.

The key **SEQIS** infrastructure and planning drivers are listed in Table 3 and challenges for the region are listed in Table 4.

Table 3 Drivers of change

Infrastructure and planning drivers	Description	Supporting themes
Maximising the Brisbane 2032 opportunity	• Maximising growth and major infrastructure investment around and between corridors, precincts and venues • aligning social infrastructure priorities and aggregation around Brisbane 2032 corridors, precincts and venues • developing infrastructure responses to key legacy vision themes.	• Grow • Connect • Live
Supporting a transforming economy	• Identifying infrastructure needs of emerging and transforming industrial precincts and centres • capitalising on the region's hierarchical role and proximity to the Southern Downs Renewable Energy Zone • ensuring high value and knowledge intensive economic precincts are well serviced to support the flow of labour from homes to jobs.	• Prosper • Sustain
Creating connected and accessible centres	• Identifying urban centres proximal to Brisbane 2032 infrastructure suitable for enhanced connectivity • connecting clusters of transport, social and cultural infrastructure with people-centric and mobility-focused urban infrastructure.	• Grow • Connect • Live

Table 4 SEQ Regional growth challenges

Infrastructure and planning drivers	Description	Supporting themes
Regional pipeline capacity challenges	• Aligning planning for new projects to critical growth areas and needs • brokering whole of government approach to maintaining governance oversight of capital pipeline.	• Grow • Prosper • Connect
Coordinating capital programming to support growth	• Developing new threshold-based long-term infrastructure planning frameworks to align long-term growth needs • piloting new approaches to ensuring long-term coordinated infrastructure planning and development.	• Grow • Prosper • Connect • Sustain • Live
Servicing increasing density	• Embrace innovation in the infrastructure system, particularly in high amenity areas • Approaches to make better use of existing assets and other non-build solutions.	• Grow • Sustain • Live

1.9 The Model for Urban Land Use and Transport Interaction

Between 2018 to 2022, TMR in partnership with University of Queensland (UQ) and iMove-CRC, developed the capability, knowledge and capacity through the Model for Urban Land Use and Transport Interaction (MULTI) within TMR to implement an integrated demographic transport demand model with the ability to test different land use scenarios in response to key infrastructure projects.

There is a current need within TMR to develop transport models that are responsive to potential future changes in the land use around key infrastructure corridors. Current land use plans, and the demographic projections they underpin, do not capture how future changes in the infrastructure investment will influence where people choose to live, work, and seek education. MULTI addresses this shortfall, by providing a mechanism for infrastructure investment and planning to integrate with land use planning processes. MULTI enables consideration of the impact that changes in accessibility and infrastructure investment have on future land-use and demographic projections.

MULTI provides a feedback loop and evidence base to develop future scenarios that:

- Can be evaluated against clear criteria
- Support better informed decision making
- Better understand the dynamics of housing supply and demand across the whole SEQ region in response the future changes in land use planning and investment decisions.

MULTI is a first of its kind urban land use and transport interaction model. Unlike other attempts at land use and transport interaction, MULTI is unique in that it has been specifically developed and calibrated for SEQ, using real world data (back to 2001) to inform the modelling framework. MULTI draws upon best practice methodologies from a range of different disciplines including:

- Demographic projections
- Land use planning
- Transport demand modelling
- Economic and econometric modelling to capture a true integrated modelling approach.

MULTI, unlike many other urban growth models, can capture housing demand drivers across the region that dynamically change through time in response to changes in land use planning and infrastructure investment.

MULTI provides a dynamic modelling approach that has many benefits over traditional 'predict and provide' approaches to urban growth and infrastructure modelling processes and investment decision making. MULTI offers a 'vision and validate' approach to modelling, whereby MULTI tests the market response to changes in land use and infrastructure policy dynamically through both space and time. MULTI therefore provides stakeholders the ability to test the implications of policy and investment interactions in a virtual environment before taking the next steps through changes in infrastructure or statutory plans.

MULTI has been used to inform both **ShapingSEQ 2023** and the **SEQ Regional Transport Plans**.

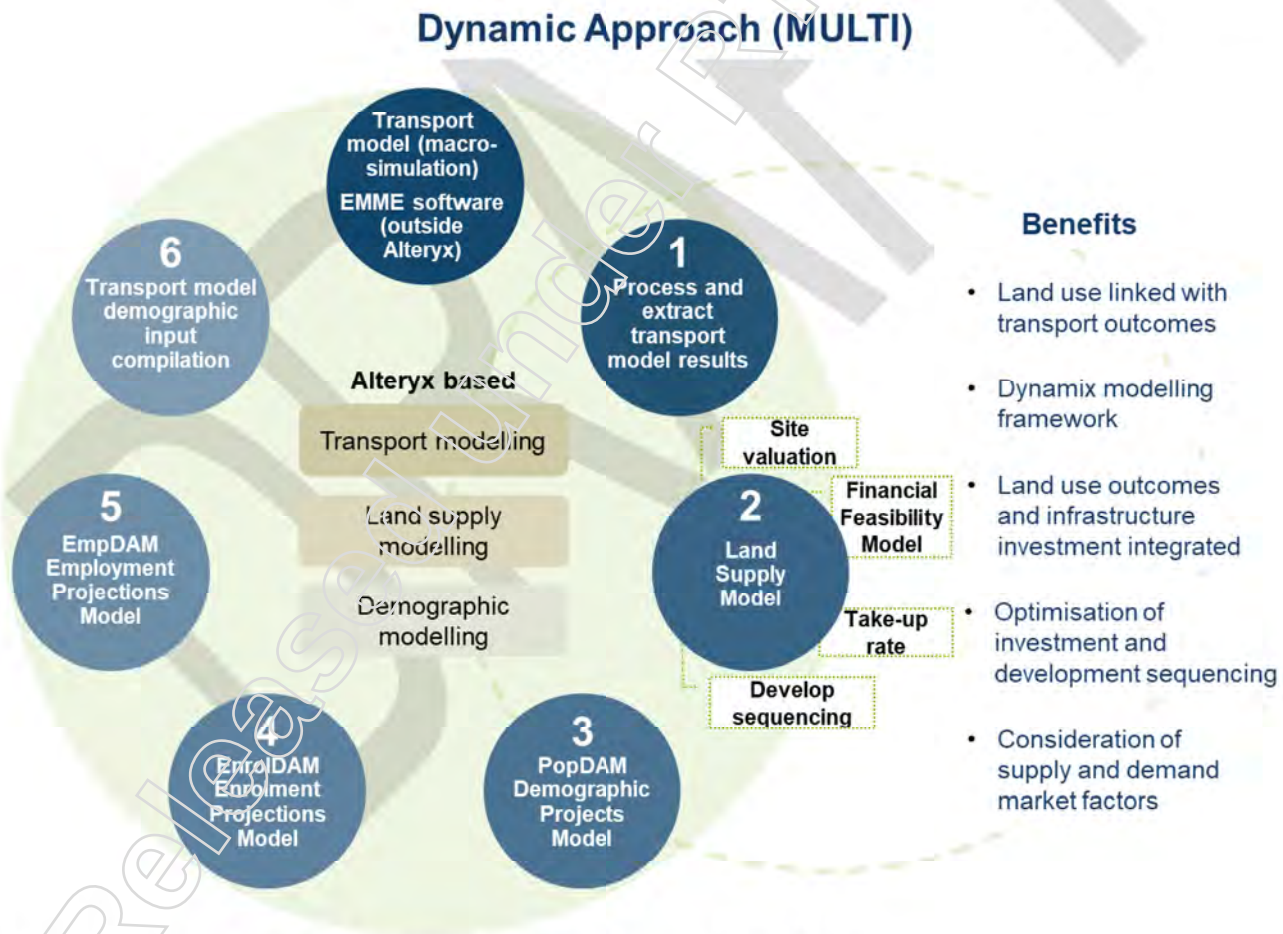


Figure 2 Summary of the dynamic modelling approach to MULTI

1.10 SEQ City Deal and Implementation Plan

The City Deals program is a partnership between all levels of government – federal, state, and local – to align planning and investment decisions, thereby delivering economic growth, urban renewal, and better liveability outcomes for Australia's cities. The **SEQ City Deal** that provides a 20-year vision for the region, came into effect in May 2022 and is centred on four key outcomes for the SEQ region:

- Accelerating future jobs across SEQ
- A faster, more connected SEQ region
- A more liveable SEQ
- Creating thriving communities for SEQ.

Project commitments under the **SEQ City Deal** that will contribute to the SEQ transport network include:

- SEQ Rail Corridor Digital Connectivity
- Kangaroo Point Green Bridge (completed)
- Brisbane Metro – Woolloongabba Station
- Brisbane Metro – South Bank Transport Study
- Loganlea-Meadowbrook Infrastructure
- Dunwich Ferry Terminal Upgrade
- Road Safety Mapping
- Ipswich – Springfield Public Transport Corridor Options Analysis
- Southern Gateway Strategic Corridor Planning
- Brisbane Valley Highway Safety Upgrades
- Planning for Future Region-Shaping Infrastructure: Regional Freight Movement Study; Level Crossing Prioritisation.

1.11 Brisbane 2032

In July 2032 Queensland is the host of Brisbane 2032.

The benefits of staging this global event will impact South East and Regional Queensland, all of Australia, and the wider Oceania region. It enables a great opportunity to expedite transport projects that advance our economy, create jobs, improve the environment, enhance transport connectivity, and build inclusive and healthier communities over the next decade and beyond.

Events will be hosted across three key zones being Brisbane, Sunshine Coast, and the Gold Coast, with some events hosted by Cairns and Townsville regions, and two interstate venues in Sydney and Melbourne.

Regional Queensland will also benefit from staging training events and camps, which will increase national and international visitors and viewers from across the globe, allowing us to showcase our sunshine state as we move toward the Games.

1.12 Elevate 2042

The **Brisbane 2032 Olympic and Paralympic Games Legacy Strategy** sets out initiatives to deliver a legacy that:

- Addresses the needs of the growing Queensland population before, during, and after the games
- Advances the sustainable development of our region that strengthens relationships between our communities.

Elevate 2042 identified the development of a **Brisbane 2032 Transport and Mobility Strategy** as a priority transport initiative, which will have a strong nexus with the **SEQ Regional Transport Plans**.

Many transport initiatives identified in the **SEQ Regional Transport Plans**, as well as the **SEQ City Deal** will be critical to support Brisbane 2032 operations.

TMR will continue to work closely with the Brisbane 2032 Organising Committee, the Australian Government, SEQ and regional councils to accelerate key legacy projects and ensure completion prior to the games.

Public and active transport will be the focus for moving spectators and the workforce during Brisbane 2032. Major public transport projects identified in **Connecting Brisbane** such as Cross River Rail will form the backbone of the transport effort in

Brisbane. This would be supported by significantly enhanced public transport services as well as event shuttle bus systems to provide high-quality access to all venues by public transport. Walking, bike riding and mobility-as-a-service transport solutions will also play key supporting roles in venue access.

1.13 The future of transport

1.13.1 Queensland Transport Strategy

The **Queensland Transport Strategy** (**QTS**) provides a 30-year vision for Queensland's transport system that is designed to respond to, and maximise the benefits from, current and emerging trends and technologies for Queensland households, businesses and the wider community.

The **QTS** identifies five high-level customer-focused outcomes for the future transport system:

1. Accessible, convenient transport
2. Safe journeys for all
3. Seamless, personalised journeys
4. Efficient, reliable and productive transport for people and goods
5. Sustainable, resilient and liveable communities.

The **QTS** sets a high-level policy platform for TMR to realise its vision of developing connected communities in a sustainable, thriving and inclusive Queensland. It complements other strategic planning documents by setting longer-term outcomes and directions for TMR which are directly aligned to the short-term priorities in the **Strategic Plan 2023-2027** and the medium-term objectives of the **Transport Coordination Plan 2017–2027**.

The **SEQ Regional Transport Plans** are consistent with and support the **QTS** and will play a key role in achieving its outcomes by setting regional priorities and identifying and coordinating key actions to develop our future transport system.

1.13.2 The future of mobility

The popularity of new transport services, such as on-demand transport, personal and shared mobility devices, and car sharing, is increasing globally. Trends that have evolved since 2021 include increased accessibility and access to opportunities. These can be summarised through trends in digital connectivity, spatial proximity and physical mobility.

1.13.2.1 Digital connectivity

- Mobility as a Service (MaaS) provides holistic, optimal and people-centred travel options to enable end-to-end journeys to be planned, booked and paid for by the user as a single charge or through a subscription mode. It is a combination of public and private transport services accessed digitally to provide personalised journey planning, booking and payment, and offers choice and dynamic travel options to influence behaviour and better optimise the network. Not only will customers benefit from enhanced transport coverage and accessibility, but also from improved access to highly personalised and integrated journey planning. With the potential to fundamentally change how people travel on the network, TMR are trialling concepts of multi-modal services with a view to understanding their impact on the transport system and customers.

- COVID-19 saw a rapid increase in the number of office-based employees working remotely from home. The SEQ Pandemic Mini-Travel Survey was undertaken between June and July 2020 and showed that commuting for work was dramatically reduced in favour of working from home and private vehicle use. Post COVID recovery has seen a return to the office, however working arrangements have remained flexible, with more people working some days from home.

- Vehicle and transport system technology such as Cooperative Intelligent Transport Systems (C-ITS) and telematics (real time data) for heavy vehicles, is advancing to improve safety and efficiency. New and emerging technologies can provide a convenient, efficient and accessible transport system through for example, access to real time information and optimised transport networks leading to reduced congestion and opportunities to reallocate road space for alternate uses or modes. Innovative technologies will be used to optimise freight journey times and keep costs low. TMR has collaborated with the Australian Government, Transport for New South Wales and Austroads to inform the development of principles for a national approach to C-ITS in Australia.

1.13.2.2 Spatial proximity

- There are changing expectations and broadening thinking about the functional roles of roads and rail to deliver improved and integrated social, environmental and economic outcomes. Achieving the right balance of movement and place for transport corridors will contribute to well-designed, integrated and connected places that promote healthy, attractive, resilient communities. TMR has developed a **Movement and Place Policy** to guide a more place-oriented approach to planning, design and operation of the transport network.

- Communities are supported by transport infrastructure that enables access to employment and the services and facilities they need day-to-day. This means that transport infrastructure responds to the growth pattern with appropriate transport modes that prioritise sustainable outcomes. For example, riding and walking is prioritised in areas with employment, services and facilities nearby and centres can be accessed by high frequency public transport.

- **ShapingSEQ 2023** sets a clear objective for a consolidated land use pattern with increased density in regional centres and in proximity to high frequency public transport stops and stations to support delivery of housing. The transport system in 2046 will need to be focused on enabling easy access to employment, education and essential services using more sustainable transport modes.

- A digital twin is an advanced spatial modelling tool to capture past, present and future infrastructure plans and projects into a single platform, allowing spatial visualisation of accurate and coordinated data to inform timely and well-thought-out decisions. Further opportunities exist in the application of digital twin technology for decisions about the integration of land use and transport, to look at a range of interconnected considerations for liveable and connected communities and inform adjustments in projects, timing and funding more effectively.

1.13.2.3 Physical mobility

- There are changes to modes of transportation such as a rise in e-bikes, e-scooters and personal mobility devices. E-bikes, e-scooters and other wheeled devices are rapidly rising in popularity and are creating a range of opportunities, such as multi-model transport corridors, and challenges including conflict over public spaces. To ensure this is integrated seamlessly across the transport network, connections to transport hubs and points of interest must consider safety and add benefit to the community.

- Drone technology is evolving rapidly, with a wide range of existing and emerging applications, including government service delivery and commercial use. Action 1.07 'monitoring disruptive technologies' will assess the implications of emerging and transformative technologies, such as drones and shared mobility, on the provision of transport services within SEQ.

- Passenger transport technologies are continuing to develop. This includes electric buses, electric bi-articulated buses and supporting infrastructure such as charging systems that will help reduce emissions and improve the overall sustainability of public transport.

- The ownership of low and zero emission vehicles is increasing. By 2050, combustion engines powered by fossil fuels will be in the minority. This presents both an opportunity and a challenge for transport. Low and zero emission vehicles still contribute to on-road congestion compared to modes such as public transport, walking and riding a bike. However, it is an opportunity for the transport sector to contribute to significant emissions reductions, supported through enabling infrastructure such as charging infrastructure, policy and strategy. Decarbonisation of transport activities will be explored further through Action 1.24 'Low and zero emission vehicles'.

1.13.2.4 Climate change and a net zero emissions future

The Queensland Government is committed to positive environmental, social and governance outcomes and recognises the need to embed sustainability considerations in decision making to support this. The state will achieve sustainable development outcomes by leveraging Queensland's economic strengths and competitive advantages, to drive job creation, economic growth and innovation in the economy.[6]

In Queensland, the transport system has recently been impacted by extreme weather events such as cyclones, floods, severe and prolonged drought and fires - and climate change may exacerbate existing conditions, leading to even greater impact in the future. Building a more resilient transport system is a priority in all Regional Transport Plans for Queensland.

The transport sector is Queensland's second largest source of greenhouse gas emissions growing 24 per cent between 2005 and 2020.[7] It is expected that transport emissions will continue to rise, increasing a further 10 per cent by 2030. A shift in the transport sector is important if we are to act on climate change. Investments in

[6] Queensland Treasury. (2022). *Queensland Sustainability Report 2022.*
[7] Australian Government. (2020). *State and Territory Greenhouse Gas Inventory*, Australian Government National Accounts.

sustainable transport modes and infrastructure, such as cycling and walking, will directly contribute to lowering emissions within the transport sector. Transitioning to cleaner energy is also critical. A key part of taking action in response to climate change is the journey to net zero emissions. The **Clean Economy Jobs Act 2024** and **Queensland Climate Action Plan** (**QCAP**) outlines the Queensland Government's targets to achieve renewable energy and emissions reduction targets.

The transport sector will play a significant role in this transition, including:

- enabling low carbon transport to ensure Queensland is in the best position to capture the benefits and opportunities these vehicles will bring. The Queensland Government has developed **Queensland's Zero Emission Vehicle Strategy 2022-2032**. To support the collective effort to address climate change under the **QCAP**, the Queensland Government is also developing a **Net Zero Emissions for Transport Roadmap** to provide the foundational blueprint to significantly reduce Queensland's transport sector emissions and progress towards achieving net zero emissions by 2050
- reflecting net zero emissions goals in infrastructure planning
- supporting low-carbon construction, infrastructure and transport systems
- improving and expanding passenger transport systems to be low emission, well-maintained, affordable, reliable, frequent and integrated
- providing a comprehensive network of walking and cycling infrastructure that is safe, well-maintained, separated from vehicle traffic, connected, and integrated
- enabling freight to be moved using the most efficient mode across the transport network
- developing the **Zero Emission Heavy Vehicle Network Map** to pave the way for zero emission heavy vehicles to take to Queensland's highways, cutting pollution and reducing emissions in supply chains
- leveraging national sector plans to reduce emissions in the transport sector.

Regional Transport Plans recognise opportunities for increased use of low carbon technology across the transport system in a way that responds to the local context and provides a pathway for an increased mode shift to sustainable transport options such as walking, bike riding and public transport.

1.14 Achievements to date

TMR has reflected on the transport principles outlined in previous **SEQ Regional Transport Plans**, along with other strategic direction setting documents and delivered the following key transport network improvements and initiatives in the region since 2021.

1.14.1 Walking

- Published the state's first guidance on how to prepare walking network plans that highlight primary and secondary walking routes in a catchment, along with works programs to make the plans a reality. These are routes that when completed, would provide safe, direct, accessible and comfortable walking journeys
- Commenced rollout of the guidance by preparing walking network plans around Broadbeach South Light Rail Station, Ipswich Hospital, Moorooka Station, Springwood Bus Station, and Sunshine Coast University Hospital. These maps can be viewed online: https://www.tmr.qld.gov.au/travel-and-transport/pedestrians-and-walking/walking-network-plans/
- Launched the Walking Local Government Grants program, which provides funding for councils to prepare walking network plans in key locations
- Published the **Action Plan for Walking 2022-24** to continue implementation of the **Queensland Walking Strategy 2019-2029**.

1.14.2 Bike riding

- Developed the **Queensland Cycling Action Plan 2023-2025**, the third action plan under the **Queensland Cycling Strategy 2017-2027**, setting out practical actions the Queensland Government will implement to encourage more people to ride
- Delivered more than 9km of dedicated bicycle lanes and shared pathways along the Bruce Highway providing safe and sustainable facilities for people riding bikes between Caloundra Road, Steve Irwin Way and Tanawha Tourist Drive
- Delivered over 6.5km of active transport facilities along the Ipswich Motorway between Granard Road and Blunder Road

- The **Queensland Principal Cycle Network Plan** shows the core routes needed to get more people cycling more often. The SEQ Priority Route Maps were updated in 2021 in close consultation with local governments across SEQ
- Delivered an intersection with separated bicycle riding lanes at Beaudesert Road and Illaweena Street intersection
- Delivered the Griffith University Bridge to Kumbari Avenue cycle path
- Delivered the Veloway 1 (V1 cycleway) – O'Keefe Street velobridge and the extension along the Pacific Motorway, from the Gateway Motorway to Watland Street.

Bicycle rider on the Sunshine Coast

1.14.3 Safety

- The continued delivery of the **School Transport Infrastructure Program**
- Flashing School Zone Signs have been installed at over 200 school zones across SEQ since 2022-23
- The continued delivery of safety improvements under the **Targeted Road Safety Program**, funded in partnership with the Australian Government to reduce the impact of road trauma for all road users across the state with a significant crash history or other identified safety issues. This included safety improvements on Cleveland – Redland Bay Road (Metropolitan region) and Tamborine – Nerang Road (South Coast region), Brisbane Valley Highway and D'Aguilar Highway (North Coast region).

1.14.4 Accessibility

- Queensland Rail are upgrading stations to improve accessibility and make it easier and safer for customers to use. Stations upgraded since 2021 include Auchenflower Station, Cannon Hill Station, Dakabin Station, East Ipswich Station, and Fairfield Station
- The **Interim Disability Action Plan** outlines the commitment to improve accessibility for people with disability using the passenger transport system in Queensland. The plan is interim as reforms to the **Disability Standards for Accessible Public Transport 2002** are underway. Once complete, a new disability action plan will be developed
- Annual grant funding to local governments for upgrading bus stops to meet accessibility standards
- New inclusive mapping platforms piloted to provide better information about route conditions and route suitability for people using wheelchairs and other mobility devices. This initiative provides critical information when navigating footpaths, crossings, and accessing public transport. A diverse range of areas have been piloted. Within SEQ, these include the Brisbane Central Business District (CBD), South Brisbane and South Bank.

1.14.5 Passenger transport

- The roll-out of Smart Ticketing across rail, bus, light rail and ferry is underway, making it more convenient and flexible for customers to catch public transport
- Braille, tactile and QR code bus stop numbers have been introduced at select inner-city bus stops and bus stations to help customers with vision impairment identify bus stops where there are a high number of nearby stops
- The construction of Cross River Rail has advanced. The project will unlock the bottleneck at the core of the network, enabling more trains to run in the future as SEQ grows
- The Logan and Gold Coast Faster project is underway to double the number of tracks and upgrade stations between Kuraby and Beenleigh, allowing more trains to run between Brisbane and the Gold Coast
- A trial for on-demand transport launched in 2022 on the Gold Coast in Pacific Pine and Nerang/Highland Park

- The Queensland Train Manufacturing Program is underway to deliver 65 new six-car trains, built in Torbanlea
- The extension of the South East Busway to Rochedale and Springwood with the new Rochedale bus station and park 'n' ride will provide the community with a congestion-free run on fast, frequent, and reliable bus services
- Eastern Transitway Stage 1 has improved bus travel times through Carindale and Carina and is a cost-effective, interim measure to support reliable bus operations along the Old Cleveland Road corridor
- Pre-delivery activities are underway for Stage 1 of the Direct Sunshine Coast Rail Line project that will transform travel to and from the Sunshine Coast, making the peak-hour commute by train between Brisbane and Caloundra 45 minutes faster than by car.
- The Northern Transitway on Gympie Road, from Kedron to Chermside will deliver targeted bus priority and support high frequency on-road bus services, improving operational safety, efficiency and reliability in Brisbane's northern public transport network
- The Beerburrum to Nambour (Stage 1) project is under construction to deliver additional track capacity and reliability for passenger and freight services to the growing Sunshine Coast region.

1.14.6 Bruce Highway

- Bribie Island Road to Steve Irwin Way upgrade from 4 to 6 lanes
- Deception Bay Road Interchange, two new parallel bridges over the Bruce Highway and two upgraded signalised intersections on Deception Bay Road
- Signalisation of the Maroochydore Road and Nambour Connection Road roundabout and upgrade of the Mons Road interchange
- Upgrade of Sunshine Motorway and Caloundra Road interchanges, including six-laning between both interchanges and fully connected service roads.

1.14.7 Pacific Motorway (M1)

- Eight Mile Plains to Daisy Hill realignment and upgrade is underway delivering increased motorway and active transport capacity

- Varsity Lakes to Tugun reconstruction and upgrade is underway delivering increased motorway capacity.

1.14.8 Ipswich Motorway

- Rocklea to Darra Stage 1 upgrade. The eastern end of the Ipswich Motorway has been upgraded between Rocklea and Darra in a staged approach delivering value for money on one of Queensland's major motorways. The Stage 1 upgrade, from Granard Road to Oxley Road, improves journey reliability and safety for passenger transport, freight and general vehicle traffic as well as improving dedicated facilities for users of active transport.

- Planning for the remaining sections of the Ipswich Motorway, the 4km upgrade from Oxley Road, Oxley to Centenary Motorway, Darra has commenced. TMR is planning for staged investment to complete these missing links.

1.14.9 Centenary Motorway

- The Centenary Bridge Upgrade, the first stage of upgrades on the Centenary Motorway from Darra to Toowong has commenced construction, providing the first multi-modal crossing of the Brisbane River since the early 2010s.

- Planning has commenced for further staged upgrades in the Darra to Toowong section of the motorway, including the next priority section from the Brisbane River to Fig Tree Pocket Road to improve travel times, safety and journey reliability for all users of this essential corridor connecting Darling Downs and Ipswich to Brisbane.

1.14.10 Other road links

- Mount Lindesay Highway (Brisbane-Beaudesert), Stoney Camp Road to Chambers Flat Road, road widening from 2 to 4 lanes

- Old Cleveland Road Safety improvements at New Cleveland Road and Tinchborne Street intersections

- Mount Lindesay Arterial Road (Beaudesert Road) and Illaweena Street intersection upgrade

- Sandgate Sub-Arterial Road (Sandgate Road) and Cameron Street, and Sandgate Road and Northgate Road intersection upgrade

- D'Aguilar Highway, Pumicestone Road and Dances Road intersection upgrade and wide centre line treatment

- Upgrades on Cleveland-Redland Bay Road
- New Signalised intersection on Glass House Mountains Road (Steve Irwin Way).

1.15 Developing Regional Transport Plans

1.15.1 Planning principles

All levels of government routinely face increasing pressure to fund more public services and infrastructure in order to meet community expectations. Funding is limited, so competing priorities must be continually balanced.

Regional Transport Plans will continue to help achieve this in several ways by:

- identifying the transport priorities and actions that drive the direction of the transport system to support the community, economy and environment
- identifying the region-centric planning required to inform good investment decisions – a focus at this level helps to ensure that funds are prioritised to meet regional needs and customer expectations
- promoting consideration of non-infrastructure solutions which are often more cost-effective than building new infrastructure
- helping to identify and align cross-agency priorities and actions to promote efficient and coordinated planning and investment.

The Regional Transport Plans are not intended to specify new infrastructure solutions or funding commitments, as this is the role of the QTRIP. Regional Transport Plans have been developed with the view that solutions to transport challenges and customer needs and requirements are not always about building or expanding existing infrastructure, but include identifying new and innovative ways to do more with less. The best outcome may not be a new road or other type of transport facility. Instead, it may be modification of an existing asset, for example, improved technology or reconfiguring a road to accommodate bicycle or bus lanes.

Consideration of lower cost and non-infrastructure solutions within planning and investment decision-making processes ensures TMR is getting the most from its existing assets and using infrastructure smarter and more efficiently than before. Identifying shared goals and partnership opportunities across government and the private sector positions the region to achieve more with available funding. TMR's

approach to identifying, prioritising and investing in transport system solutions aligns to the **SIS's** options assessment approach as shown in Figure 3.

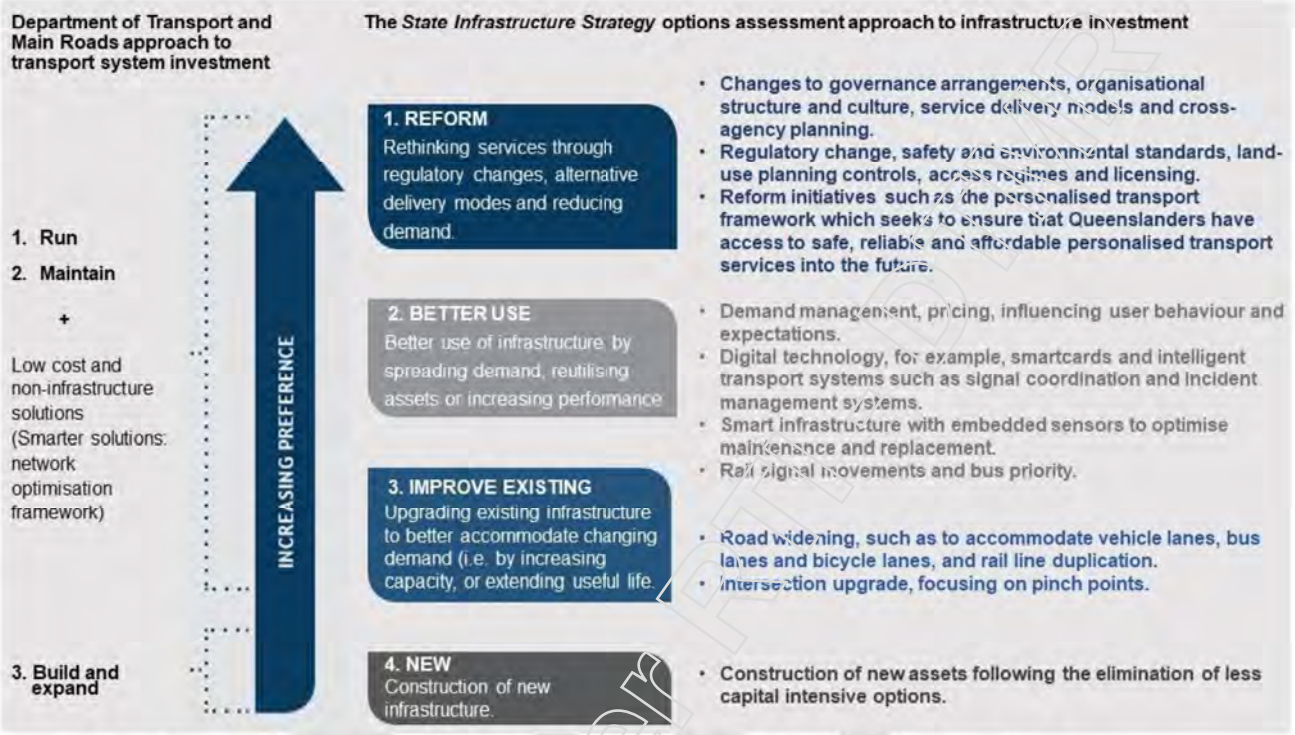


Figure 3 Alignment between government approaches to infrastructure investment

1.15.2 Process

The **North Coast, Metropolitan and South Coast Regional Transport Plans** have been developed with a 'customer-first' and 'one network' approach. Early engagement with customers, stakeholders and partners was vital to identify and understand the region's issues, challenges, opportunities, goals and priorities for taking action. Key stages in the development process include:

- early engagement with partners, stakeholders and customers through meetings and workshops to understand regional goals, challenges and opportunities
- review of relevant strategies, plans and policies to establish a holistic understanding of transport objectives and desired regional outcomes
- analysis of economic and population trends to understand key drivers underpinning future transport needs
- collaborative development of priorities and actions to set a framework for future planning and delivery partnerships

- monitoring and implementation.

The 2024 refresh of the **SEQ Regional Transport Plans** aligns with **ShapingSEQ 2023** and updates the status of other relevant plans, strategies, projects and actions.

1.15.3 Customer-first approach

A 'customer-first' approach is about being conscious of how customers experience the transport system and being willing to change the way we do things to improve that experience. It also means viewing the transport system as customers do: as 'one network', with little perceivable difference between the various parts provided or managed by the different levels of government.

TMR's customer-first approach is central to the way it does business. The approach is about shaping deliverables and services with customers in mind, co-designing solutions that embrace the future and communicating effectively and meaningfully.

1.15.4 Engaging with our customers

To achieve a 'one network' approach, TMR involved customer representatives early in the development of all Regional Transport Plans and engaged and developed content in partnership with local government.

To inform the development of the refresh and gain stakeholder input, representatives from each local government area were invited to participate in workshops hosted by TMR and submit written detailed submissions.

Some of the key issues that emerged from this engagement included:

- freight connections and conflicts with passenger transport
- increased active and public transport opportunities
- building resilience to climate change impacts
- infrastructure affordability (including utilising existing infrastructure efficiently)
- public transport affordability, convenience and reliability
- public transport accessibility (particularly outer areas and for disadvantaged groups)
- congestion (including economic impacts particularly for freight)
- connectivity to and between modes and centres

- parking management
- safety (including people riding bikes and personal safety)
- coordination of developments and long-term infrastructure projects.

This input from customers has informed the priorities, actions and opportunities in this document.

1.15.5 One network

Regional Transport Plans are developed on the basis that the transport system operates as 'one network'.

TMR recognises that the transport system is planned, delivered and operated by a range of stakeholders, including local governments and transport operators. Working and collaborating with all relevant transport system stakeholders to develop this document ensures planning priorities for the regional transport system are considered as a whole.

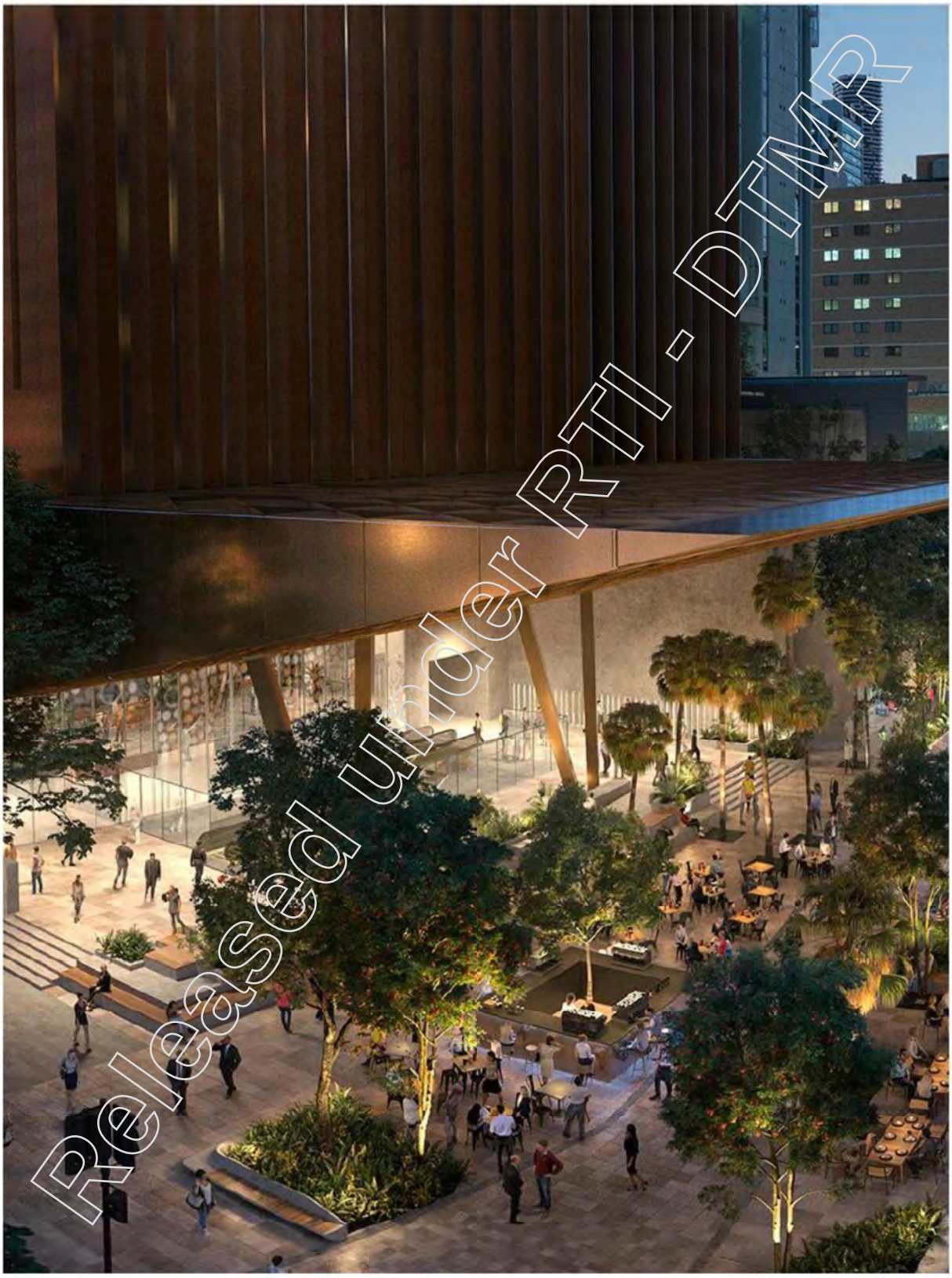
TMR will continue to partner with local governments and other relevant transport system stakeholders to continuously improve the transport system and the experiences of our customers.

1.15.6 Structure

The document comprises seven chapters:

- **Chapter 1** introduces the purpose, scope and strategic alignment of a Regional Transport Plan
- **Chapter 2** outlines the SEQ context, including the inter- and intra-regional connections. It also outlines projects with SEQ-wide significance, the SEQ transport network and the common transport challenges and opportunities facing SEQ
- **Chapter 3** details the alignment with **ShapingSEQ 2023** and the goals, priorities, objectives and measures of transport in addressing challenges, supporting opportunities and meeting **ShapingSEQ 2023** themes of grow, prosper, connect, sustain and live
- **Chapters 4–6** contain the Regional Transport Plan for each of the three regions within SEQ: North Coast (Chapter 4), Metropolitan (Chapter 5) and South Coast (Chapter 6). Each Plan outlines the respective region's actions and response to the priorities

- **Chapter 7** outlines the **SEQ Regional Transport Plans'** implementation and review process.



Cross River Rail Albert Street Station precinct, artist impression

2 South East Queensland

2.1 South East Queensland overview

In Chapters 2 and 3 of this document, descriptions of SEQ are based on the **ShapingSEQ 2023** boundaries comprising 12 local government areas as shown in Figure 4.

In Chapters 4–6, descriptions of SEQ are based on the TMR boundaries for the North Coast, Metropolitan and South Coast regions (Figure 4).

Figure 4 also shows the Lockyer Valley local government area and the urban extent of Toowoomba, which are detailed in the **Darling Downs Regional Transport Plan.**

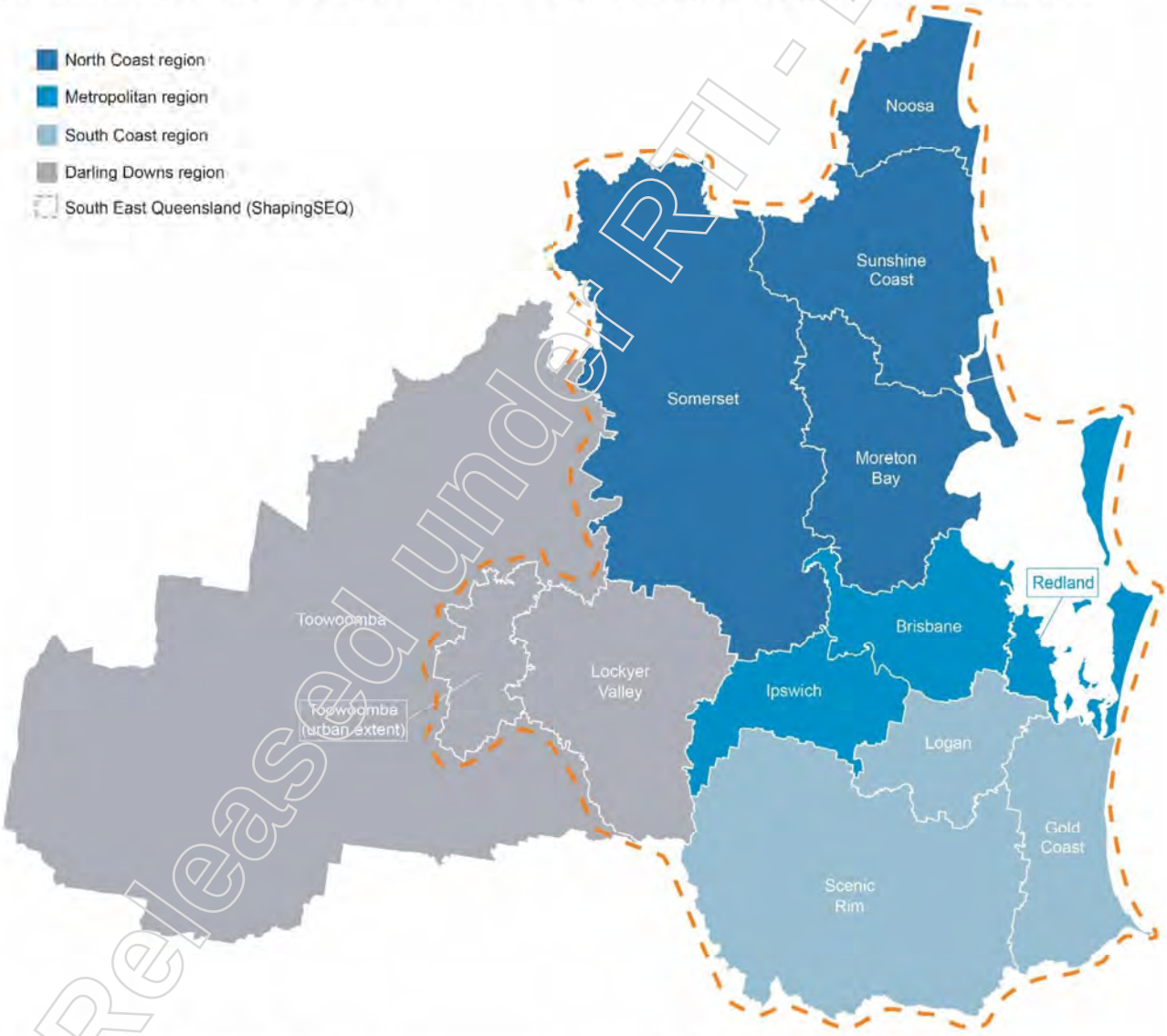


Figure 4 The regions and local government areas within SEQ

A regional overview of SEQ is captured in Table 5.

Table 5 A snapshot of SEQ

23,000 km²

The SEQ region covers an area of 23,000 km²

43.3%

In 2021, there were **3.8 million** people in SEQ. In 2046, the forecast population is **5.9 million** people

72%

SEQ contributes **72%** to gross state product

73%

In 2021, **73%** of the QLD population lived in SEQ

1.8M jobs

In 2020-2021, there were **1.8 million** jobs in SEQ

$55B

The Port of Brisbane handles over **$55 billion** of freight

33M

In 2022, Brisbane airport had over **33 million** passenger movements

$12B

SEQ tourism contributes **$12 billion** to the QLD tourism industry (GRP) per annum

6000

Around **6000** flora species and **2400** native fauna species

9 Universities

SEQ has **nine** universities with multiple campuses

15.9%

In 2021, **15.9%** of the SEQ population was aged 65 years and over. By 2046, this will increase to **19.6%**

1M

1 million people live within 800m of a high frequency public transport system

Employment

Within the region:

- 16% in health care and social assistance
- 8% in construction
- 9.7% in retail trade
- 9.3% in education and training
- 8% in professional, scientific, and technical services.

Sources:

Australian Bureau of Statistics. (2024). Population estimates by SA2 and above, 2001 2023.
Department of State Development, Infrastructure, Local Government and Planning. (2023). ShapingSEQ – South East Queensland Regional Plan 2023
The Bureau of Infrastructure, Transport and Regional Economics (BITRE). (2023). Airport Traffic Data.
BITRE. (2023). Australian sea freight 2020-2021.
Tourism Research Australia. (2022). Regional Tourism Satellite Account 2021-22.
Queensland Government Statistician's Office. (2021). Queensland Regional Profiles: Workforce Profile for South East Queensland.

2.1.1 SEQ context

Covering approximately 23,000 km^2, SEQ represents only 1 per cent of the state's land area but is currently home to around 72.6 per cent of the state's population in 2021.

The Queensland Government is committed to delivering integrated land use and infrastructure planning, which is a key principle of the **SIS** and is evident in the key land use outcomes in **ShapingSEQ 2023**.

With 1.8 million jobs in 2021, SEQ generates over 72 per cent of the state's gross state product. It has a diverse economic profile. Key industries include health and social assistance, retail trade, education and training, construction, and professional, scientific and technical services. By 2046, SEQ is expected to have close to one million new jobs.[8]

2.1.2 Inter-regional connections

SEQ has good road, rail and maritime connections, critical to maintaining economic links with neighbouring regions and national and international markets as illustrated in Figure 5.

The Port of Brisbane is one of Australia's fastest growing ports. It handles, on average, approximately $55 billion in international trade annually and provides access to the international markets of Asia, the Pacific and beyond.[9]

SEQ is also well-connected to the global aviation route network. Brisbane, Gold Coast and Sunshine Coast airports are important for connecting the region with domestic and international markets and tourism.

Maintaining and enhancing inter-regional and international connections will be essential to achieving the goals for SEQ.

[8] Department of State Development, Infrastructure, Local Government and Planning.(2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[9] Port of Brisbane Pty Ltd (2023). *2022/23 Sustainability Report.*

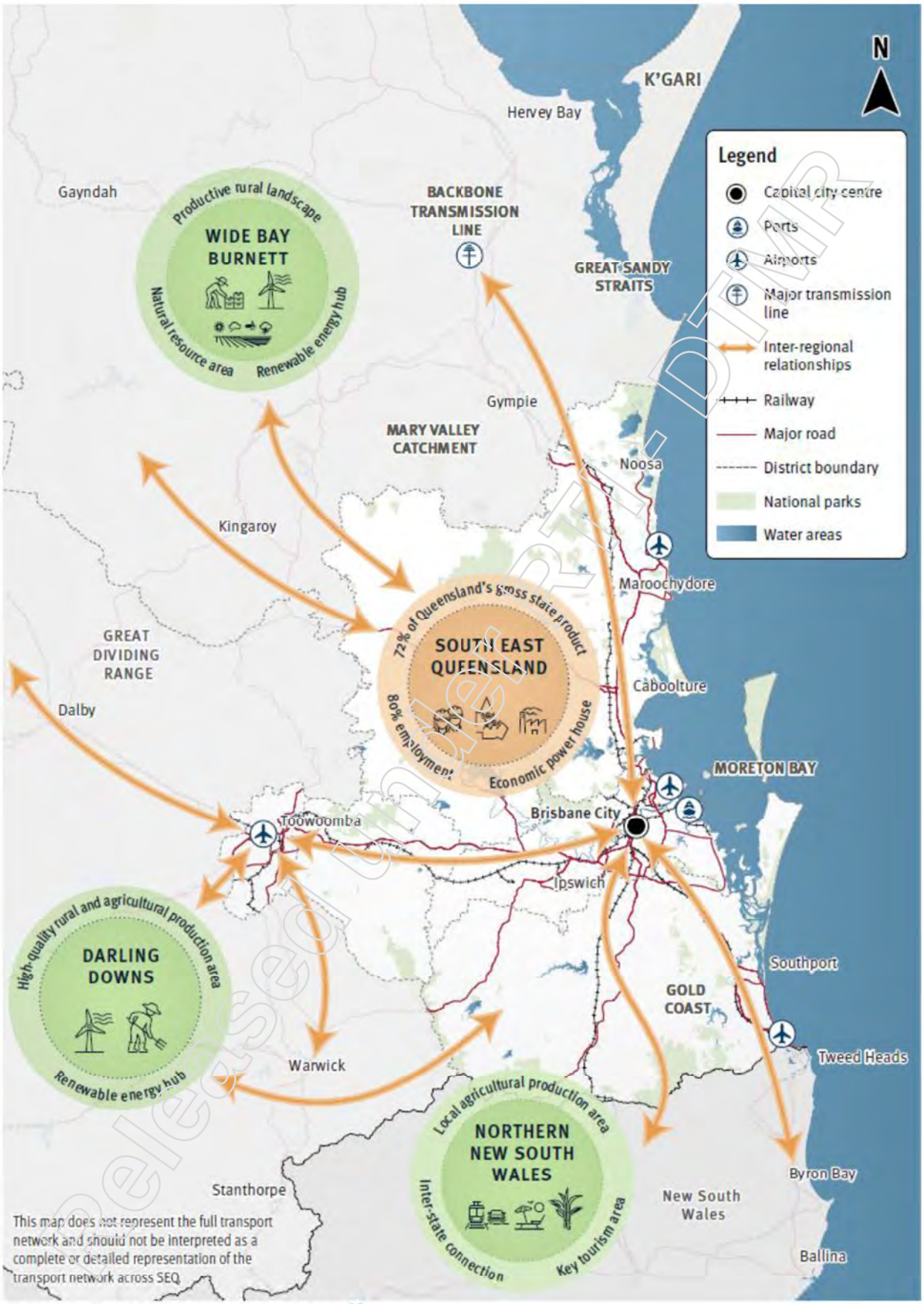


Figure 5 Inter-regional connections[10]

[10] Department of State Development, Infrastructure, Local Government and Planning.(2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

2.1.3 Responding to 2046 land use patterns

Integrated land use and transport planning is a continued focus of the **SEQ Regional Transport Plans** and **ShapingSEQ 2023**. **ShapingSEQ 2023** seeks to maximise capacity in the Urban Footprint through consolidation in well-located places as a priority over expansion into greenfield land. The land use pattern at 2046 is supported by the following key features:

- intensification of dwelling densities in high amenity areas and areas serviced by high frequency public transport
- focus on gentle density in urban areas through gradual, smaller scale density increases
- integrating land use with transport to bolster investment in sustainable transport, encompassing both active and public transport options
- a network of Regional Activity Centres, Rural Centres, Regional Economic Clusters, Knowledge and Technology Precincts and Major Enterprise and Industrial Areas
- expansion of the Urban Footprint in key areas.

Key considerations and implications for the transport network are summarised in the following sections.

2.1.3.1 High Amenity Areas

Growth by consolidation will be focused in areas with good access to high frequency public transport corridors and activity centres. This enables the most efficient use of land and infrastructure, providing growth where it can be more readily supported and serviced. High amenity areas can be determined using a framework set out within **ShapingSEQ 2023**. In the short-term, the Department of State Development, Infrastructure and Planning will work with SEQ local governments in identifying high amenity areas. By 2046, these areas will be more compact, mixed-use, connected and active, and will provide improved urban amenity.

2.1.3.2 Gentle density

Gentle density refers to the gradual approach to development that limits abrupt changes in scale, density or character that might disrupt existing communities. It typically involves the construction of low-rise to low-medium-rise dwellings and /or buildings. This allows some increased density without overwhelming the existing urban fabric. The concept supports the principle of minimising urban sprawl and maximising investment in services and infrastructure by building 'up and in' where appropriate instead of unconstrained greenfield sprawl.

2.1.3.3 Changes to the Major Enterprise and Industrial Areas (MEIAs)

MEIAs are major anchors for SEQ's industrial activities and accommodate medium and high-impact industries and other employment uses associated with, or with access to, state transport infrastructure. As drivers of economic growth, the supply chain networks that support MEIAs need to be protected from encroachment so that regionally or state significant clusters of industry and business activity can be supported.

Transport infrastructure that will support MEIAs across the region include Melbourne to Brisbane Inland Rail, Cunningham Highway Upgrades, Warrego Highway Upgrades, and the Park Ridge Connector.

2.1.3.4 Regional Economic Clusters (RECs)

RECs are areas that demonstrate synergies across important economic and employment areas as they contain a concentration of significant economic activity. Since the publication of the **SEQ Regional Transport Plans** in 2021, a new REC has been included at Helensvale-Coomera and the North Lakes-Redcliffe REC has been expanded.

2.1.3.5 Changes to the Urban Footprint

Through the publication of **ShapingSEQ 2023**, the Elimbah and Southern Thornlands Potential Future Growth Areas (PFGAs) have transitioned into the Urban Footprint to support long-term residential and employment outcomes. The Queensland Government are undertaking investigations to further inform land use and infrastructure planning. Transport investigations for the Elimbah area include but are not limited to Bruce Highway Western Alternative investigations and public transport improvements. Transport investigations for Southern Thornlands include identifying capacity for affordable and efficient staged expansion of public transport networks.

Burpengary East has transitioned into the Urban Footprint and will provide residential and marine industry outcomes for the region. Detailed land use and infrastructure planning investigations are required to resolve a range of matters including transport, supporting infrastructure and forward costs for delivery.

Urban footprint expansion within Narangba is required to support the forecast residential growth. Identifying this area is subject to resolving a range of state and local planning matters, including the protection of future transport corridors such as the North Brisbane-Bruce Highway Western Alternative that will inform future development.

2.1.3.6 Potential Future Growth Areas (PFGAs)

PFGAs outside of the Urban Footprint that may be suitable for future urban growth, subject to further investigation, include Lanefield/Grandchester, Glanmorgan Vale, Halls Creek, South Logan, Buccan, Stapylton, Mundoolun and Beaudesert East. Should these areas be suitable for future development, planning investigations will be undertaken to consider options for a strategic transport network, and to better understand opportunities and possible synergies with existing networks.

2.1.4 Region-shaping infrastructure

Region-Shaping Infrastructure (RSI) are projects that are fundamental to realising the preferred growth pattern of the region to 2046, as envisaged in **ShapingSEQ 2023**. Investment in the regional transport network will service social and economic needs 'in a way that integrates with and enables delivery of the desired growth pattern'.[11] These projects will deliver additional capacity to the network, across networks fundamental to the movement of people and goods, to make the most out of investment in SEQ's transport system.

The RSI projects focus on improving connectivity between regional activity centres, RECs and MEIAs to promote economic growth. They also support the establishment of new communities and increased gentle density in key locations, encouraging better use of existing infrastructure as people shift to more sustainable modes of transport.

The RSI projects, shown in Figure 6 and summarised in Table 6, are not intended to be a definitive list of priority transport projects, but rather represent those that meet the following broad criteria including:

- realising the growth pattern as set in **ShapingSEQ 2023**
- improve the balance of movement and place outcomes
- are fundamental to the movement of people to access employment and essential services as well as the movement of goods
- a funding requirement across multiple levels of government
- are of regional economic significance.[12]

The RSI projects and other key SEQ shaping projects specific to the North Coast, Metropolitan and South Coast regions are detailed in the region-specific chapters.

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[11] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[12] Ibid.

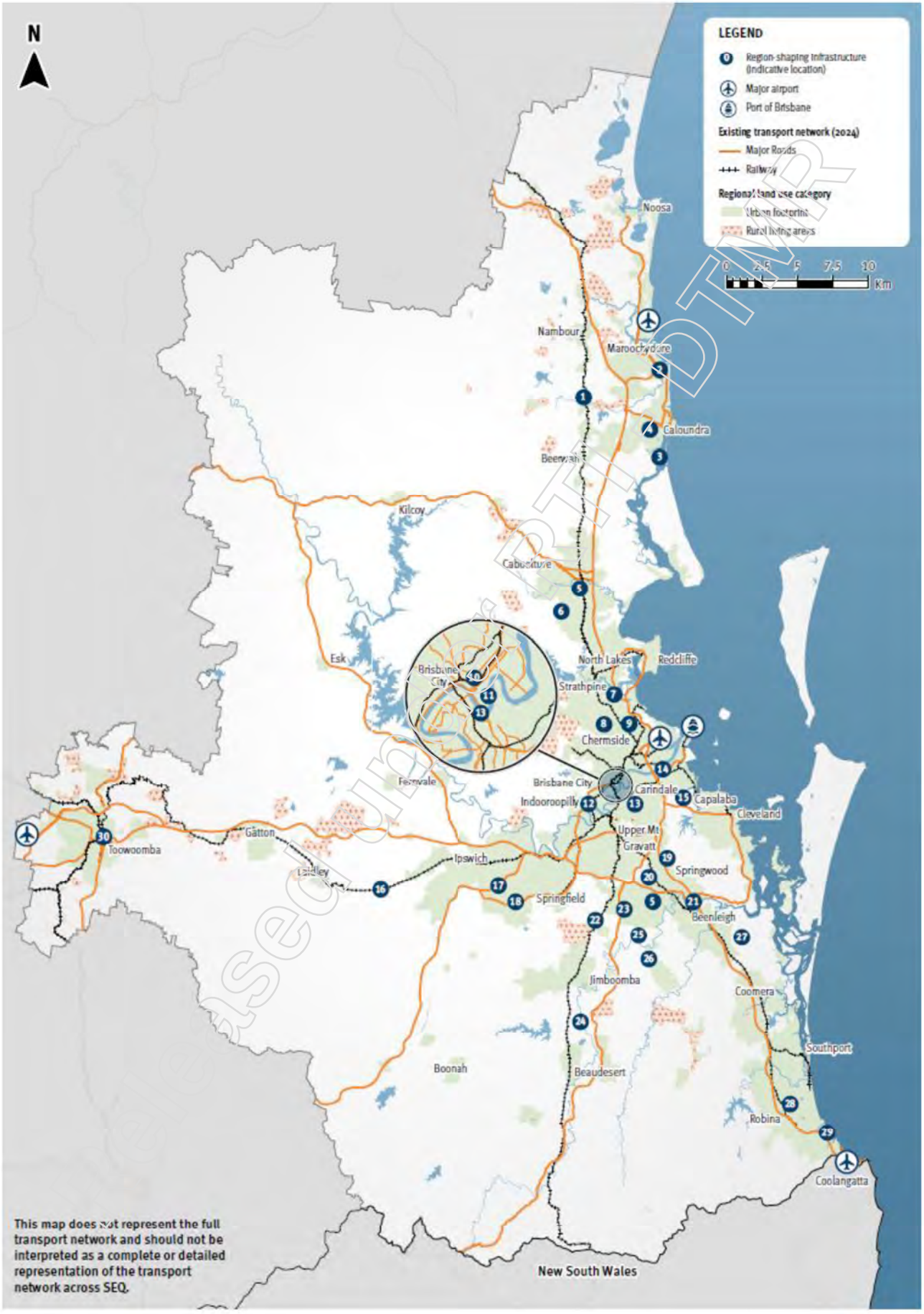

Figure 6 Region-Shaping Infrastructure

Table 6 Region-shaping infrastructure[13]

Map No.	RSI	Project description
1	Beerburrum to Nambour Rail Upgrade Project	Provides rail and associated road infrastructure upgrades and facilities between Beerburrum and Nambour including track duplication and system upgrades of the North Coast line between Beerburrum and Beerwah to improve capacity and reliability. Relieves pressure on the strategic road network and supports improved freight rail efficiency.
2	Sunshine Coast Public Transport project (Caloundra to Maroochydore)	Provides for an enhanced public transport connection along the coastal corridor between Caloundra and Maroochydore to relieve pressure on the road network and support mode shift. Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
3	Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore)	Expands the SEQ rail network through a proposed spur line to provide faster, more reliable and sustainable connections between Sunshine Coast, Moreton Bay and Brisbane, connecting people to jobs, study, health services and key tourist destinations. Supports increased dwelling densities and employment growth around any new public transport stations and more accessible and efficient public transport.
4	Kawana Motorway	Provides a critical connection required to relieve pressure on Nicklin Way to enable increased capacity and support delivery of high frequency public transport in the coastal corridor.
5	Provide frequent public transport services to planned major expansion growth areas: • Waraba (Caboolture West) • Yarrabilba	Supports increased take-up of planned expansion areas, including higher densities close to any planned stations.
6	North Brisbane-Bruce Highway Western Alternative	Supports increased take-up of planned expansion area – Waraba (Caboolture West). Provides for multi-modal outcomes aiding in delivery of active transport and public transport outcomes Relieves pressure on the Bruce Highway, supporting improved freight efficiency on the Highway.

[13] Ibid.

Map No.	RSI	Project description
7	Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region	Provides for additional capacity and improves safety and network efficiency, particularly for freight. Will help to reduce peak hour congestion and overall travel time. Provides improved active transport connections for people who walk, ride bikes, use wheelchairs and other mobility devices.
8	Improved road and public transport connectivity between Inner Brisbane and Strathpine	Provides for additional connectivity across Brisbane's arterial network. Supports increased dwelling densities and employment growth and more accessible and efficient public transport.
9	Northern Busway extension to Bracken Ridge (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
10	Inner Brisbane active transport initiative	Provides for mass movement by walking and cycling in inner Brisbane between key entertainment precincts such as Lang Park, South Brisbane, Woolloongabba, Brisbane Arena and Fortitude Valley.
11	Cross River Rail	Significantly increases the regional rail network's capacity. Facilitates employment growth, delivers economic agglomeration benefits for the region and supports residential consolidation and future rail links to planned expansion areas.
12	Centenary Motorway Upgrade (Toowong to Darra)	Supports increased take-up of growth areas in the western corridor, including Ripley Valley and enables multi-modal outcomes along the motorway. Supports more efficient movement of freight between and around the South West Industrial Corridor REC and Springfield REC.
13	Options for improved inner-city distribution (to complement Cross River Rail), including Brisbane Metro	Supports employment growth in the capital city centre, economic agglomeration benefits for the region and residential consolidation in Brisbane. Enhances growth and intensification of Capital City REC.

Map No.	RSI	Project description
14	Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane	Supports increased capacity to manage freight through the Port of Brisbane and increased economic activity in the region generally. Enhances growth and intensification of the Australia TradeCoast REC and potentially a number of other RECs including: • Western Gateway REC • South western component of the Ipswich REC • South West Industrial Corridor REC • Yatala–Stapylton–Beenleigh REC.
15	Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, particularly around any new stops and stations. Provides an efficient public transport connection between centres, particularly Carindale and Capalaba, as well as reinforcing a more accessible and efficient public transport system.
16	Melbourne to Brisbane Inland Rail	Supports increased capacity to manage freight through SEQ generally with specific opportunities in MEIAs in Scenic Rim, Ipswich, Lockyer Valley and Toowoomba. Potentially enhances existing RECs or catalyse new RECs. Allows for long-term intent for an improved passenger rail connection between Brisbane and Toowoomba.
17	Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley	Supports increased take-up of growth areas in the western corridor, including Ripley Valley. Supports more efficient movement of freight between and around the South West Industrial Corridor REC, Springfield REC and Ipswich REC – particularly the Ebenezer MEIA.
18	Ipswich to Springfield Public Transport Corridor (including the extension of the public transport corridor to Ripley Valley)	Expands the SEQ rail network through a new connection to provide faster, more reliable and sustainable connections between Springfield, Ipswich, other centres in the western corridor and Brisbane, connecting people to jobs, study and health services. Supports increased take-up of expansion areas, including higher densities close to any planned stations. Reduces demand on Ipswich Motorway and Centenary Motorway and encourages mode shift to public transport.
19	South East Busway extension to Springwood	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Provides public transport connectivity between and around the Capital City REC and Pacific Motorway REC.

Map No.	RSI	Project description
20	Enhance the high frequency public transport connection between Browns Plains and the South East Busway	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
21	Logan and Gold Coast Faster Rail Project	Provides additional capacity, station and signalling improvements to support increased train service frequency on the Beenleigh and Gold Coast lines. Supports increased dwelling densities and employment growth, particularly around existing and future stations.
22	Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)	Supports increased take-up of planned expansion growth in Yarrabilba and Flagstone including higher densities close to any planned stations. Provides improved connectivity to Brisbane and the Capital City REC.
23	Mount Lindesay Highway Upgrades (Browns Plains to Woodhill)	An important link in the National Land Transport Network that provides for improved freight connectivity and delivery of the Bromelton SDA, as well as enabling increased take-up of planned expansion growth areas.
24	Bromelton North–South Arterial Road, as part of the Mount Lindesay Highway upgrade	Supports the movement of freight traffic to the Bromelton SDA and supports greater efficiency and economic growth through a dedicated freight route that bypasses the Beaudesert town centre.
25	Park Ridge Connector	Provides connection between the Park Ridge MEIA and the strategic road freight network. Supports increased take-up of land in Park Ridge MEIA.
26	Improved road and public transport connectivity between Yarrabilba and the Mount Lindesay Highway (including Camp Cable Road and Cusack Lane upgrades)	Supports increased take-up of planned expansion growth in Yarrabilba and Flagstone including higher densities close to any planned stations. Provides improved connectivity to key north-south connections.
27	Coomera Connector	Provides a connection that will relieve pressure on the Pacific Motorway and facilitate improved local traffic movement, including opportunities for public transport services. Supports growth in the northern Gold Coast corridor.
28	New high frequency public transport connection linking Broadbeach via Bond University to Robina	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Provides for improve connectivity to the Robina-Varsity Lakes REC.

Map No.	RSI	Project description
29	Extension of light rail from Broadbeach to Coolangatta	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Enhances a key north-south public transport corridor and provides improved connectivity between the Southport-Broadbeach REC and the Southern Gateway REC.
30	Improved connectivity between New England Highway (south of Toowoomba) and industrial growth areas of Charlton and Wellcamp	Provides for additional connectivity between the New England Highway south of Toowoomba and the industrial growth areas of Charlton and Wellcamp as well as improved connectivity between the residential growth areas of Westbrook and Highfields to the industrial growth areas of Charlton, Wellcamp and the CBD. Supports increased dwelling densities and employment growth North, West and South of Toowoomba.

2.2 South East Queensland transport network

SEQ is supported by a comprehensive multi-modal transport network, including rail, roads, ferries and air services, to move both people and goods safely.

2.2.1 Active transport

Active transport incorporates cycling, walking and other physically, non-motorised active ways of travelling that can be undertaken alone or combined with public transport. With a network that is connected, convenient, extensive and safe, active transport is a practical option for a range of trips, such as connecting users to transport nodes, other destinations and recreational trips.

The approach to walking so communities can be made better for people of all ages and abilities is guided by the **Queensland Walking Strategy 2019-2029.** The strategy provides a framework for promoting walking as an accessible, active transport mode across Queensland, delivering health benefits for Queenslanders and access to important destinations such as schools, shops, and public transport. The strategy sets out the vision to 2029 and directly contributes to the vision of achieving connected communities in a sustainable, thriving and inclusive Queensland. The strategy is accompanied by rolling two-year action plans that identify practical and targeted actions against the priorities outlined in the strategy.

The **Walking Network Planning Guidance** outlines the tasks to plan and build for walkable, connected communities and places. Councils are eligible to apply for 50-50

funding through TMR's Walking Local Government Grants Program to prepare Walking Network Plans and action programs focused on primary destinations such as public transport, schools and town centres. TMR's **Walking Network Planning Guidance** provides clear direction for councils on how to identify primary and secondary walking routes and strategically prioritise and plan infrastructure improvements to establish connected and accessible walking environments within their communities. This initiative benefits Queenslanders across the state.

The **Queensland Cycling Strategy 2017–2027** sets the state-wide direction to achieve the vision of 'more cycling, more often'. TMR works with local governments to achieve this vision by delivering and improving principal cycle networks across Queensland. The strategy is accompanied by a two-year action plan which focuses on the actions required to encourage more people to bike ride more often. Every two years, the action plan will be updated and published alongside a new report on the state of bike riding in Queensland.

The **Queensland Principal Cycle Network Plan** identifies the main routes that will form the basis of a connected and cohesive bicycle network across SEQ. Councils are eligible to apply for 50–50 funding of cycle infrastructure planning and delivery on principal cycle routes through TMR's Cycle Network Local Government Grants program. TMRs Cycling Infrastructure Policy also ensures the provision of bike riding infrastructure and facilities are considered as part of all TMR funded projects.

While investment has increased, further walking and bike riding enhancements by all levels of government will encourage more people to walk and ride.

2.2.2 E-mobility and personal mobility devices

Personal mobility devices (PMD), e-scooters and e-bikes are an emerging alternative to traditional transport methods. This, along with the rising popularity of shared services and personal mobility devices, has made it easier to move around our region. However, the boom in the use of e-mobility and PMD devices has created safety issues as riders share a range of infrastructure with other road and path users. TMR are working with local councils and shared e-scooter and e-bike providers to balance community safety within the broader transport system. TMR have also developed the Personal Mobility Device Safety Action Plan, e-Mobility Parking Plan, and Designated e-Mobility Parking Area Guidelines to guide users and providers.

2.2.3 Public transport

Within SEQ, scheduled public transport services are managed by Translink, a division of TMR. Translink services can be accessed through the Smart Ticketing system.

2.2.3.1 Smart ticketing

Smart ticketing is being implemented across the heavy rail, bus, light rail and ferry networks. The Queensland Government is modernising public transport ticketing systems across the state and has committed $371 million to roll out a new solution that will include contactless debit or credit cards, smart phones and wearable devices as payment options, in addition to go card and paper tickets.

Currently underway, the roll out will cover all SEQ and regional urban public transport networks. It includes new readers, fare gates and system equipment, an updated mobile app, and improved real-time network information.

2.2.3.2 Passenger Rail

SEQ is served by a rail network comprised of both heavy and light rail.

Heavy rail is best suited to moving large volumes of people over longer distances and providing reliable links within congested inner-city areas.

Light rail provides highly visible, moderate capacity links along highly developed urban corridors.

There are approximately 650 kilometres of heavy rail and 20 kilometres of light rail in SEQ. Together these modes provide nearly 52 million passenger trips per year.[14] The heavy rail network is a radial network made up of 12 lines which converge in the Brisbane city centre. These lines serve both interurban and suburban destinations. The heavy rail network services both passenger and freight movements throughout SEQ. The SEQ rail network will be transformed following the opening of Cross River Rail including a new three sector network that will maximise the capacity of Cross River Rail.

On the Gold Coast, light rail provides a frequent north-south connection between Helensvale and Broadbeach South, via Southport and Surfers Paradise. The Stage 3 extension to Burleigh Heads is currently under construction and is due for completion in 2026.

The Queensland Government is investing in the rollout of European Train Control System (ETCS) signalling on the SEQ rail network. ETCS will improve safety, reliability, and increase capacity by allowing trains to safely run closer together. Initial rollout will focus on Cross River Rail and the Gold Coast line.

[14] Department of Transport and Main Roads. (2023). *Annual Report, 2022-2023.*

2.2.3.3 Bus

Buses provide shorter local trips and longer inter-suburban trips, as well as feeder connections to mass transit hubs along rail or busway corridors. There are approximately 450 bus routes in SEQ. Where supported by infrastructure such as busways, bus lanes or other priority transit forms, buses can also provide longer haul, higher capacity services from the urban edges.

2.2.3.4 Long-distance coach

TMR subsidises a number of long-distance commercial coach services connecting SEQ to other parts of Queensland. These services operate on higher demand routes providing vital connections often where there are no links to other public transport such as rail and where it is not economical to fly.

2.2.3.5 Passenger ferry

Passenger ferry services in SEQ are predominantly along the Brisbane River and within Moreton Bay. Overall, ferry services in SEQ accounted for over 4.23 million trips in 2022-23.[15]

Brisbane is also a port of call for passenger cruise ships. The new Brisbane International Cruise Terminal reached practical completion in mid-2020, with capacity for over 760,000 visitors annually. The new terminal will allow increased passenger arrivals to SEQ by sea.

2.2.3.6 On-demand transport services

Most urban parts of SEQ are serviced by on-demand transport services common in large metropolitan areas, such as taxis, ride-sourcing services and booked hire services. On-demand transport services provide flexible, pre-booked, shared transport for people to connect to the wider public transport network and essential services such as shopping, healthcare and employment.

Local communities are getting behind the trial for on-demand transport on the Gold Coast at Nerang, Highland Park, and Pacific Pines, with more than 82,000 trips completed since its launch in March 2022. To support the rollout of the new on-demand transport services, TMR is partnering with the industry to provide the new technology platform in the Gold Coast, which supports customers' ability to plan and book an on-demand transport service.

[15] Ibid.

2.2.3.7 Public Transport Accessibility

TMR has a responsibility to customers to provide a transport network that is accessible and inclusive of everyone and has several programs to create a more connected, integrated and accessible public transport network including:

- The **Accessibility and Inclusion Strategy** was developed to outline the practical actions TMR will take over the next 2 years. It outlines 27 actions across the three key pillars: Strategy, Culture and Process. These actions are organisational change drivers for inclusion both as employees within the organisation and also as customers of TMR.
- The **Passenger Transport Accessible Infrastructure Program** which provides assistance to local governments to upgrade their existing public transport infrastructure to meet the **Disability Standards for Accessible Public Transport 2002**. This includes the provision of new bus shelters at bus stops across Queensland to improve customer experience on the transport network, particularly where environmental conditions such as sun exposure, rain and wind may impact on customer decisions.
- The **Station Accessibility Upgrade Program** will improve SEQ railway stations and facilities in order to meet Commonwealth disability access requirements, including under the **Disability Discrimination Act 1992** and the **Disability Standards for Accessible Public Transport 2002**. Upgrades will significantly improve access for all customers including those with disability, the elderly, parents with prams, people with injuries or even simply those carrying luggage.

2.2.4 Freight

The movement of goods through and outside of SEQ is vital to the Queensland economy. Freight is moved in, out and through SEQ by an extensive network of roads, rail, marine and air services. Maintaining, expanding and connecting these networks and regional economic clusters (RECs) will be vital to SEQ's continued economic growth.

2.2.4.1 Road freight

The main road freight corridors in SEQ are primarily the motorway network. The Bruce Highway provides road freight connections to northern Queensland while the Pacific Motorway provides southbound connections to the NSW border. In the western direction, the Warrego and Cunningham highways connect to Darling Downs and the South West. First and last mile considerations and an efficient urban freight road network are becoming increasingly important as the economy of SEQ changes.

2.2.4.2 Marine freight

A number of marine freight routes converge in SEQ at the Port of Brisbane, which has 28 operating berths.[16]

The Port of Brisbane is one of Australia's fastest growing container ports and Queensland's largest multi-cargo port. The Port handles 94 per cent of Queensland's containerised freight from international destinations with the remaining 6 per cent of containers handled by Queensland's regional ports.[17]

2.2.4.3 Air freight

The majority of air freight travelling to and from the region is via Brisbane Airport, accommodating 13 per cent of the national air freight imports and exports.[18] The Gold Coast and Sunshine Coast airports also import and export some goods. The Gold Coast Airport's role in servicing freight is anticipated to grow.

The Toowoomba Wellcamp Airport continues to grow as a key resource export hub, particularly for agricultural products grown in south-western Queensland.

2.2.4.4 Rail freight

The main rail freight network in SEQ is shared with the passenger rail network which creates a clear service tension. The North Coast line provides connections to the north via Nambour. Southern rail freight connections connect through Salisbury and on to Acacia Ridge and then the interstate rail line via the Scenic Rim. Some rail freight (cattle) services, originating from regional Queensland, also operate from Brisbane to Beenleigh (Holmview). The West Moreton line connects from Toowoomba through to Brisbane, with a significant amount of rail freight transported to the Port of Brisbane. Rail freight also connects with road freight at intermodal terminals at Acacia Ridge and Tennyson.

2.2.5 Roads

Roads are an important asset for facilitating the mobility of people and goods. They enable active and public transport and freight networks to operate and provide private vehicle access.

[16] Port of Brisbane Pty Ltd (2023). *2022/23 Sustainability Report.*
[17] Queensland Transport and Logistics Council (n.d.). *Maritime Transport.*
[18] Brisbane Airport Corporation Pty Ltd (2023). *BNE Cargo Supply And Demand.*

Many trips made on SEQ's road network are simply not viable by other travel modes. Ongoing investment and improvement of the safety and efficiency is therefore a necessary part of SEQ's transport future.

There are many different classifications of roads, each performing a range of functions. Both state and local governments operate and maintain the road network, with support from the Commonwealth Government for national highways and other targeted investments.

The major inter-regional road corridors within SEQ are the Pacific Motorway and the Bruce, Warrego and Cunningham Highways.

From a customer perspective, ownership of roads is irrelevant; they experience all as one integrated network. A 'one network' approach is essential to road network planning and investment.

2.2.6 Air

Brisbane, Gold Coast and Sunshine Coast airports serviced more than 24 million passenger movements in 2022.[19] These airports provide connections to both domestic and international visitors. The recent addition of a second runway at Brisbane Airport and the new east-west runway at Sunshine Coast Airport will significantly enhance the role of air travel in SEQ now and into the future.

2.3 Challenges and opportunities for SEQ's transport network

2.3.1 Challenges

The following are some of the key transport and land use challenges facing SEQ. While the list is not exhaustive, it represents a summary of the challenges raised by customers and stakeholders. They impact the region's transport system and equally, the transport system has a role to play in helping to address them.

2.3.1.1 Population Growth

As the population grows from 3.78 million to a forecast 5.94 million in 2046, approximately 1,600 new people are projected to call SEQ home each week.[20]

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[19] The Bureau of Infrastructure, Transport and Regional Economics (BITRE). (2023). *Airport Traffic Data.*

[20] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

Meeting this additional demand will present a challenge as many transport corridors and facilities are already reaching capacity, especially during peak periods of travel. Expanding capacity to meet demand is costly, usually only provides a short-term solution and is not sustainable.

Providing additional capacity on public transport networks can more efficiently respond to growth and encourage mode shift to reduce emissions, however this also requires costly investments.

A broad and strategically selected range of travel behaviour changes and infrastructure investments will be required to support ongoing mobility for all customers throughout SEQ.

2.3.1.2 Congestion

Excessive congestion on all travel modes, including road congestion and overcrowding on public transport, has negative impacts, ranging from lost productivity to increased emissions.

Congestion occurs when demand for transport corridor capacity is greater than the supply. Balancing supply and demand presents a significant challenge, as new capacity is expensive and often does not provide a long-term solution. Identifying ways to get greater benefit out of the existing system can help address congestion and ensure transport tasks are addressed in the most efficient manner.

Our population is expanding beyond the current passenger transport footprint and investing early can assist in alleviating traffic congestion. Without intervention, the escalating population, coupled with sustained reliance on cars, will exacerbate the costs of road congestion. SEQ's train system, level crossing upgrade program, bus priority corridors, and active transport networks are key to avoiding ever increasing congestion and mitigating the environmental impacts of our daily commutes.

2.3.1.3 Coordinating land use change and transport

Queensland Government and local governments are working together to support the delivery of well-planned communities with beneficial transport outcomes. SEQ has historically been characterised by a dispersed, low-density settlement pattern to separate residential and industrial land.

This growth pattern has increased the distance between residential communities, places of employment and key services. It has increased the cost of connecting communities with essential services and infrastructure, increased reliance on private vehicles and provided fewer opportunities for walking, bicycle riding and public transport.

The separate functions of movement and place in land use and transport need to be well integrated and delivered together to maintain and improve liveability and encourage sustainable travel choices. This includes identifying ways to incrementally align the delivery of efficient transport infrastructure and services within growing infill and greenfield communities and within constrained corridors. This will contribute to enabling public and active travel choices to be made from the start, reducing the potential number of vehicle trips and kilometres travelled.

Improving pre-existing transport services and infrastructure, extending the reach of the transport network to new growth areas, focussing new growth in areas well supported by existing transport infrastructure, along with ensuring passenger and active transport connectivity is at the centre of all major land use planning and development decisions.

2.3.1.4 Fiscal constraints impacting the delivery of infrastructure

The delivery of new infrastructure and services in a constrained fiscal environment is a key challenge for all levels of government. Continued growth in SEQ and across Queensland will require ongoing investment in infrastructure and services.

Maintaining, operating and servicing transport infrastructure is a significant cost for government. Costs such as labour and land costs increase over time and often increase faster than the funding base. As a result, a larger portion of the budget must be allocated to cover these costs, leaving fewer resources for new infrastructure and limiting opportunities to improve services.

Transport investments compete with other priorities for public funding which can lead to delays in project delivery. These delays can result in higher project costs over time. Existing grants support local governments in delivering infrastructure however, new ways to streamline project delivery and identify innovative funding solutions across all government, through partnerships for example, will help advance transport improvements.

2.3.1.5 Supporting equitable access and use

Enhancing mobility and accessibility across various age groups in a limited space poses a significant challenge. Low-income earners, the unemployed, the elderly and people with disability tend to have fewer transport options. Limited mobility, accessibility and flexibility can have detrimental outcomes for these vulnerable people.

To ensure an equitable and accessible network that considers a range of abilities, circumstances and ages, integrated services should be provided across all locations,

including outlying areas, while also simplifying and enhancing the legibility of the network. This may require investment or modification of services, vehicles and infrastructure through to signage, branding and user experience.

In addition, with the rise of e-scooters, e-bikes and other personal mobility devices, conflicts between footpath users across all ages and abilities, differing mobility devices and speeds on constrained footpath networks contributes to hindering equitable and safe access.

The availability of emerging transport technology such as autonomous vehicles may also generate equity concerns. These vehicles have the potential to either foster a more equitable future for disadvantaged groups by increasing overall access to transport or exacerbate existing gaps by creating a transport network that is accessible only to the privileged few. Careful design and planning are required to roll out technology with policies and strategies guiding equitable implementation, including supporting regulation that enables more equitable access and use of new urban transport options such as micro and mini-mobility (very small vehicles).

Improving the choice and availability of transport options for people in disadvantaged communities is necessary to facilitate participation in, and contribution to society, achieve social equity and to provide access to employment, education, recreation, health and community services. This includes easy and inclusive access to local destinations and public transport hubs.

2.3.1.6 Mitigating impacts and adapting to climate change

As the most disaster-affected state in Australia, Queensland has long experienced the impacts of extreme weather including tropical cyclones, floods, droughts and bushfires. The effects of a changing climate are being experienced across the state, affecting people, property, infrastructure, ecosystems, communities, supply chains, businesses and industries. Around the world, ecosystems are under pressure from the effects of climate change and these pressures are expected to increase.[21] Extreme weather events can damage infrastructure and interrupt transport networks.

SEQ has much lived experience of the impacts of climate change, including increasing frequency and intensity of extreme weather events, floods, vast bushfires, prolonged drought and hotter temperatures. It is vital that our transport networks are resilient to the effects of climate change through both mitigation and adaptation approaches. The transport sector is a major contributor to the rise in greenhouse gas emissions. Future planning must consider opportunities to reduce greenhouse gas emissions, as well as better withstand the effects of climate change. Mitigation

[21] Department of State Development, Infrastructure, Local Government and Planning. (2023). *Shaping SEQ – South East Queensland Regional Plan 2023.*

strategies as outlined in the **Queensland Climate Transition Strategy** must be considered in future planning. Remaining resilient to these impacts is vital to the liveability and continuing economic competitiveness of SEQ.

2.3.1.7 Improving safety and amenity for all modes

The Queensland Government has committed to a vision of zero road deaths and serious injuries by 2050 in **Queensland's Road Safety Strategy 2022-2031**. The strategy builds upon the foundation of the safe system model, shown in Figure 7, to consider the broader system factors and trends that contribute to road trauma.

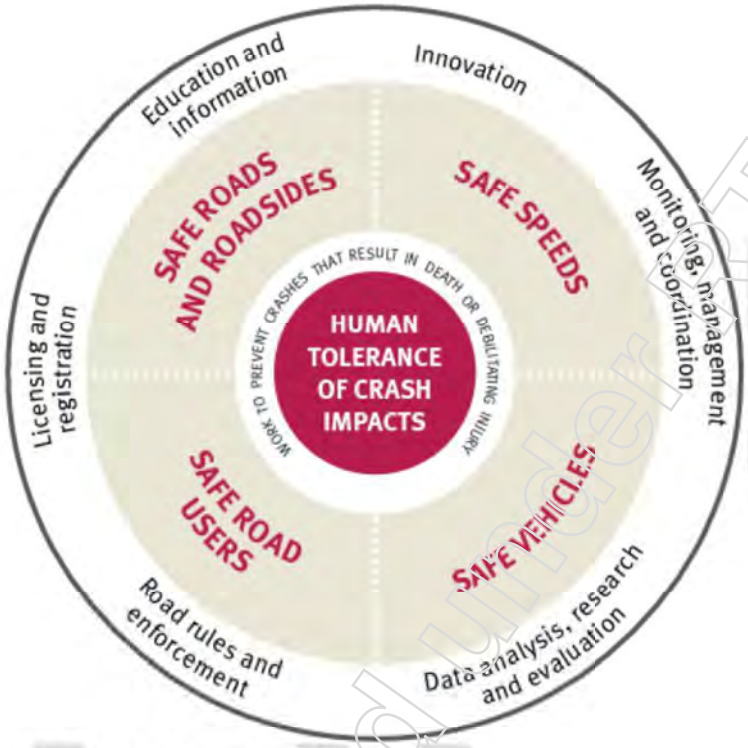

Figure 7 Safe System Model

Zero harm at level crossings across Queensland is the long-term vision of the **Queensland Level Crossing Safety Strategy**. In alignment with the National Level Crossing Safety Strategy 2023-2032, the Queensland strategy aims to improve level crossing user behaviour through education and enforcement, leverage opportunities from emerging technology and innovations, identify opportunities to deliver early, low cost and effective safety improvements, support the development of improved data and knowledge on level crossings, and increase coordination and sharing between those responsible for level crossing safety.

New development and upgrades should incorporate design principles guided by a movement and place approach, where movement and place are considered together to foster vibrant communities, enhance quality of life, and enable seamless

movement of people and goods. Along with this, safety on the transport network can also be addressed through targeting a modal shift to the safest forms of transport, reducing the number and length of private trips through integrated land use and transport planning, and through developing and implementing **Network Safety Plans** that will prioritise and guide investments for safer roads.

The safety of passengers utilising the public transport network is essential. Principles such as Crime Prevention Through Environmental Design should be followed to ensure people can safely utilise facilities.

The **Queensland Road Safety Action Plan 2022-2024**, the first in a series of three action plans to be implemented under the **Queensland Road Safety Strategy**, highlights actions to improve the safety of passengers and road users. Actions within the **Queensland Road Safety Strategy** were developed using the new model that incorporates movement and place and health and behaviour principles and include, but are not limited to:

- develop, trial and adopt new technologies to improve road safety
- develop local infrastructure solutions through **Network Safety Plans** to guide the delivery of infrastructure projects to reduce crash risk for Queensland roads and roadsides
- deview the speed limit hierarchy across Queensland with a view to reducing fatal and serious injury crashes through lower speeds
- investigate and implement measures that improve the safety of PMD users and their interaction with pedestrians
- shape on-road behaviour to achieve a balance of safety, asset protection and productivity through exploring mandatory telematics technology for heavy vehicles.

2.3.1.8 Planning for freight

Across Queensland, the freight task is expected to increase by more than 20 per cent over the next decade, and the Queensland Government must be innovative in balancing this growing demand within a constrained environment to create a resilient freight system for the future.[22] The SEQ freight task is growing in response to a growing population and growth in export markets, placing increased pressure on local transport networks to keep up with demand.

[22] Department of Transport and Main Roads. (2023). *Queensland Freight Strategy: Advancing Freight in Queensland.*

During natural disasters, the freight network also needs to remain safe and operational to support the community and provide continuity for the supply chain. Adding to the complexity, the current supply of industrial land, which is linked to freight activities, within the Brisbane LGA may be exhausted within 10-15 years. Logan, Ipswich and Gold Coast LGAs will likely play key roles in responding to the excess demand.[23]

Road vehicles are a critical element of the freight system providing first and last mile pick-up and delivery services as well as linking key industrial precincts across SEQ. Good connectivity between the road network and a reliable and competitive rail system can offer opportunities to utilise economies of scale, avoid congestion, improve travel time reliability and enhance the function of key industrial sites within the region.[24]

Planning for the SEQ freight network should consider encouraging the right freight mode for the task, the current and emerging freight demand including future resources, agricultural requirements, access for oversize overmass high productivity vehicles and access to our ports, airports, and rail terminals. **Regional Freight Plans** are being developed in collaboration between governments and industry to address key regional freight issues and policy barriers.

The **Queensland Freight Action Plan** (QFAP) was developed in partnership with freight industry stakeholders and local government to deliver actions and activities that support the shared commitments and critical enablers identified in the **Queensland Freight Strategy - Advancing Freight in Queensland** (QFS). It identifies key challenges for the freight task in Queensland:

- **Partnerships**: Supply chains are complex and involve many players. The key to an integrated, resilient and safe freight system is ensuring we take advantage of the wealth of knowledge and expertise across both government and industry. All sector stakeholders will need to work together to support the adoption of sustainable freight practices and ensure the Queensland freight system is well positioned to adapt to climate change.

- **Unlock economic opportunity**: Governments must always balance the need to unlock system productivity within a constrained funding environment, and target investment where it will have the greatest impacts.

- **Smarter connectivity and access**: The freight task expands as our population and economy grows. Without competitive rail freight services, the

[23] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[24] Ibid.

state's future freight task will predominantly be transported by road, adding to existing congestion and travel times. Achieving the right modal balance on key strategic corridors will be challenging in a free market environment.

2.3.1.9 COVID-19 recovery

The COVID-19 pandemic greatly impacted transport networks across the globe, and SEQ was no exception. The use of public transport, and any non-essential movement, dropped drastically due to lockdowns. The network has since recovered in recent years, with a 2022-2023 patronage of 153.25 million, over 4 million trips above the estimate of 149.18 million. Rail came in under target but continues to recover. Light rail, buses, and air travel all performed better than expected, with air passenger travel 24 per cent above 2021-22 figures, and 40 per cent above 2020-21.

Although it may be expected that all travel will eventually 'return to normal' or return to pre-COVID levels, the challenges caused by the pandemic have resulted in shifts in how, when, and why SEQ residents travel. TMR undertook research to assess the impact of COVID-19 on traffic and public transport usage and found that remote work and study options have greatly increased, causing changes to usual commuter patterns. It is currently unclear how these patterns will continue to evolve over coming years, and transport systems will need to remain flexible to face unexpected challenges.

2.3.2 Opportunities

In response to the key challenges, some of the key opportunities within SEQ are outlined below. While the list is not exhaustive, these represent a summary of the opportunities raised by customers and stakeholders. Each of them directly relates to one or more of the challenges and can be supported as a means to address them.

Further, each opportunity can be both harnessed by the region's transport system and the transport system has a role to play in supporting them.

2.3.2.1 Harnessing new technology

The development of technologies such as low and zero emission vehicles and cooperative and automated vehicles, affordable renewable energy and complete digital connectivity will change how people live and present significant opportunities to improve safety, optimise network performance and efficiency, and to better manage travel requirements, including both supporting social amenity and reducing the need to travel. By supporting and investing in the digital economy, SEQ will be well placed to take advantage of these changes.

As an example, the delivery of real-time transport information has resulted in more informed decision-making for operators and commuters. Integration with connected vehicle and infrastructure technologies will improve travel and safety throughout SEQ.

2.3.2.2 Leading the way for growth in sustainability and a healthy urban environment

It is planned for SEQ to become carbon neutral and have net zero waste while providing flexible, reliable and secure sources of food, water and energy.[25] Delivering programs that balance economic development, environmental protection, provide essential social services for the community are key to achieving this desired outcome.

The Queensland Government has set bold but achievable targets to reach net zero emissions by 2050. **Queensland's Zero Emissions Vehicle Strategy 2022-2032** and **Action Plan 2022-2024** sets out a vision for a cleaner, greener integrated transport and energy network that encourages zero emission transport options.

Effective transport planning has the capacity to improve urban air quality and reduce pollution-related health impacts on our community. Commitment to increasing active and public transport mode-share through improved connections, programs and campaigns that encourage sustainable travel, and support for cleaner transport technologies will enhance the liveability of our cities and the health and prosperity of our communities.

Transport service offerings are evolving with on demand transport, ownership of personal mobility devices, and new shared services beyond traditional car sharing to e-bicycle and e-scooter sharing. Through a commitment to sustainable transport and connecting clusters of social and cultural infrastructure with people-centric and mobility focused urban infrastructure, TMR is well placed to lead the way in protecting and enhancing the natural environment and responding and adapting to climate change.

2.3.2.3 Enabling active and healthy lifestyles to reduce obesity and chronic disease

Empowering people to use active transport modes can increase physical activity, have a positive impact on people's health, including mental health, and contribute to a reduction in health care costs.

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[25] Department of State Government, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023*.

Lack of physical activity is a key contributor to obesity and associated chronic diseases. In 2018, obesity was the second-highest burden of disease in Australia.[26]

Physical inactivity is a contributor to diseases such as cardiovascular disease and type 2 diabetes, which are two of the biggest burdens on the state's health system. The prevalence of overweight and obesity has been estimated to cost the Queensland health system $756 million per year.[27]

2.3.2.4 Leveraging opportunities to deliver high amenity outcomes

Identifying opportunities to deliver high amenity development outcomes on surplus state-owned land around transport hubs and nodes can support consolidation targets as outlined in **ShapingSEQ 2023**.

Transit oriented developments can achieve integrated development outcomes with land use mix and densities to promote increased patronage of public transport, high levels of activation and passive surveillance of stations, and vibrant and accessible public realm which prioritises safe walking and bicycle movements. This can be supported through cross-agency and governmental collaboration, high frequency public transport networks, and precinct planning that deliver places that maximise sustainable transport accessibility.

2.3.2.5 Leveraging the region's access to the global marketplace

Major land, air and marine freight routes converge in SEQ and allow for high-capacity movement of goods through Brisbane Airport and the Port of Brisbane. These facilities support the Australia TradeCoast, one of the country's fastest-growing trade regions.

SEQ's proximity to international trade partners provides opportunities for exports of local produce, manufactured goods and other commodities. Further growth of export-orientated industries will support a globalised economy.

The areas surrounding key freight routes form corridors and clusters of economic activity that support SEQ's economy. These can be further leveraged through integrated transport planning and coordination.

2.3.2.6 Supporting economic growth opportunities

Efficient connections between regional economic clusters, MEIAs, and supply chains can support growth in national and global trade. Subject to their role and function

[26] Department of Health. (2023). *Weight.* [online].
[27] Queensland Government. (2022, March 04). *Queensland leads the way in tackling nation's obesity crisis.* [Media Release].

within the regional framework, not all centres will require the same level of planning. For example, the Warrego Highway Upgrade Program is an opportunity for an SEQ Trade and Enterprise Spine between the Toowoomba Trade Gateway and the Australia TradeCoast by connecting Inland Rail to the Port of Brisbane, unlocking jobs in the south-west and western growth areas. In contrast, the Park Ridge MEIA will be activated by improved access to surrounding major freight networks, such as the future Park Ridge Connector and maximised benefits from upgrades to the Mount Lindesay Highway through improved east-west connections.

There will also be opportunities to accommodate new and emerging industries, local manufacturing, and future developments such as renewable energy projects. Accommodating transport movements around renewable energy zones will support the Queensland Energy and Jobs plan.

2.3.2.7 Leveraging major developments

SEQ has many major developments with the potential to shape the area's future at various stages of assessment, procurement or delivery. These include the Bromelton State Development Area (SDA) and the Maroochydore City Centre Priority Development Area (PDA).

These developments include the early identification of not only improved freight and passenger connections, employment generating opportunities and attractors of tourism growth, but also new and upgraded trunk transport corridors that service intra-and inter-regional destinations. For example, the Park Ridge MEIA is close to the Crestmead MEIA and will be supported by the future Park Ridge Connector, the upgraded Mount Lindesay Highway and improved east-west connections that will connect the area to key freight and supply chain networks.

These major developments will further position SEQ as a world-renowned location, attracting growth that can finance infrastructure.

Planning and transport agencies within the Queensland Government will continue to work together to identify and create successful places that are accessible via a sustainable transport network. These projects can be leveraged to improve sustainable SEQ-wide accessibility, expand the economy and directly enhance amenity and liveability.

2.3.2.8 Enabling a globally competitive tourism industry

SEQ is a key tourism destination and transport is an integral part of the visitor experience. In the 2022-23 financial year, 26.7 million visitors stayed overnight in

Queensland, comprised of 25.3 million domestic visitors and 1.6 million international visitors.[28]

In 2021-22, the SEQ tourism industry contributed approximately $10.7 billion Gross Value Add (GVA) to the state economy and employed 113,100 people (direct and indirect tourism jobs). Following COVID-19, GVA, while down from pre-COVID levels, has increased by approximately 39 per cent from 2020-21.[29] Over the longer term, the focus will be on attracting new and returning international visitors. Queensland's Electric Super Highway (QESH) is helping to facilitate tourism for electric vehicle drivers across the state. The QESH network includes public fast charging locations at a range of coastal and inland locations, including Brisbane (Hamilton), Springwood, North Lakes, Helensvale, Coolangatta, Springfield, Ipswich, Gatton, Forest Glen, Cooroy, Gympie and Esk.

TMR and the Department of Tourism, Innovation and Sport developed the **Queensland Tourism and Transport Strategy** in 2018. It details the plan to improve access to our world class tourism destinations by focusing on four themes:

- Accessibility and relevancy of visitor information, both digital and physical
- Seamless integration of transport services across operators, modes, and boundaries
- Innovative ticketing and products that embrace emerging technology
- Incorporation of evidence-based tourism priorities into planning and investment of transport infrastructure.

As tourism plays an important role in Queensland's economic growth, it is essential that the transport networks of SEQ are safe, reliable, and easy to use for visitors to the region.

[28] Tourism and Events Queensland. (2023). *Queensland tourism industry – Research and Insights.*
[29] Tourism Research Australia. (2023). *State Tourism Satellite Accounts 2021-22.*

2.3.2.9 Leveraging SEQ's renowned education sector

In the past, most Queensland students commuted to and from school by walking, biking, or using public transport.[30] Most students are now being driven in cars.[31] Focusing on the localised catchment areas of public primary and secondary schools presents an opportunity to promote more active travel. By enhancing sustainable travel infrastructure, services, and programs, we can reduce local traffic congestion and increase physical activity. Ultimately, this approach can lead to long-term behavioural change, as students adopt alternative modes of transport during their formative years.

SEQ is also home to some of Australia's top universities. Areas around these educational institutions have evolved into knowledge and technology precincts. These locations attract a large number of people and are ideal for sustainable transport options such as walking, bicycle riding and public transport. Travel choices adopted during university can become life-long behaviours. This can lead the way for a shift to more sustainable transport.

2.3.2.10 Place-making

Our state road network passes through and interacts with a range of urban and rural centres and places, and our investment program includes town centre bypasses and ring roads that may reduce through-traffic and create opportunities for enhancing the safety and amenity of places.

Precincts surrounding our major transport nodes, provide significant opportunity to work with stakeholders and the community to enable vibrant and liveable communities that are connected by sustainable transport infrastructure.

2.3.2.11 Exploring policy and efficiency solutions to address infrastructure challenges

There are many cost-effective and innovative solutions that can deliver infrastructure to keep pace with growth. It is Queensland Government policy to first seek reform or better use of existing infrastructure before upgrading or constructing new infrastructure.[32] This can be achieved through adaptive reuse, maximising assets and services to achieve greater efficiency and policy reform; with a focus on reducing emissions and increasing the resilience of transport infrastructure services and supply chains.

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[30] Department of Transport and Main Roads. (2022). *Active School Travel – A snapshot.*
[31] Queensland Government. (2022). *Queensland Household Travel Survey.*
[32] Department of State Development and Infrastructure. (2022). *State Infrastructure Strategy.*

These solutions can also provide innovative funding and financing options such as value sharing, market-led proposals and public-private partnerships to procure new infrastructure and deliver greater value for money.

Through more consolidated urban growth there is an opportunity to address infrastructure challenges that result from dispersed settlement. For example, improving integration of transport modes and increasing density close to high-frequency public transport allows more people to easily connect to services and employment via existing infrastructure corridors.

2.3.2.12 Brisbane 2032 Olympic and Paralympic Games

Hosting Brisbane 2032 provides an opportunity to achieve legacy benefits before, during and after the event. For transport, it is an opportunity to accelerate planned investment for road, public transport links, cycling and walking infrastructure. These investments will support the long-term needs of South East Queensland post Brisbane 2032 and the transportation requirements for the event.

2.3.2.13 Global trends impacting transport

The transport system is shaped by broader global trends. Disruption to business models and the networks that enable economic prosperity and community connections, are challenging how customers will use today's infrastructure to meet tomorrow's needs. Key forces driving disruption include technology, globalisation and changing demographics.

Some major trends driving change within the transport system include:

- customers expecting tailored and more personalised services
- digitally enabled infrastructure
- digital connectivity between service providers, customers and infrastructure
- changing working patterns and behaviours
- climate change impacting on transport system resilience
- the sharing economy and a shift to access over ownership
- energy efficiency and renewables are constantly advancing
- housing demand, affordability and increasing travel distances
- urban form and demographics

- rapid technological advancements such as connected autonomous vehicles and robotics
- increasing demand for transport and urban freight tasks underpinned by population growth
- speed and approach to Net Zero with implications on fuel excise, road pricing and potentially transport equity.

Electric vehicles

3 South East Queensland's goals, priorities and objectives

3.1 South East Queensland's goals, priorities and objectives

To integrate SEQ's transport planning with SEQ's land use planning, the goals, priorities and objectives within the **SEQ Regional Transport Plans** have been drawn from **ShapingSEQ 2023**.

ShapingSEQ 2023 includes a 'connect' goal, which focuses on moving people, products and information efficiently. The Regional Transport Plans provide the specific detail for how this will be achieved and articulate the key roles the region's transport system will play in support of **ShapingSEQ 2023's** other four goals to 2046.

For the refreshed **SEQ Regional Transport Plans**, 'connect' continues to be the enabler to achieving the remaining goals of grow, prosper, sustain and live.

As part of this, the **SEQ Regional Transport Plans** embrace integrated land use and transport planning, deliberately prioritise active and public transport for the movement of people and support supply chain efficiency.

To support the vision and sustainable growth for the region, best practice transport planning principles have been adopted. The future system will seek to:

- minimise fatal and serious injuries by prioritising safety in all decision-making
- help facilitate and reinforce the critical role land use planning plays in transport planning
- embrace sustainable mobility modes such as active transport and innovative mobility services
- support and create high-quality living environments by better balancing the functions of movement and place, and promoting compact neighbourhoods concentrated around accessible, efficient, and well-connected transport networks
- manage road and rail capacity to support efficient and reliable freight movement, contributing to economic growth
- maximise value for money where possible, particularly in support of productivity
- achieve the best utilisation of space in support of a growing population and highly urbanised region

- provide personalised customer travel experiences that balance the needs of a growing population
- enable active involvement from all stakeholders, including the community, industries, and First Nations Peoples
- enable economic, social and environmental sustainability.

The priorities, objectives and actions outlined in the **SEQ Regional Transport Plans** have been developed to achieve the vision and desired future transport network outlined in **ShapingSEQ 2023**.

3.1.1 Goals

The **SEQ Regional Transport Plans** adopt the goals of **ShapingSEQ 2023**, which are described in Table 7:

Table 7 ShapingSEQ 2023 goals

Grow	SEQ will have sustainably and responsibly accommodated a growing regional population. Urban growth will be consolidated with high amenity across four large accessible inter-connected urban corridors.
Prosper	SEQ will be a globally competitive region – an innovative, economic powerhouse and a destination of opportunity for all, with continued strong jobs growth.
Connect	SEQ will be connected by world-class infrastructure that supports fair and equitable access to the transport network across multiple modes, enabling more efficient and sustainable movement of people and goods. SEQ will use existing infrastructure networks and embrace innovative new infrastructure solutions to increase the region's productivity and efficiency, while minimising our environmental footprint and maximising community amenity.
Sustain	SEQ will value and protect our greatest assets – our natural systems – which are fundamental to SEQ's unique character, heritage and liveability. These systems sustain urban and rural communities, and provide agricultural, tourism and recreation opportunities.
Live	SEQ will be recognised internationally as a highly liveable region offering a wide range of great subtropical places for people to live, work and play. Great design will underpin the success of our cities, towns and villages, through to the quality of our streets, buildings and public spaces.

3.1.2 Transport priorities and objectives

The **SEQ Regional Transport Plans'** priorities seek to direct the region's strategic transport planning to achieve the 'connect' goal by facilitating transport's role in support of growth, prosperity, sustainability and liveability. The vision of the Connect theme is for "a multi-modal and integrated regional transport system that supports complete and interconnected communities". The priorities as they relate to the **SEQ Regional Transport Plan** are described in Table 8.

Table 8 SEQ Regional Transport Plans' priorities

Priority 1: Grow	A transport system that supports population growth within an urban structure that is consolidated and sustainable
Priority 2: Prosper	A transport system that supports the region as a globally competitive economic powerhouse
Priority 3: Sustain	A transport system that is resilient and contributes to the ecological sustainability of the region
Priority 4: Live	A transport system that is well designed to support safe, healthy and liveable places and communities for everyone

These priorities inform both SEQ-wide actions and the locally-specific actions reflected in the **North Coast, Metropolitan and South Coast Regional Transport Plans**.

3.1.3 Priority 1: Grow

Priority 1: Grow, seeks to achieve the 'connect' goal by facilitating a transport system that supports population growth within an urban structure that is consolidated and sustainable. Priority 1 aligns with:

- The **Transport Coordination Plan's** objective of community connectivity
- The **State Infrastructure Strategy's** focus on developing regions, places and precincts through quality services and sequenced, strategic infrastructure delivery
- **ShapingSEQ 2023's** goal to sustainably accommodate a growing population.

Table 9 provides a summary of the priorities, objectives and the role of transport for SEQ with the priorities and objectives further detailed below.

Table 9 Priority 1: Grow – SEQ Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Challenges and opportunities	Responding to the region-wide challenges of: • population growth • journey times • transport costs. Leveraging region-wide opportunities for: • development in consolidation and expansion areas • policy and efficiency solutions • integration of transport and land use planning • creating places on the transport network of high social, environmental, and economic value.
Transport objectives	1.1 Current and future transport networks shape sustainable growth and development of communities. 1.2 Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options. 1.3 People and goods move safely and efficiently in rural communities.
Achieved through	• Integration of transport and land use planning • Long-term focused multi-modal transport planning • Prioritising public transport for people movement • Applying a movement and place approach • Reducing reliance on private vehicles through greater mobility choice • Protection of green space.
Measured by	• Commute time • Commute distance • Road network reliability.

Population growth will increase demand on the transport network. It will become increasingly important to efficiently use existing infrastructure, provide more and varied mobility options and minimise reliance on private vehicles.

Two key outcomes of **ShapingSEQ 2023** are the provision of housing diversity and efficient land use for a consolidated growth pattern. These can be achieved by consolidation and high-medium density development, particularly within High Amenity

Areas, offering the benefit of living closer to work, essential services and social, educational and recreational opportunities.

Compact communities can also help protect green space and rural areas by reducing the impact of urban sprawl. More compact urban form can support a more integrated, multi-modal transport system with a wider mix of transport options including public and active transport. Access to such a system will be critical and will be improved through the provision of appropriate transport options connecting compact and lower density communities.

Objective 1.1: Current and future transport networks shape sustainable growth and development of communities.

Development along existing and future transport corridors will be encouraged to provide improved connectivity through sustainable multi-modal travel options, but also to support high levels of urban amenity and areas with high place value. New transport infrastructure or improvements to existing infrastructure will incorporate high-quality urban design principles that promote desirable streetscapes, healthy communities and promote interaction between streets and their adjoining land uses. This will allow for transport infrastructure to blend seamlessly into SEQ's existing high amenity areas.

Active transport infrastructure will continue to improve and the network will continue to grow to encourage end-to-end journeys and integration with convenient and competitive public transport. This will include public and private transport options that are affordable, reliable and frequent, in terms of travel times and convenience, comparable to other options.

Well-coordinated and timed development will be linked to a transport network and travel options that support a consolidated urban form.

Objective 1.2: Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options.

By providing a range of travel options, people can make a choice to use more sustainable travel modes. To be attractive, these modes must be reliable and efficient. Passengers value journey travel-time reliability almost as much as travel-time itself.

Reliability includes consistency in service level, wait times and travel times. This can be improved by physically separating public and active transport modes from vehicle traffic, but importantly, in areas of expansion or existing low-density areas, it can be improved by providing customers with convenient options for how they move, other than their own private vehicles. This means considering all options, including active

and public transport, ride-sourcing, demand-responsive transit and car-sharing. It also means providing suitable options that allow customers living in these areas to connect easily to the trunk public transport network.

Objective 1.3: People and goods move safely and efficiently in rural communities.

People living in rural and semi-rural areas rely heavily on private vehicles which are often the only available option. Options that allow safe access to employment and services, as well as the transport of goods to market, is paramount. Sealing of dirt roads, improving flood immunity, safety barriers, wide centrelines, passing lanes, road shoulders, better delineation, more frequent rest areas and educational campaigns can achieve notable safety improvements on rural roads.

In rural areas, appropriate transport alternatives to private vehicles will be supported for customers where there is unequal access, for example, school and community transport options.

Technology can also support rural customers with the provision of information. With fewer routes and travel options available, prior knowledge of delays or blockages, road works or accidents can allow customers to make informed travel choices.

3.1.3.1 Priority 1: Grow actions for SEQ

SEQ-wide actions for Priority 1 are detailed below. These are actions that cross regional boundaries or are significant throughout SEQ.

Table 10 Priority 1: Grow actions for SEQ

Action	Objectives	Timing
1.01 Long term rail planning Undertake long term planning, from a whole of rail network perspective, to set the long term vision and strategic direction for passenger and freight rail networks up to, and beyond 2046 and guide investment decisions for infrastructure priorities.	1.1, 1.2, 1.3	Short-term
1.02 Public transport network and interchange strategy Develop a SEQ public transport network and interchange strategy, supporting delivery of a connected, frequent and high capacity public transport network as detailed in Figures 8-11.	1.1, 1.2	Short-term
1.03 Rail network planning Identify capacity constraints and opportunities to improve accessibility and reliability on the SEQ rail network, and progressively undertake the detailed planning investigations required to guide investment decisions for rail network upgrades.	1.2	Short-term

Action	Objectives	Timing
1.04 SEQ-wide multi-modal network planning Undertake SEQ-wide multi-modal network planning to further develop the preferred multi-modal strategic transport networks identified in the **SEQ Regional Transport Plans** and **ShapingSEQ 2023**. This planning will be a critical input for the next review of the SEQ Regional Plan and Regional Transport Plans.	1.1, 1.2, 1.3	Short-term
1.05 Movement and Place Integrate the principles of the Movement and Place Policy into the planning and design of roads, streets, and other places to foster vibrant communities.	1.1, 1.3	Medium/long -term

3.1.4 Priority 2: Prosper

Priority 2: Prosper, seeks to achieve the 'connect' goal by facilitating a transport system that supports the region as a globally competitive economic powerhouse. Priority 2 aligns with:

- The **Transport Coordination Plan's** objective of efficiency and productivity
- The **State Infrastructure Strategy's** priority actions that will encourage jobs, growth and productivity
- **ShapingSEQ 2023's** goal to become a globally competitive economic powerhouse.

Table 11 provides a summary of the priorities, objectives and the role of transport for SEQ with the priorities and objectives further detailed below.

Table 11 Priority 2: Prosper – SEQ Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Challenges and opportunities	Responding to the region-wide challenges of: • fiscal and spatial constraints • congested networks • increasing freight task. Leveraging region-wide opportunities for: • economic prosperity • access to global markets • trade and industrial expansion • accelerated delivery of sustainable, accessible, equitable, and inclusive active and public transport infrastructure to support Brisbane 2032, vulnerable and remote communities.
Transport objectives	2.1 Goods and services move efficiently and reliably along supply chains to and between key economic areas and markets. 2.2 Activity centres feature high place values and are connected by a reliable and high-frequency public transport network. 2.3 Transport planning and investment is informed by current and accurate information.
Achieved through	• Freight network improvements • Harnessing emerging technologies such as vehicle automation • A planned, reliable and frequent public transport network • Data and digital supply chain optimisation • Adapting to disruptive technologies.
Measured by	• Road network productivity • Road network congestion • Public transport accessibility • Heavy vehicle travel time.

Efficient and reliable movement of people and goods is critical to economic growth and prosperity. Supporting this includes:

- facilitating fast and reliable movement of goods along supply chains
- enabling connectivity between customers and goods and services (market connectivity)
- connecting people and employment.

ShapingSEQ 2023's vision is for SEQ to be Australia's eastern gateway to international markets leveraging its globally visible and competitive economy, as well as growing its export share to create new activity, skills, and jobs. The role of transport in delivering this advantage includes integrated and reliable connections to, from, through and within destinations such as major economic areas, shipping ports, airports and freight networks. These connections will need to be considered together with our places within a community to provide efficiency and reliability in the movement of both people and goods.

TMR's **Movement and Place Policy** and **Practitioner Guidance** provides guidance on the integration of both movement and place together to foster vibrant and healthy communities, enhance quality of life, and enable the seamless movement of people and goods. The efficient movement of people, in appropriate context to the place function, can be greatly improved by prioritising a fast, reliable and frequent public transport network supported by safe and convenient active transport options. An attractive and efficient public transport network is critical to support the economic capacity of the region by providing appropriate access to jobs. Likewise, the efficient movement of goods can be provided via a number of mechanisms that focus on end-to-end supply chain optimisation.

Objective 2.1: Goods and services move efficiently and reliably along supply chains to and between key economic areas and markets.

Supply chains can be optimised through:

- infrastructure strategies such as freight lanes and new freight routes
- operational strategies such as prioritising freight movement in off-peak periods
- innovative delivery models such as carrier sharing, flexible container locations, warehouse sharing and variable access rights to reduce time and costs
- technology and data integration such as real-time information provision and automated routing.

Efficiency gains can be realised through the optimisation of vehicles moving goods along freight routes and encouraging a multi-modal approach to planning for freight movement. Locating key freight generators with good access to freight corridors can provide efficient access for freight movement. Removal of rail level crossings on priority freight routes can also improve freight efficiency and safety.

Using appropriate types of vehicles, maximising capacities, and using accurate and real-time data are equally important to realising safety, efficiencies and reliability.

Objective 2.2: Activity centres feature high place values and are connected by a reliable and high-frequency public transport network.

Efficient connections to and between activity centres is key to economic productivity and can be realised through a reliable and frequent public transport network. This allows people to reach places of cultural or social significance such as employment, education and essential services as efficiently as possible, but it also supports the sustainable growth of the region by encouraging urban consolidation, reducing emissions and reducing the amount of space required to provide transport. This will be realised through a high-frequency public transport network that connects all of the region's activity centres – endeavouring to provide a minimum 15-minute frequency 7am to 7pm, 7 days a week – with lower frequency services operating outside these times.

A reliable public transport service must ensure customers can confidently expect a consistent level of service throughout the day and across the week. High-capacity transit stations will connect with local walking, bike and street networks and be located as close as possible to areas with high place value, such as areas of active commercial or residential land use.

Objective 2.3: Transport planning and investment is informed by current and accurate information.

Advancements in technology and the increasing availability of high-quality data will revolutionise how transport improvements are planned for and implemented. Innovative approaches to data generation and analysis, performance tracking and review, will result in better planning and outcomes for SEQ. New ways of generating, collecting, sharing and analysing data can help determine where investments are most required and how to better utilise existing infrastructure assets.

A commitment to analysis, evidence-based planning, embracing appropriate technologies and business models and continuous performance monitoring and review will ensure that we make the best-informed decisions possible.

3.1.4.1 Priority 2: Prosper actions for SEQ

SEQ-wide actions for Priority 2 are detailed below. These are actions that cross regional boundaries or are significant throughout SEQ. These are identified as both short-term and medium/long-term actions.

Table 12 Priority 2: Prosper actions for SEQ

Action	Objectives	Timing
1.06 Licence emerging data and investigate potential application Acquire and investigate emerging data sources for use within Transport and Main Roads and licence its use. Location Based Services (LBS), Connected Vehicle data (CV data), connected infrastructure and online data capture is of particular focus.	2.3	Short-term
1.07 Monitoring disruptive technologies Scan and monitor emerging disruptive and transformative technologies to better position Queensland transport to prepare and respond to new technologies. These technologies and issues may include: • cooperative and automated vehicles • advanced air mobility for cargo and passengers • shared mobility and changing business models • generative AI and other advanced technologies.	2.1, 2.3	Short-term
1.08 European Train Control System Undertake planning to develop options and inform investment decisions associated with broader deployment of the European Train Control System on the SEQ rail network.	2.1, 2.2	Short-term
1.09 Freight data collection and demand modelling Explore new technologies and services to support the Queensland Freight Model, and use it to identify, forecast, and analyse multi-modal freight flows across the state and South East Queensland.	2.1, 2.3	Short-term
1.10 Inland Rail Collaborate with the Australian Government and Australian Rail Track Corporation in planning for the Australian Government's Inland Rail connection between Melbourne and Brisbane.	2.1	Short-term
1.11 Journey reliability and congestion management Coordinate a strategic, multi-modal approach to improving journey reliability and addressing excessive congestion in SEQ, and apply it across Transport and Main Road's relevant policy, land use planning, investment and operational programs.	2.1, 2.2	Short-term
1.12 Network optimisation planning Undertake an analysis of the state-controlled road network across SEQ to inform planning priorities associated with improving the operational performance of the road network.	2.1	Short-term

Action	Objectives	Timing
1.13 Olympic and Paralympic Games planning Prioritise and coordinate planning, inter-governmental and inter-agency engagement to support the upcoming 2032 Olympic and Paralympic Games.	2.2	Short-term
1.14 Rail systems planning Plan for investment in modern rail systems including rollingstock, signalling, stabling, power, and workforce facilities to safely and reliably accommodate growth in travel demand.	2.2, 2.3	Short-term
1.15 Real-time data Facilitate improved and more integrated communication of real-time travel data to empower customers to make the best decisions in using the transport system. This might include development of new data feeds and alternative channels, for example, congestion/excessive congestion and parking information.	2.1, 2.2, 2.3	Short-term
1.16 Regional Freight Movement Study Develop the Regional Freight Movement Study in partnership with the SEQ Council of Mayors and the Australian Government to identify opportunities for enhancing supply chain logistics.	2.1, 2.3	Short-term
1.17 Regional freight plan Develop an integrated multi-modal freight plan to identify and prioritise freight network improvements to support supply chain efficiency across the region. The plan will consider current and emerging freight demands including freight links for the agricultural industry and future freight requirements for the SEQ region; access and movement requirements for oversize over-mass and high productivity vehicles; first and last mile links; supply chain coordination models, and the role of the of the region's airports, rail terminals, and key freight routes.	2.1	Short-term
1.18 SEQ level crossing prioritisation Work in collaboration with the SEQ Council of Mayors, the Australian Government and Queensland Rail to deliver a level crossing prioritisation project to identify and agree on high priority level crossings for further detailed investigation.	2.1, 2.3	Short-term
1.19 SEQ strategic and regional transport models Improve predictive capacity to better inform future transport decisions through development of transport models for the Greater Brisbane area and SEQ. Models will also be made available for use by relevant local governments to improve accuracy and consistency between agencies.	2.3	Short-term
1.20 Queensland Household Travel survey Undertake household travel surveys to gather travel behaviour and demographic information as the basis for transport model development and other transport analysis.	2.3	Short-term

Action	Objectives	Timing
1.21 Tourism and transport strategy Implement the Queensland Tourism and Transport Strategy actions within SEQ. Undertake analysis and engagement to inform consideration of tourism in transport planning within SEQ. This may include improving accessibility to key tourism destinations, including stadiums and airports.	2.2	Short-term

Freight travelling through Crestmead Industrial Estate, Logan

3.1.5 Priority 3: Sustain

Priority 3: Sustain, seeks to achieve the 'connect' goal by facilitating a transport system that is resilient and contributes to the ecological sustainability of the region. Priority 3 aligns with:

- The **Transport Coordination Plan's** objective of environment and sustainability.
- The **State Infrastructure Strategy's** objective of enhancing sustainability and resilience through transport infrastructure.
- **ShapingSEQ 2023's** goals for promoting ecological and social sustainability.

Table 13 provides a summary of the priorities, objectives and the role of transport for SEQ with the priorities and objectives further detailed below.

Table 13 Priority 3: Sustain – SEQ Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Challenges and opportunities	Responding to the region-wide challenges of: • protecting natural assets • network security and resilience (extreme weather events and climate change impacts). Leveraging region-wide opportunities for: • new technology • sustainable modes • environmental sustainability for transport systems.
Transport objectives	3.1 The transport system is safe, resilient and connected during and after extreme weather, events and incidents. 3.2 Walking, bicycle riding and other sustainable travel options are accessible, convenient and safe. 3.3 The transport system is sustainable and supports vibrant places and the region's environmental and lifestyle values.

Achieved through	• Flood and weather immunity improvements. • Prioritised active transport for people movement. • Low and zero emission vehicles and renewable energy. • Limiting the impact of transport on habitat and regional landscapes • Biodiversity and urban greenspace.
Measured by	• Road closures. • Public and active transport mode share. • Transport greenhouse gas emissions.

A sustainable transport system involves the provision of infrastructure and services that:

- minimise environmental impacts
- are resilient to external events or incidents
- improve safety.

Transport activity is the second largest contributor of greenhouse gas emissions in Queensland and in 2018 accounted for 13.9 per cent of all emissions. To support the decarbonisation of the transport sector, the Queensland Government is developing a draft **Net Zero Emissions for Transport Roadmap**. A decarbonised transport system will enable more sustainable travel options, such as active and public transport, zero emission vehicles and reduced dependency on private vehicle travel. Freight will move using the most efficient modes and by zero emission technologies. To enable this shift, sustainable options will be easily accessible, convenient and safe.

Transport infrastructure must be built to be resilient to climate hazards, weather events and traffic incidents to ensure the safety and efficiency of the network and efficient movement of people and goods. Travel demand management will be improved by utilising current information including real time data and through new technologies. This will have benefits for rapid emergency management response.

Objective 3.1: The transport system is safe, resilient and connected during and after extreme weather, events and incidents.

A multi-faceted approach to managing and mitigating potential disruptions and incidents will be adopted.

Improving the resilience of the transport system during and after extreme weather events and incidents to minimise disruption and maintain services will require infrastructure upgrades where appropriate, along with management of the incidents

themselves. This includes dynamic alerts and responses to disruptions. Technology will be deployed to enhance communications with customers, both about incidents as they occur and about which routes or services to use. Planning for long-term climate change and its impact on transport services, operations and infrastructure will be supported by evolving climate science to ensure that we are future proofing our network.

Objective 3.2: Walking, bicycle riding and other sustainable travel options are accessible, convenient and safe.

Safe, sustainable and healthy communities have balanced transport systems, with a mix of cleaner and more energy efficient vehicle use, public transport, walking and bicycle riding. Increasing the mode share of active and public transport services, particularly in major urban centres, will not only reduce the negative impacts of congestion but improve community health through reduced air pollution, and may also cut carbon emissions.

Walking and bicycle riding can improve health and lead to a reduction in health costs. The uptake of bike riding, walking and other sustainable travel options are influenced by their availability, accessibility and safety.

Objective 3.3: The transport system is sustainable and supports vibrant places and the region's environmental and lifestyle values.

The transport system impacts the environment in a variety of ways. This can include through greenhouse gas and air pollutant emissions as well as habitat and biodiversity loss.

These environmental pressures can be minimised through efficient resource use and development that is both sustainable and sensitive to the natural environment. New technologies will help, including reducing greenhouse gas emissions and the use of non-renewable energy sources. Adoption of these technologies, combined with greater use of walking, bike riding and public transport will assist in minimising transport's impacts on the region's environment and liveability.

3.1.5.1 Priority 3: Sustain actions for SEQ

SEQ-wide actions for Priority 3 are detailed below. These are actions that cross regional boundaries or are significant throughout SEQ. These are identified as both short-term and medium/long-term actions.

Table 14 Priority 3: Sustain actions for SEQ

Action	Objectives	Timing
1.22 Cooperative and automated vehicles planning Assess the implications of cooperative and automated vehicles for the management and provision of transport infrastructure and services within SEQ by undertaking scenario modelling to better understand the potential impacts of cooperative and automated vehicles on the transport network and travel behaviour.	3.1, 3.2, 3.3	Short-term
1.23 Greenhouse gas emissions reduction Undertake investigations to inform the development of policy and strategies including a net zero emissions transport roadmap to significantly reduce greenhouse gas emissions from the transport sector in SEQ.	3.2, 3.3	Short-term
1.24 Low and zero emission vehicles Support the decarbonisation of transport activities through the uptake of low and zero emission vehicles in SEQ, including identifying and prioritising investments required to deliver Queensland's Zero Emission Vehicle Strategy 2022-2032 and exploring the potential for alternative fuel vehicles.	3.2, 3.3	Short-term
1.25 Public transport modal access analysis Identify barriers to access at key public transport interchanges and destinations within SEQ and develop options to encourage more people to walk, bike ride and use feeder public transport services to access areas of high trip generation and attraction. Key locations include principal regional activity centres, major universities, major school clusters, and hospitals.	3.2, 3.3	Short-term
1.26 Principal cycle network implementation Undertake planning to deliver the principal cycle network within SEQ to support more cycling, more often on safe, direct and connected routes via: • standalone options analysis and business case development for bike riding infrastructure on highest priority routes. • provision for bike riding infrastructure as part of planning for other Transport and Main Roads funded projects on all principal routes, pursuant to TMR's Cycling Infrastructure Policy.	3.2	Short-term

Action	Objectives	Timing
1.27 Travel behaviour change Investigate innovative funding and delivery options to roll out high quality, safe, separated active transport infrastructure, and behaviour change programs that make it easier and safer for children to actively travel to school.	3.3	Short-term
1.28 Walking Network Planning implementation Support and partner with local governments to develop walking network plans and action programs within South East Queensland around destinations such as public transport stations, schools, shops and town centres to improve accessibility, safety, convenience and comfort for people walking.	3.2, 3.3	Short-term
1.29 Accessibility to public transport Investigate opportunities to improve walking and bicycle access to public transport hubs to increase accessibility and promote patronage growth.	3.2, 3.3	Medium/long -term
1.30 Bus layover planning Progress planning for optimal use of layover and other operations to improve efficient service operations and prepare for a move towards a connected network.	3.2, 3.3	Medium/long -term
1.31 Principal cycle network plan In collaboration with local government, review and update the Queensland Principal Cycle Network Plan and accompanying Priority Route Maps.	3.2, 3.3	Medium/long -term
1.32 Travel demand management Investigate opportunities for progressing travel demand management strategies. This is likely to involve integrated strategies focused on particular locations, time periods or user groups aimed at increasing the proportion of travel undertaken on more efficient/sustainable modes, reducing the number of trips or changing the timing of trips to reduce peak demands.	3.3	Medium/long -term

3.1.6 Priority 4: Live

Priority 4: Live, seeks to achieve the 'connect' goal by facilitating a transport system that is well designed to support safe, healthy and liveable places and communities for everyone. Priority 4 aligns with:

- The **Transport Coordination Plan's** objective of safety and security
- The **State Infrastructure Strategy's** focus on improving network security and resilience and transport journey times, reliability, and costs
- **ShapingSEQ 2023's** goal for SEQ's residents to live in better designed communities.

Table 15 provides a summary of the priorities, objectives and the role of transport for SEQ with the priorities and objectives further detailed below.

Table 15 Priority 4: Live – SEQ Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Challenges and opportunities	Responding to the region-wide challenges of: • safety and amenity • equitable access • ageing population. Leveraging region-wide opportunities for: • behaviour change to sustainable modes • active transport • good design • affordable and accessible modes • increased connectivity and accessibility.
Transport objectives	4.1 Communities and public places are walkable and well-connected by integrated and sustainable transport options. 4.2 The transport system provides safe, fair and equitable travel options.
Achieved through	• Improved customer experience at stops, stations and interchanges. • Integration of personalised mobility service delivery models. • Integration of Safe Systems, Movement and Place frameworks into planning and design. • Improved wayfinding. • Supporting transit oriented developments along public transport corridors.

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Measured by	• Active transport accessibility. • Public transport disadvantage. • Public transport patronage. • Road safety.

ShapingSEQ 2023's vision is for residents of SEQ to enjoy a wide range of choices in their lifestyles, housing and jobs, and how they get around. A wide range of services, including health and education, will be readily available to all.

Fair and equitable access to a range of travel options can enhance quality-of-life and connect communities to high quality places. This can increase people's employment, education and recreational opportunities and provide access to essential services.

A well-designed transport system facilitates place-making by providing opportunities for people to co-locate and access various places, events, and activities. The availability of quality public and active transportation is essential for enhancing liveability. Additionally, the physical design of the transport system contributes to vibrancy and amenity through the attractive and functional design of stations, streets, and corridors.

Safety is a key aspect of liveability. All customers expect a safe network, regardless of the mode. The transport network does this through transport and land use integration that places people at the centre. Consideration of high-quality design that focuses on walkability and safety for people walking is central to this integration. Designing the system for the most vulnerable – children, elderly and people with disability – ensures safety for all customers across all modes.

Health is also a key aspect of liveability. The impacts of transport systems should enhance rather than detract from community liveability. This can be achieved through insightful design to provide convenient access to transport as well as protection from noise and air pollution impacts.

Objective 4.1: Communities and public places are walkable and well-connected by integrated and sustainable transport options.

Liveability is enhanced with places that are designed for people, with mixed-use neighbourhoods and walkable streets where people of all ages and levels of fitness can move around easily. Places for people foster a sense of belonging. Liveable neighbourhoods are walking friendly and include most daily activities and destinations including public transport links within comfortable walking and bicycle riding distances.

The physical design of the transport system contributes positively to SEQ's amenity and vibrancy. Transport planning will focus on people, not modes, with a deliberate consideration of walkability in accessing all new stations, stops and public places to provide a truly integrated network.

Objective 4.2: The transport system provides safe, fair and equitable travel options.

Customers have a right to be safe, regardless of their mode of transport. Addressing safety requires a multi-layered approach including the vehicles and modes used, infrastructure upgrades, education, technology and system design.

Road incidents are a significant challenge across SEQ with a number of locations identified as high risk crash points. The proportion of serious bicycle injuries and fatalities is also an issue. Physically separating cycleways is one treatment to make riding safer and more equitable by supporting less confident riders to start using bicycles and enabling use by personal mobility devices.

A fair and equitable transport system is one which provides all customers with convenient and affordable options for how they choose to move. Age, health, income and location should not be a barrier to mobility. Improving access to passenger transport for disadvantaged groups will facilitate participation in society and access to services and provide significant economic and social benefits through providing greater employment and social participation. Matching options to need will be assisted by government and industry working in partnership to provide the right type of services for diverse customers. Options including active transport, community transport, personalised mobility, demand-responsive transport and public transport will all be explored to determine suitable solutions.

Bicycle infrastructure at Kippa-Ring station

3.1.6.1 Priority 4: Live actions for SEQ

SEQ-wide actions for Priority 4 are detailed below. These are actions that cross regional boundaries or are significant throughout SEQ. These are identified as both short-term and medium/long-term actions.

Table 16 Priority 4: Live actions for SEQ

Action	Objectives	Timing
1.33 Active transport tourism Work with local government, state agencies and tourism bodies to support planning and investment in active tourism including trails development, promotion and data collection to measure and report on industry growth.	4.1, 4.2	Short-term
1.34 Boating infrastructure Prioritise investment in boating infrastructure across South East Queensland based on an assessment of demand and input from the community and stakeholders including through tools such as the Recreational Boating Facilities Demand Forecasting Study.	4.1	Short-term
1.35 On demand transport Apply learnings from the On Demand Transport (ODT) trial on the Gold Coast and the roll out in Toowoomba to identify appropriate locations and service design options to deliver ODT services that integrate with and complement the high-frequency public transport network to support local mobility.	4.2	Short-term
1.36 Park 'n' ride demand management Develop options for managing park 'n' ride demand across SEQ. This will include identification and management of strategic park 'n' ride sites.	4.1, 4.2	Short-term
1.37 Personalised journey planning Investigate opportunities to support efforts to develop customer interfaces that integrate all transport modes and combine planning, booking and payment to offer a personalised, seamless transport experience.	4.2	Short-term
1.38 Safety and amenity impacts Work with local governments across South East Queensland to mitigate safety and amenity issues caused by traffic volumes and heavy vehicles, subject to state-wide priorities.	4.1, 4.2	Short-term
1.39 Inner-city sustainable transport planning Undertake planning for improved inner-city connections that: • maximise Cross River Rail and Brisbane Metro benefits • prioritise walking and bicycle riding between key destinations.	4.1, 4.2	Medium/long-term

3.2 Future transport network

The planned future network for SEQ seeks to support a region of more complete and interconnected communities with high place value through a multi-modal and integrated regional transport system. It will prioritise frequent and reliable public and active transport for people and efficient freight networks for goods.

Figures 8 to 11 present the strategic public transport network for SEQ, and the Inner Brisbane, Gold Coast and Sunshine Coast. Where existing frequent network links are to be upgraded and improved, the figures present the highest-order network link at 2046. Stops and stations (not all shown) are included for mapping and orientation purposes. This public transport network, subject to further detailed planning, builds on the network and region shaping projects presented in **ShapingSEQ 2023**, **Creating Better Connections for Queenslanders**, and **Connecting Brisbane**.

By identifying the core, high-frequency parts of the future public transport network and places with high value potential, we can provide a consistent longer term template for public transport planning and how it will be integrated with other types of services, modes and land uses. This planned future public transport network will support the efficient movement of people and high-quality, sustainable and liveable communities. The network will be key to achieving the desired outcomes within **ShapingSEQ 2023** and TMR's vision of connected communities in a sustainable, thriving and inclusive Queensland.

It builds on a maturing transport system and seeks to support sustainable growth in SEQ. It also provides the framework for identification and delivery of region shaping infrastructure as high-frequency public transport corridors develop and intensify.

In partnership with the State Government, Brisbane City Council are currently leading a rapid detailed business case into the feasibility of expanding the Metro system south to Springwood, east to Capalaba, north to Carseldine and connecting to DFO and the Brisbane airport. Figures 8 and 9 will be updated in the future to reflect the outcome of the Brisbane Airport Metro connection investigation. All other connections being investigated are identified in these maps as future Bus Priority Corridors and could be made suitable for Metro vehicles if required.

The strategic public transport network shown in Figures 8 to 11 will be supported by a robust and safe active transport network that will connect to activity centres and transit precincts across the region. In particular, this will be facilitated through a well-connected bike network as outlined in the **Queensland Principal Cycle Network Plan**.

Figure 12 outlines the planned future road and freight network within SEQ. It highlights the existing key freight routes as well as planned road and rail corridors to also be delivered over the longer term timeframe to 2046. These parts of the future network support regional connectivity, productivity and prosperity.

They are key to supporting the efficient movement of goods across SEQ and the freight system's role in contributing to SEQ's globally competitive economy.

A sample of strategies that guide the development of the future network of SEQ include **Creating Better Connections for Queenslanders**, **Connecting Brisbane**, and **SEQ Rail Connect.** These are summarised below.

3.2.1 Creating Better Connections for Queenslanders

The Queensland Government has developed a 10-year plan to set out the priorities and key initiatives for passenger transport in Queensland. **Creating Better Connections for Queenslanders** contributes to realising TMRs vision of developing connected communities in a sustainable, thriving and inclusive Queensland, and the 30-year vision for transport set by the **Queensland Transport Strategy**. **Creating Better Connections for Queenslanders** plans to provide reliable and frequent services to move large numbers of people quickly and easily on the busiest corridors in our towns and cities. While at the same time, expanding our use of on-demand public transport, rideshare, taxi, feeder buses, and active travel to conveniently connect people from their door to these high-frequency services.

3.2.2 Connecting Brisbane

Connecting Brisbane presents a shared vision and an integrated strategy of the Queensland Government and Brisbane City Council for the future of Brisbane's public transport system and connections to neighbouring local government areas.

Connecting Brisbane brings together strategic infrastructure, land use and transport planning at all three levels of government and focuses on the public transport component of passenger transport, including heavy rail, bus, metro and ferry.

The **SEQ Regional Transport Plans** directly respond to the challenges and opportunities presented in Connecting Brisbane, through identifying priorities and actions across the South Coast, Metropolitan and North Coast regions.

3.2.3 SEQ Rail Connect

SEQ Rail Connect is the Queensland Government's blueprint for rail readiness in the growing SEQ region. It will help deliver the Queensland Government's vision for connected communities in a sustainable, thriving and inclusive Queensland.

SEQ Rail Connect sets out three priority outcomes and investment highlights to deliver:

- a redesigned network, ready for Cross River Rail, with simplified and consistent service types and more reliable operations
- better journeys with more frequent and faster services and greater comfort with more seats and more trains
- easier access to more locations with upgraded stations and better connections.

Figure 8 SEQ Indicative Frequent Public Transport Network 2046

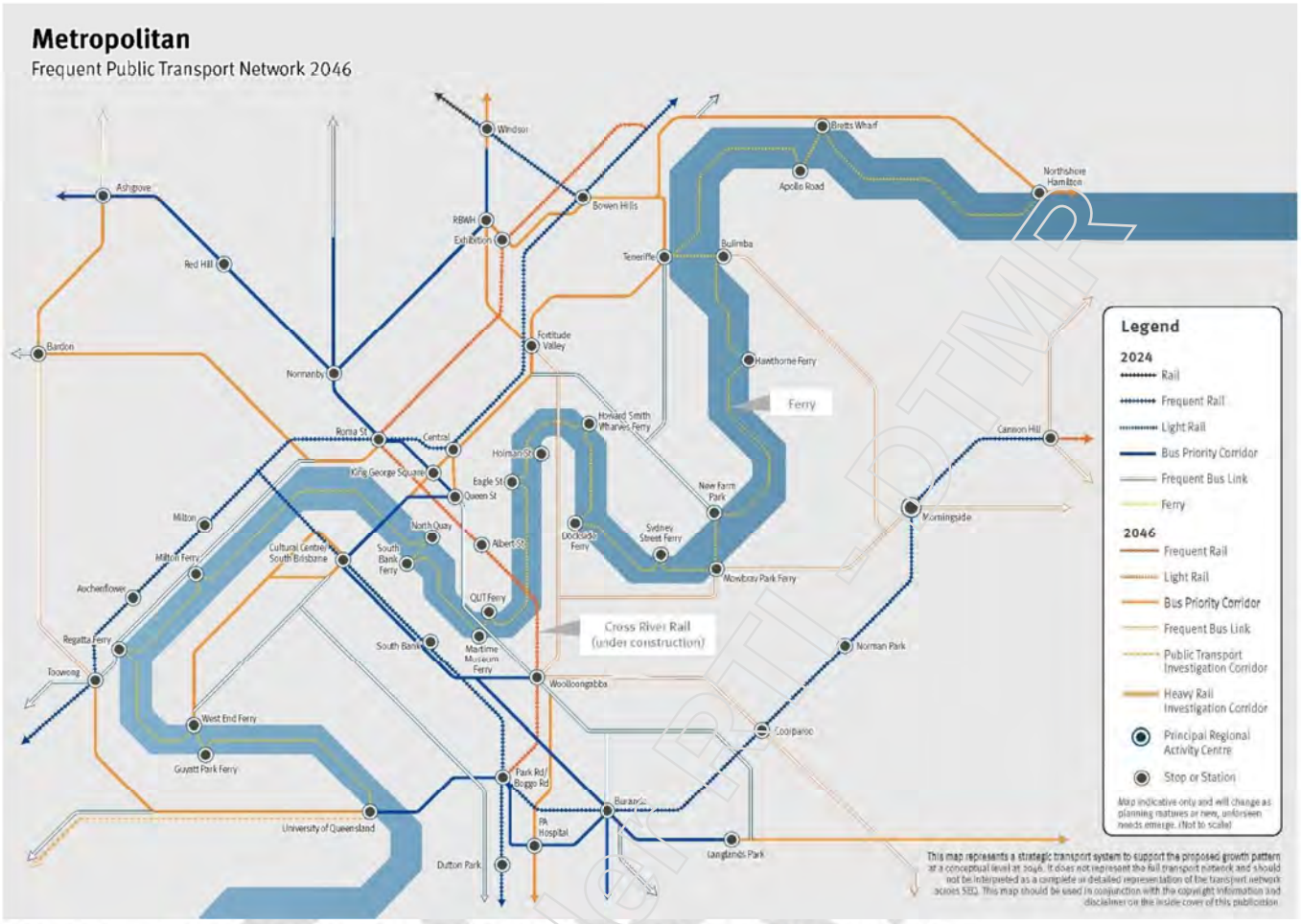

Figure 9 Inner Brisbane Indicative Frequent Public Transport Network 2046

Definitions

Frequent

Services typically every 15 minutes, from 7am to 7pm, 7 days a week

Bus priority Corridor

Corridors that provide frequent bus links with bus priority measures to deliver bus passengers with priority and travel time reliability. Priority measures may include T2 lanes, intersection right-of-way, bus lanes or dedicated busways.

Investigation Corridors

Corridors being investigated or preserved for future high-quality public transport links using dedicated infrastructure such as heavy rail, light rail or dedicated busway. Planning for these corridors may have identified a preferred mode (such as heavy rail), while other corridors require further investigation and consideration.

Planning to determine time-frames for delivery, corridor requirements, confirmation of mode, and interim network arrangements is ongoing.

Figure 10 Sunshine Coast Indicative Frequent Public Transport Network 2046

Figure 11 Gold Coast Indicative Frequent Public Transport Network 2046

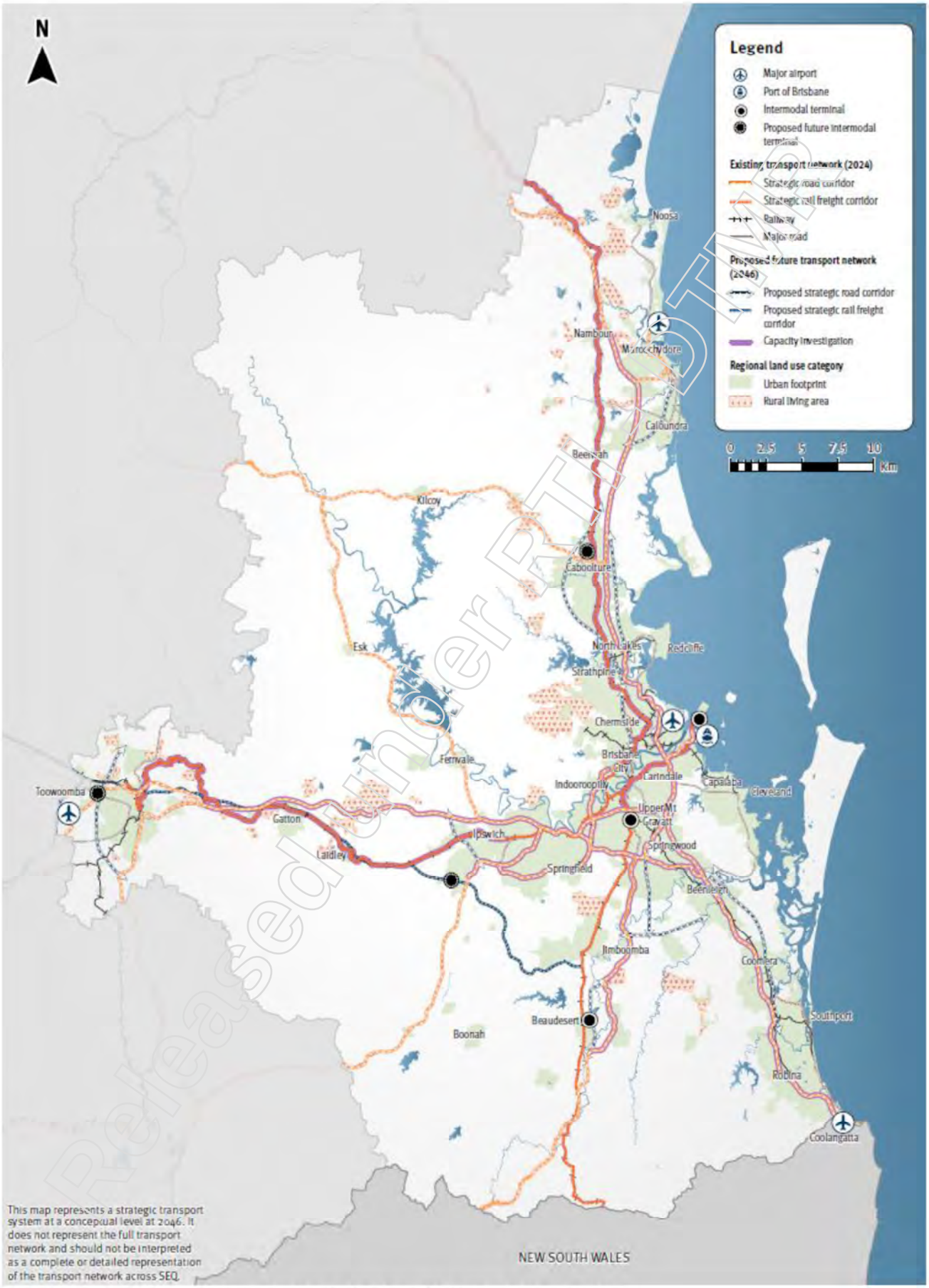

Figure 12 Proposed future strategic road and freight system, 2046

4 North Coast Regional Transport Plan

4.1 Region overview

The North Coast region (Figure 13) is the northernmost part of SEQ and includes Moreton Bay, Noosa, Somerset and Sunshine Coast local government areas.

A regional overview of the North Coast region is captured in Table 17.

Table 17 A snapshot of the North Coast region

10,539 km²

The North Coast region covers an area of 10,539 km²

62%

In 2021, the population was **913,300** people. In 2046, the forecast population is **1,476,300** people

$45B

The gross regional product in 2021-22 was **$45 billion**

24%

In 2021, **24%** of the SEQ population lived in the North Coast region

25%

By 2046, **25%** of the SEQ population is projected to live in the North Coast region

2429 km²

There is **2429 km²** of natural park and environmental land

118 people/km²

In 2023, the average regional population density was **118 people per km²**

13.8°c – 25°c

The average daily temperature range is **13.8°c – 25°c**

1195 mm

The average rainfall is **1195 mm** per annum

$4.1B

Sunshine Coast Airport expansion will contribute **$4.1B** to the Sunshine Coast economy between **2020 and 2040**

1.49M

In 2022, Sunshine Coast Airport had over **1.49 million** passenger movements

$39,136

In 2021, the regional median personal income per annum was **$39,136**

19.8%

In 2021, **19.8%** of the population was aged 65 years and over

Employment

Within the region:

- 18.1% in health care and social assistance
- 10% in construction
- 11.8% in retail trade
- 9.9 % in education and training.

Growth

ShapingSEQ 2023 identifies growth in:

- Health care and social assistance
- Construction.

Sources:

Department of State Development, Infrastructure, Local Government and Planning. (2023). **ShapingSEQ** - South East Queensland Regional Plan 2023.

Queensland Government Statistician's Office. (2021). Queensland Regional Profiles: Resident Profile for North Coast region compared to South - East Queensland region.

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Australian Bureau of Statistics. (2023). Regional Population: Population estimates and components by LGA, 2021 to 2022 – Revised (Table 3).

Sunshine Coast Regional Council. (2019, September 26). Sunshine Coast Airport expansion project receives Federal Government loan. [Media release].

.id community demographic resources. South East Queensland economic profile. www.economy.id.com.au.

The Bureau of Infrastructure, Transport and Regional Economics (BITRE). (2023). Airport Traffic Data.

Figure 13 The North Coast region

4.1.1 Moreton Bay region

Key population facts:

- 2021 estimated population: 484,400[33]
- 2046 projected population: 792,700[34]
- +1.99% growth rate.

4.1.1.1 Economy

The Moreton Bay local government area produced $19.90 billion of Gross Regional Product and had 149,300[35] jobs in 2020-21 and more than 31,000[36] businesses. Retail, healthcare, education, and manufacturing and construction activity have been supported by robust population growth to deliver strong and sustained economic growth for the area. Further growth is expected in the agribusiness, tourism, hi-tech manufacturing and IT, and other innovation and knowledge sectors.[37]

As of 2021, the health care and social assistance industry provided 17.9 per cent of all jobs within Moreton Bay, followed by retail trade (12.9 per cent), education and training (10.8 per cent) and construction (9.8 per cent).[38]

4.1.1.2 Employment

In 2021, the main industries in which Moreton Bay residents were employed included health care and social assistance (16.1 per cent), construction (10.7 per cent), retail trade (10.1 per cent) and education and training (8.1 per cent).[39]

4.1.1.3 Growth

Moreton Bay is expecting growth of 308,300 people by 2046.[40] **ShapingSEQ 2023** indicates that an additional 125,800 dwellings will be required to accommodate the population growth forecast for Moreton Bay.[41]

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[33] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[34] Ibid.
[35] Ibid.
[36] Australian Bureau of Statistics. (2023). *Counts of Australian Businesses, including Entries and Exits.*
[37] Moreton Bay Regional Council. (2021). *Regional Economic Development Strategy 2020-2041.*
[38] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Moreton Bay (R) Local Government Area.*
[39] Ibid.
[40] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[41] Ibid.

4.1.1.4 Education

The University of the Sunshine Coast campus at The Mill at Moreton Bay, opened in 2020, has more than 4,700 students and will grow to 10,000 students by 2035. The campus is situated in a 460-hectare Priority Development Area within the suburbs of Petrie, Kallangur and Lawnton.[42]

4.1.1.5 Recreation

Moreton Bay's coastal locality provides significant outdoor precincts and environments for recreational enjoyment including boating and fishing, camping, water sports, bushwalking and hiking. The area is also home to the Moreton Bay Marine Park and the Moreton Bay Ramsar site which protect a vast array of marine habitats, plants and animals. Bribie Island National Park, as well as the D'Aguilar National Park on the Somerset local government area border are also located within the region. The area also benefits from the recreational opportunities in neighbouring regions of Sunshine Coast in the north and Brisbane in the south.

4.1.1.6 Local planning alignment: City of Moreton Bay Integrated Transport Strategy 2042

In 2023, the City of Moreton Bay adopted the Integrated Transport Strategy 2042 that provides an aspirational roadmap to guide the actions of Council and their partners to achieve the long-term vision and strategic direction for the region's transport system over the next 20 years.

The strategy focuses on providing a safe, connected and sustainable transport system that is resilient and adapts to changing transport trends and emerging technologies. It brings many pieces together for an integrated transport network to enable efficient movement between places where people live, relax and work. The strategy is supported by an action plan that identifies priority actions to be implemented over the next five years. A suite of Council plans will also provide further detail on the types of priority actions required to implement themes over the medium to long term.

[42] University of the Sunshine Coast. (2023). *About UniSC Moreton Bay Campus.*

4.1.2 Noosa region

Key population facts:

- 2021 estimated population: 56,900[43]
- 2046 projected population: 75,700[44]
- +1.15% growth rate.

4.1.2.1 Economy

The Noosa local government area produced $3.38 billion of Gross Regional Product and had 25,200[45] jobs in 2020-21 and 7,621 businesses in 2021-22.[46] Noosa's economy relies significantly on the tourism, retail and construction sectors and is positioned for growth in fields including health care, environmental industries, rural enterprise, creative industries and professional services.[47]

As of 2021, the accommodation and food services industry provided 15.4 per cent of all jobs within Noosa, followed by health care and social assistance (14.2 per cent), retail trade (13.9 per cent) and construction (8.8 per cent).[48]

4.1.2.2 Employment

In 2021, the main industries in which Noosa residents were employed included health care and social assistance (14 per cent) accommodation and food services industry (11.7 per cent), construction (11.1 per cent) and retail trade (10.5 per cent).[49]

4.1.2.3 Growth

Noosa is expecting growth of 18,800 people by 2046.[50] **ShapingSEQ 2023** indicates that an additional 5,000 dwellings will be required to accommodate the population growth forecast for Noosa.[51]

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[43] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[44] Ibid.
[45] Ibid.
[46] Informed Decisions. (2023). *Noosa Shire Council.*
[47] Noosa Shire Council. (2016). *Local Economic Plan.*
[48] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Noosa (S) Local Government Area.*
[49] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Noosa (S) Local Government Area.*
[50] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[51] Ibid.

4.1.2.4 Education

Institutions in neighbouring local government areas provide education opportunities to the region including the University of the Sunshine Coast campuses in Gympie and the Sunshine Coast.

4.1.2.5 Recreation

The area features many pristine beaches that stretch along the coastline, the surrounding hinterland and national parkland, including Noosa National Park. Noosa is home to the Noosa Biosphere Reserve and Ramsar Wetlands. Noosa River offers numerous picnic spots, boat trips and other activities to explore the river. These tourism drawcards also provide residents with world-class spaces for recreation. This is coupled with natural and environmental areas and community spaces and facilities.

4.1.2.6 Local planning alignment: Noosa Transport Strategy 2017-2027

Noosa's transport vision is one where "Noosa Shire enjoys an efficient, free flowing, innovative transport system that enhances resident and visitor experiences, and results in sustainable environmental outcomes". The strategy summarises initiatives to provide alternatives to driving at peak times and disincentives for parking. It identifies a number of strategies to be considered further over the life of the document as part of the ongoing Transport Strategy prioritisation process.

Bulcock Beach boardwalk, Caloundra

4.1.3 Somerset region

Key population facts:

- 2021 estimated population: 25,400[52]
- 2046 projected population: 42,200[53]
- +2.05% growth rate.

4.1.3.1 Economy

The Somerset local government area produced $1.1 billion of Gross Regional Product and had 8,200 jobs in 2020-21[54] and 2,224 businesses in 2021-22.[55] While food manufacturing, agriculture and construction will remain strong contributors to Somerset's economy in the future, there will also be strong growth in tourism, professional services, and education and training sectors.[56]

As of 2021, the manufacturing industry provided 21.6 per cent of all jobs within Somerset, followed by agriculture, forestry and fishing (12.3 per cent), education and training (9.9 per cent) and health care and social assistance (9.5 per cent).[57]

4.1.3.2 Employment

In 2021, the main industries in which Somerset residents were employed included manufacturing (12.1 per cent) and health care and social assistance (11.9 per cent), followed by the construction industry (9.1 per cent) while both the agriculture, forestry and fishing sector and the education and training industry accounted for 8.4 per cent each.[58]

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[52] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[53] Ibid.
[54] Ibid.
[55] Informed Decisions. (2023). *Somerset Regional Council.*
[56] Somerset Regional Council. (2022). *Somerset Economic Development Strategy.*
[57] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Somerset (R) Local Government Area.*
[58] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Somerset (R) Local Government Area.*

4.1.3.3 Growth

Somerset is expecting growth of 16,800 people by 2046.[59] **ShapingSEQ 2023** indicates that an additional 5,700 dwellings will be required to accommodate the population growth forecast for Somerset.[60]

4.1.3.4 Education

Universities in adjoining areas including Lockyer Valley, Toowoomba, Ipswich, Brisbane and Sunshine Coast provide educational opportunities for the Somerset area.

4.1.3.5 Recreation

Somerset features rural and natural landscapes which provide recreational opportunities for both residents and visitors. Rural villages and towns are also a drawcard for the area. The Somerset and Wivenhoe dams provide a range of outdoor recreational options such as boating and fishing. The D'Aguilar National Park also runs along the border with the Moreton Bay local government area.

Esk township, Somerset

[59] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[60] Ibid.

4.1.4 Sunshine Coast region

Key population facts:

- 2021 estimated population: 346,600[61]
- 2046 projected population: 565,700[62]
- +1.98% growth rate.

4.1.4.1 Economy

The Sunshine Coast local government area produced $20.96 billion of Gross Regional Product and had 147,600 jobs in 2020-21[63] and 35,598 businesses in 2021-22.[64] The construction, retail and tourism sectors and the health, education and professional services sectors are the primary industries in the region and are increasingly growing their contribution to the area's economic output.[65]

As of 2021, the health care and social assistance industry provided 19.3 per cent of all jobs within the Sunshine Coast, followed by retail trade (10.6 per cent), construction (10.5 per cent) and education and training (9.4 per cent).[66]

4.1.4.2 Employment

In 2021, the main industries in which Sunshine Coast residents were employed included health care and social assistance (18.0 per cent), construction (12.1 per cent), retail trade (9.8 per cent) and education and training (8.8 per cent).[67]

4.1.4.3 Growth

Sunshine Coast is expecting an additional 219,100 people to reside in the region by 2046. [68] **ShapingSEQ 2023** indicates that an additional 84,800 dwellings will be required to accommodate the population growth forecast for Sunshine Coast.[69]

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[61] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[62] Ibid.
[63] Ibid.
[64] Informed Decisions. (2023). *Sunshine Coast Council.*
[65] Sunshine Coast Council. (2023). *Sunshine Coast Regional Economic Development Strategy 2013–2033 Refresh.*
[66] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Sunshine Coast (R) Local Government Area.*
[67] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Sunshine Coast (R) Local Government Area.*
[68] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[69] Ibid.

4.1.4.4 Education

The University of the Sunshine Coast is a foundation partner of the Sunshine Coast University Hospital which opened in 2017. It is the first tertiary teaching hospital to open nationally in the last 20 years and is also a significant employment hub for the area, employing over 4000 staff members.[70]

4.1.4.5 Recreation

The Sunshine Coast is renowned for its world-class beaches. It also features a wide variety of community facilities and precincts, outdoor spaces, as well as natural and hinterland areas. The unique Glass House Mountains also attract visitors and are a defining landscape feature of the North Coast region. Moreton Bay Marine Park also extends north from the waters of Moreton Bay at Caloundra and is a haven for wildlife and visitors.

4.1.4.6 Local planning alignment: Sunshine Coast Integrated Transport Strategy

In 2018 Sunshine Coast Council adopted the Sunshine Coast Integrated Transport Strategy which is aligned to council's vision for the Sunshine Coast to be Australia's most sustainable region – healthy, smart, creative. The Integrated Transport Strategy responds to the challenges and opportunities facing the Sunshine Coast region and outlines the vision to achieve a connected, smart, integrated, safe and efficient transport system that contributes to the region's economic viability, sustainability and lifestyle. The strategy outlines specific targets to guide planning and investment of infrastructure and programs that will encourage and assist the community to use more sustainable forms of travel.

[70] Queensland Government. (2023). *Sunshine Coast University Hospital – Hospital Activity.*

4.1.5 Projected population and employment growth

Between 2021 and 2046, Moreton Bay and Sunshine Coast both expect significant population growth.

Figure 14 shows the projected total population change by mappable areas across the region from 2021 and 2046. Areas projected for high levels of growth in the Sunshine Coast include Caloundra South, Palmview/Sippy Downs and Beerwah East, as well as Maroochydore and Birtinya and areas west of Caboolture and the North Lakes – Mango Hill areas in the Moreton Bay local government area.[71]

Some of this growth is anticipated to be consolidation, which provides opportunities for urban consolidation and trunk public transport services. Nevertheless, there will also be expansion development, for which appropriate servicing options need to be considered for lower density areas. These growth areas align with many of the descriptors of **ShapingSEQ 2023**, including the high amenity areas, SEQ Development Areas and PDAs such as Waraba (Caboolture West). Waraba will be a key growth area by expansion and will accommodate a large proportion of the sub-region's planned expansion growth to 2046. Other new expansion areas include Nirimba, Burpengary East and Narangba. High amenity areas will be further refined and spatially defined in collaboration with local councils with key locations including Maroochydore (City Centre), Birtinya, and Caloundra.[72]

Figure 14 also depicts relatively high population growth in northern areas of Noosa Shire Council and southern areas of Somerset, however this change is over the total land area and subsequently the intensity of change is anticipated to be lower. Noosa and Somerset will continue to be low growth areas. Figure 15 shows where projected employment growth is expected in the North Coast region, with highest growth forecast in Maroochydore and south-western Caloundra on the Sunshine Coast, and at Caboolture, Strathpine, and North Lakes in the Moreton Bay local government area.[73] [74]

[71] Queensland Government Statistician's Office. (2023). *Queensland Government Population Projections: 2023 edition (medium series)*.
[72] Department of State Development, Infrastructure, Local Government and Planning. (2023). *Shaping SEQ – South East Queensland Regional Plan 2023*.
[73] Based on Queensland Treasury (2023). Regional Employment Projections, 2015-16 to 2045-46 [unpublished].
[74] Based on **ShapingSEQ 2023** projections and allocation modelling

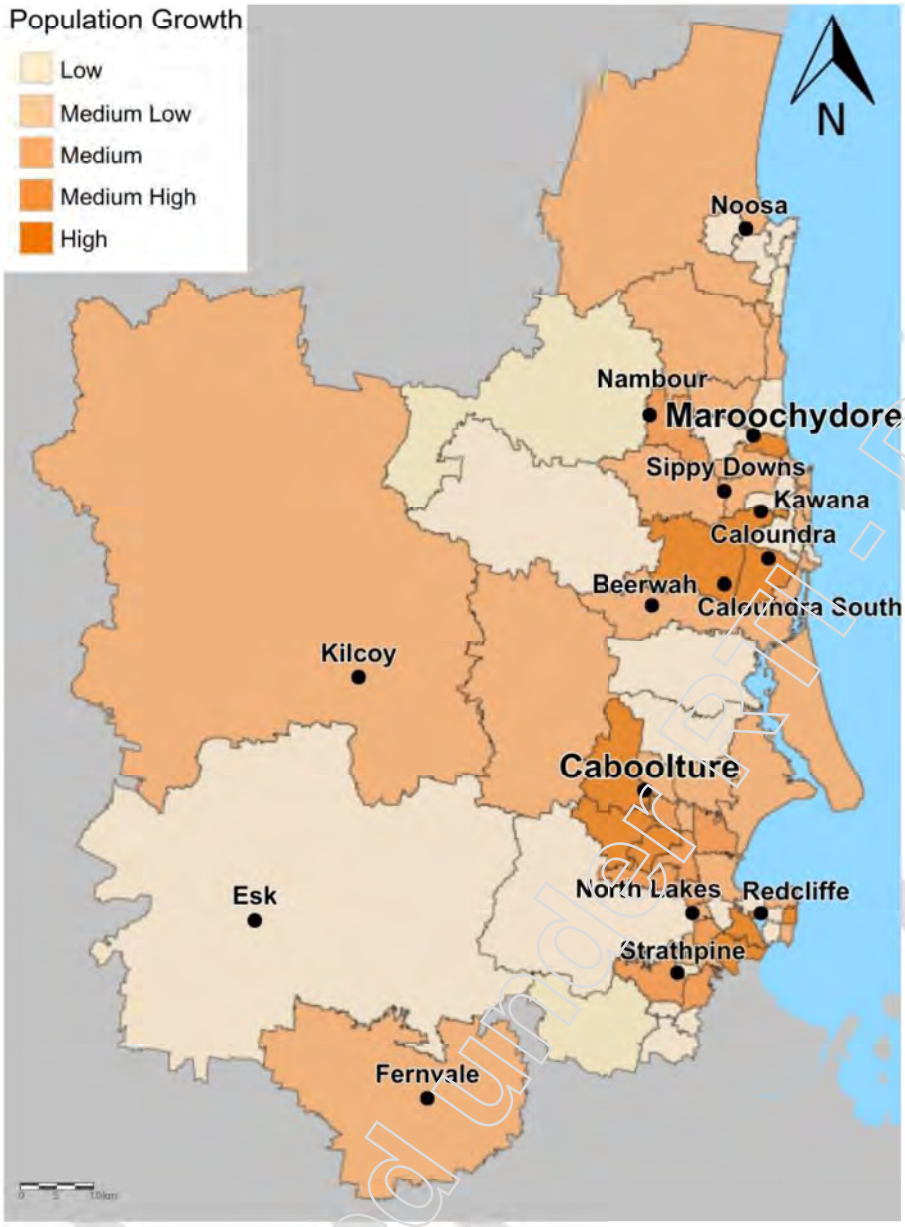

Figure 14 North Coast total projected population growth, 2021-2046

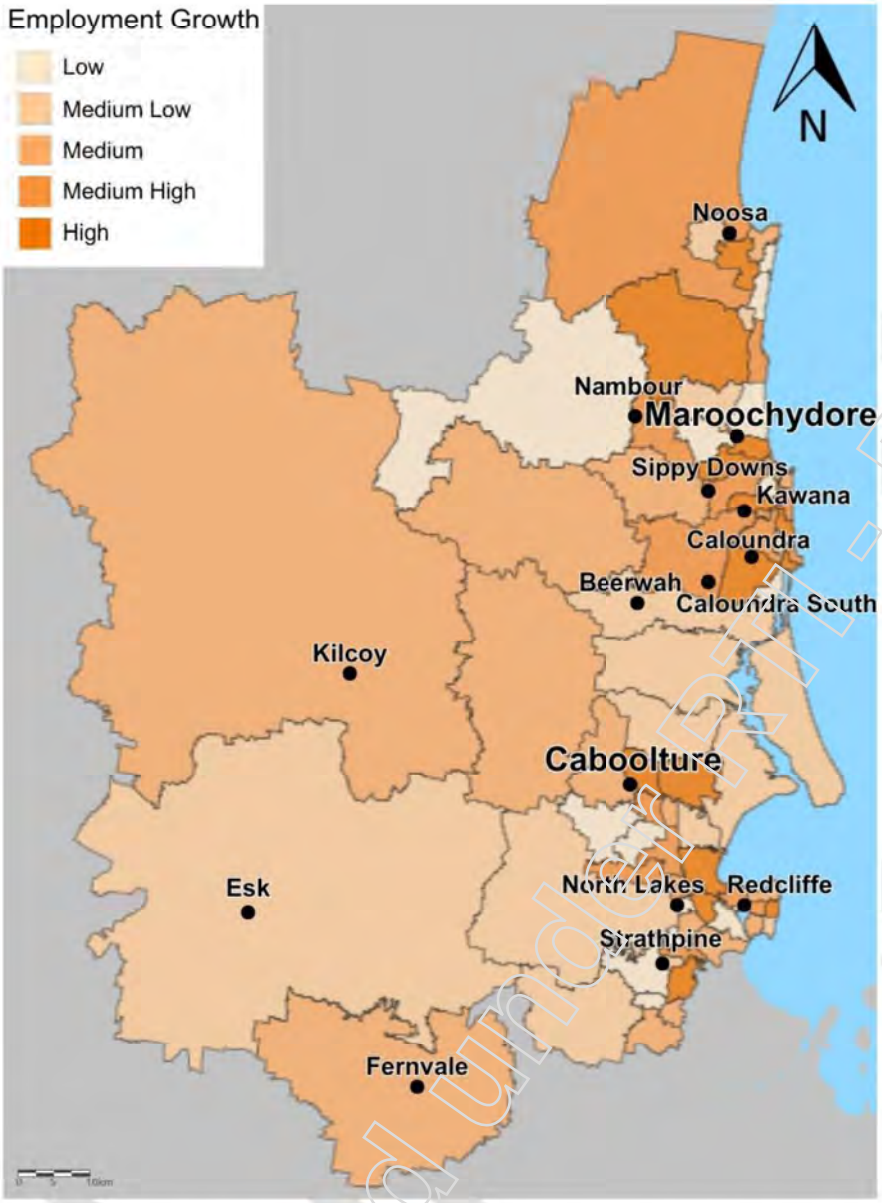

Figure 15 North Coast total projected employment growth, 2021 – 2046

4.1.6 Regional economic and growth areas

A range of regional economic centres and growth areas will have an impact on the current and future regional transport network, with some areas, such as PDAs, being identified for specific accelerated development. Locations within the North Coast region include:

- Beerwah East SEQ development area
- Caloundra South PDA
- Kawana REC

- Maroochydore City Centre PDA
- North Lakes – Redcliffe REC
- Northern Gateway REC
- Strathpine – Brendale – Petrie REC
- Sunshine Coast Airport PDA
- The Mill at Moreton Bay PDA
- Waraba (Caboolture West) SEQ development area.

These areas are detailed further in **ShapingSEQ 2023**.

4.1.7 Key regional projects

A number of major large-scale projects in public transport, road transport and urban development will help create significant social, economic or environmental opportunities and play a critical role in driving and shaping the North Coast region. These projects are detailed below.

4.1.7.1 Direct Sunshine Coast Rail Line

The Direct Sunshine Coast Rail Line will extend the South East Queensland rail network from the North Coast Line at Beerwah to Maroochydore. Stage 1 pre-delivery activities are underway with major construction expected to commence in 2026. Stage 1 will transform travel to and from the Sunshine Coast, making the peak-hour commute by train between Brisbane and Caloundra 45 minutes faster than by car.

Stage 1 includes a 19-kilometre dual track built from Beerwah to Caloundra, making it the longest spur line in the south-east passenger rail network. Stage 1 will also protect the updated rail alignment all the way to Maroochydore and further plan, design and engage the market to confirm delivery costs and timeframes to deliver the Direct Sunshine Coast Rail Line to Birtinya. Stage 1 also includes enhancements to the bus network and new active transport facilities, to ensure communities around the Sunshine Coast have convenient and reliable connections to the stations.

The Queensland and Australian Governments have each committed $2.75 billion to deliver the first-stage of the rail line from Beerwah to Caloundra by 2032. Stage 1 is expected to cost between $5.5 billion to $7 billion, with cost estimates to be finalised following further design development, market engagement and procurement.

4.1.7.2 Maroochydore City Centre

The development of the Maroochydore City Centre is representing a once in a lifetime opportunity to establish a new Central Business District for the Sunshine Coast. The project will be instrumental in building and strengthening the region, providing a mix of residential, commercial, retail, civic and community uses to create a vibrant business and city centre. Key to its development will be the establishment of an efficient and effective public transport system and connections to the existing road network.

4.1.7.3 Beerburrum to Nambour (B2N) rail upgrade – Stage 1

Detailed design and delivery planning for the Beerburrum to Nambour Rail Upgrade project (Stage 1) commenced in 2018. The project scope includes duplication of the rail track on an improved alignment between Beerburrum and Glasshouse Mountains, duplication of the rail track primarily on the existing alignment between Glasshouse Mountains and Landsborough, as well as station upgrades and passing loop extensions between Landsborough and Nambour. These works will improve track capacity and reliability, creating travel time savings and increased passenger and freight services to the growing Sunshine Coast region.

4.1.7.4 Sunshine Coast Airport expansion

The expansion undertaken by Sunshine Coast Council became operational in June 2020 and delivered a new runway and passenger facilities to cater for more international flights, a potential airfreight role, as well as a knowledge and technology precinct for the aviation and aerospace industry. The **Sunshine Coast Airport Masterplan 2040**, produced in 2019 to fulfill a requirement of the airport lease agreement between the Council and the SCA Pty Ltd, outlines the strategic vision for the development and expansion of the Airport. This includes infrastructure improvements, increased capacity, and enhanced passenger services to meet the anticipated growth and demands of the region.

4.1.7.5 Sunshine Coast Public Transport project (Caloundra to Maroochydore)

The Sunshine Coast Public Transport detailed business case for Stage 1, between Maroochydore and the Sunshine Coast University Hospital at Birtinya, with a possible extension to Caloundra (Stage 2) is currently underway. Investigations involve an assessment of potential transport modes, the economic, social, environmental and financial viability of the project. The required supporting bus network will also be investigated. The project will support mode shift to sustainable transport modes and relieve pressure on the road network.

4.1.7.6 Southern Sunshine Coast Public Transport Strategy

In consultation with Sunshine Coast Council, TMR completed the public transport strategy for the southern Sunshine Coast region in 2023. The strategy helps address the challenges that are facing the region, between Beerwah and Maroochydore, due to population growth and forecast increased demand for public transport. The strategy will provide the strategic network context for future stages of the network's development.

4.1.7.7 Kawana Waters master planned development

The Sunshine Coast Council is facilitating a master planned community between Currimundi Creek and the Mooloolah River including an urban village and retail facility comprising of a mix of commercial, entertainment and residential uses. Sunshine Coast Council is seeking to achieve increased residential yields to support a town centre at Birtinya and high-quality public transport links. To support these land use planning objectives and grow economic opportunities, it is necessary to invest in state transport infrastructure and services.

TMR will work with Sunshine Coast Council and proponents to support this objective (such as the delivery of the Direct Sunshine Coast Rail Line (Stage 1)), which includes ongoing investigations and market sounding to deliver the new line to Birtinya and planning for upgrades to the Sunshine Motorway Mooloolah River Interchange and new Kawana Motorway).

4.1.7.8 Sunshine Coast University Hospital and health precinct

The precinct is located in Birtinya and will create employment in a concentrated area and attract further business outside the region's traditional sectors of tourism, retail and construction. The precinct may present opportunities to target travel behaviour change programs.

4.1.7.9 The Mill at Moreton Bay

Located within the suburbs of Petrie, the Mill at Moreton Bay will create employment opportunities with a new campus for the University of the Sunshine Coast at its core. The onsite train station will connect local residents from both the Redcliffe Peninsula rail line and the Caboolture line to the new campus.

4.1.7.10 Bruce Highway upgrades

A number of key upgrades are planned across the Bruce Highway to help improve efficiencies. These upgrades support the vital role of the National Land Transport Network serving the major north-south freight and commuter corridor.

4.1.7.11 Bruce Highway Western Alternative

Planning has begun for a new transport corridor between north Brisbane and Beerburrum, providing an alternative route to the Bruce Highway to accommodate future growth. Stages 1 and 2, from Moodlu at Waraba (Caboolture West) to Narangba, have been protected for the future corridor (Moreton Motorway), and Stage 3 and 4 investigations are ongoing between Narangba to Bald Hills and Beerburrum to Moodlu, respectively. The future Moreton Motorway will support regional trips as well as the Waraba major expansion area, Morayfield South, Pine Valley, Narangba East, The Mill at Moreton Bay and Elimbah, and will provide for multi-modal outcomes including active and public transport provisions.

4.1.7.12 Kawana Motorway

Planning is underway for a new motorway link parallel with Kawana Way, between Parrearra and Meridan Plains. The Kawana Motorway will provide an alternative route for longer distance intra-regional travel, thereby reducing congestion and on major nearby roads including Kawana Way and Nicklin Way. The new motorway link will support rapid urban growth in new emerging communities south and west of Caloundra and provides a critical connection required to relieve pressure on Nicklin Way to enable increased capacity and support delivery of high frequency public transport.

4.1.7.13 Sunshine Motorway upgrades

The Sunshine Motorway is a key motorway that facilitates access to major regional and local urban centres within the region. Across various sections of the motorway, planning and design investigations are underway to improve the safety, efficiency of the network to meet current and future transport needs. TMR is working closely with Sunshine Coast Council from the planning stage to identify staged upgrades, whilst embedding sustainability into infrastructure planning, design, construction and operation.

4.1.7.14 Rail station upgrades

A number of rail stations will be upgraded as part of the continuing Station Accessibility Upgrade Program. These upgrades will significantly improve access for all customers including those with disability, the elderly, parents with prams, people with injuries or even simply those carrying luggage. Station upgrades vary depending on the requirements at each station, and may include lifts, walking footbridges, raised platforms, light and CCTV upgrades as well as bus stops, bicycle facilities, improved local walking connections as well as carpark upgrades.

4.2 Regional transport network

4.2.1 Current regional transport network

The region's transport network is characterised by road and rail connections which also provide inter-regional connections to Gympie in the north and Brisbane in the south. The region includes a maturing road network and growing public and active transport networks.

4.2.1.1 Active transport

TMR and local governments recognise the important role active transport can play in the way people move. Currently less than 3 per cent of commuters across the North Coast region walk or bike ride to work.[75]

Well designed and connected streets and activity centres which encourage walking as the preferred method of travel present a range of social and economic benefits. This will be particularly important in activity centres where people walking and riding bicycles will be prioritised over vehicle movement.

Key active transport projects underway or recently completed in the North Coast region include:

- publication of walking network plans around Sunshine Coast University Hospital and Maroochydore, Nambour and Maleny town centres
- funding of other walking network plans to be completed throughout the region
- planning for a bicycle route from Maroochydore to Alexandra Headland, parallel to Aerodrome Road and Alexandra Parade
- planning for the Moreton Bay Cycleway along the coastline, from Bribie Island towards Brisbane and the Redlands
- design and construction of stage one of the William Street (Kilcoy) separated cycle facilities
- Mooloolaba to Minyama Separated Bikeway, the first separated bikeway within an urban/business area on the Sunshine Coast

[75] Australian Bureau of Statistics. (2022). *Method of Travel to Work, General Community Profile - Local Government Area.*

- completion of missing links on the Eenie Creek Road Pathway, between Sunrise Beach and Tewantin
- completion of 9.2 kilometres of bicycle lane along Tanawha Tourist Drive, improving bicycle connections between Tanawha and Sippy Downs
- construction of bicycle facilities along David Low Way.

4.2.1.2 Public transport

The North Coast region is served by rail and bus services which are part of the integrated public transport system in SEQ managed by Translink, with the exception of Somerset which currently lies outside the SEQ integrated ticketing boundaries.

The region's bus network connects with heavy rail to facilitate trips to wider destinations across SEQ. The rail network is connected to the overall SEQ passenger rail network. The region is served by the Sunshine Coast line and the Redcliffe Peninsula line.

The bus network in the region has different functions depending on its geographic area. In the Sunshine Coast and Noosa, the bus network has some higher frequency routes servicing major centres in Noosa, Caloundra, Maroochydore, Nambour and the University of Sunshine Coast at Sippy Downs. There are also connections from the coastal areas to the Queensland Rail Citytrain network at Cooroy, Eumundi, Nambour and Landsborough. The remainder of the network is primarily local services that provide a coverage function.

The Moreton Bay local government area is within commuting distance of Brisbane City in the south. With major movements to northern Brisbane and Brisbane City, the bus network is focussed on connecting to rail hubs and meeting customer demand between Caboolture, Morayfield, Redcliffe, North Lakes, Petrie and Strathpine. There is also commuter traffic which travels from the southern Sunshine Coast and southern Somerset areas to Brisbane.

In Somerset, an urban public transport bus service is provided from Kilcoy to Caboolture as part of the **qconnect** regional public transport service scheme, and a Translink service connects Toogoolawah to Ipswich.

4.2.1.3 Rail freight

Rail freight moves through the region on the North Coast line which shares a track with passenger services. As with the rest of SEQ, passenger rail services are given priority and rail freight movements are restricted to off-peak commuter periods.

4.2.1.4 Roads

The road network includes the Bruce Highway that runs through the region in a north-south direction. Within the Moreton Bay local government area key east-west connections include Anzac Avenue, Deception Bay Road and King Street.

The main coastal activity and tourist centres of Maroochydore, Mooloolaba and Caloundra are connected by Nicklin Way, a major arterial road providing intra-regional access to these three communities. The Sunshine Motorway provides connections from Sippy Downs to Mooloolaba and along the coast providing access to Maroochydore, the airport and Noosa.

Caloundra Road, Bells Creek Arterial Road and Kawana Way Link Road / Kawana Way provide a connection between the Bruce Highway and Birtinya Town centre including access to the growth areas of Caloundra South and the coastal urban consolidation area.

The Brisbane Valley Highway and D'Aguilar Highway are the major roads serving Somerset.

Several roads are approved to handle 'B-double' long multi-combination freight vehicles, including the Bruce Highway and D'Aguilar Highway.

4.2.1.5 Air

In 2023, the Sunshine Coast Airport was declared a PDA. This declaration recognises the airport as a significant regional asset and the important role it plays as an economic enabler for the wider region. The airport offers commercial aviation services domestically to and from Adelaide, Cairns, Melbourne, and Sydney, as well as seasonal services to Auckland. It is located to the north of the Sunshine Coast's major activity centre, Maroochydore, and is connected to the regional transport network via the Sunshine Motorway. An urban bus service is also provided for passenger and employee connectivity to the airport.

In 2022, the airport served over 1.49 million passengers.[76] Additionally, the Sunshine Coast Airport supports the growth and diversification of general aviation operations, promoting and facilitating the region's food and agribusiness industry through access to interstate and international import and export markets.

Brisbane Airport in the south is also a key gateway for the region, in particular for southern areas such as Moreton Bay.

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[76] The Bureau of Infrastructure, Transport and Regional Economics (BITRE). (2023). *Airport Traffic Data.*

4.2.1.6 Marine

Private operators provide public timetabled ferry services for access to Tewantin, Noosaville and Noosa Heads. Across the region, TMR manages boating infrastructure in conjunction with local government, port authorities and private developers.

4.2.2 Transport challenges in the North Coast region

In partnership with stakeholders, the following challenges for the North Coast region have been identified.

4.2.2.1 Safety of road users

Safety of road users is a universal challenge. Overall, road fatalities have increased slightly in the region with a peak in 2013. Following 2013, over the past decade from 2014, there have been peaks in fatalities over 2017, 2020 and 2022. From 2014 to 2022, there were 334 fatalities and 7,822 crashes requiring hospitalisation.[77] Passenger vehicles are the most likely mode to be involved in fatal crashes followed by motorcycles. Improving safety across all modes of travel is important across the North Coast region as well as SEQ.

4.2.2.2 Current travel patterns and mode competitiveness

The North Coast region has high reliance on private vehicles. The proportion of public transport and active travel trips such as walking and bike riding have either declined or remained stable at small mode shares over time. Figure 16 provides a breakdown of method of travel to work in 2021.[78] This data is sourced from the 2021 ABS Census that was completed two days after the end of a COVID-19 SEQ lockdown. It is widely understood that COVID-19 significantly impacted travel patterns and had a negative impact on patronage of public transport services.

[77] Queensland Government. (2022). *Road Crash Locations.*
[78] Australian Bureau of Statistics.(2022). *Method of Travel to Work, General Community Profile - Local Government Area.*

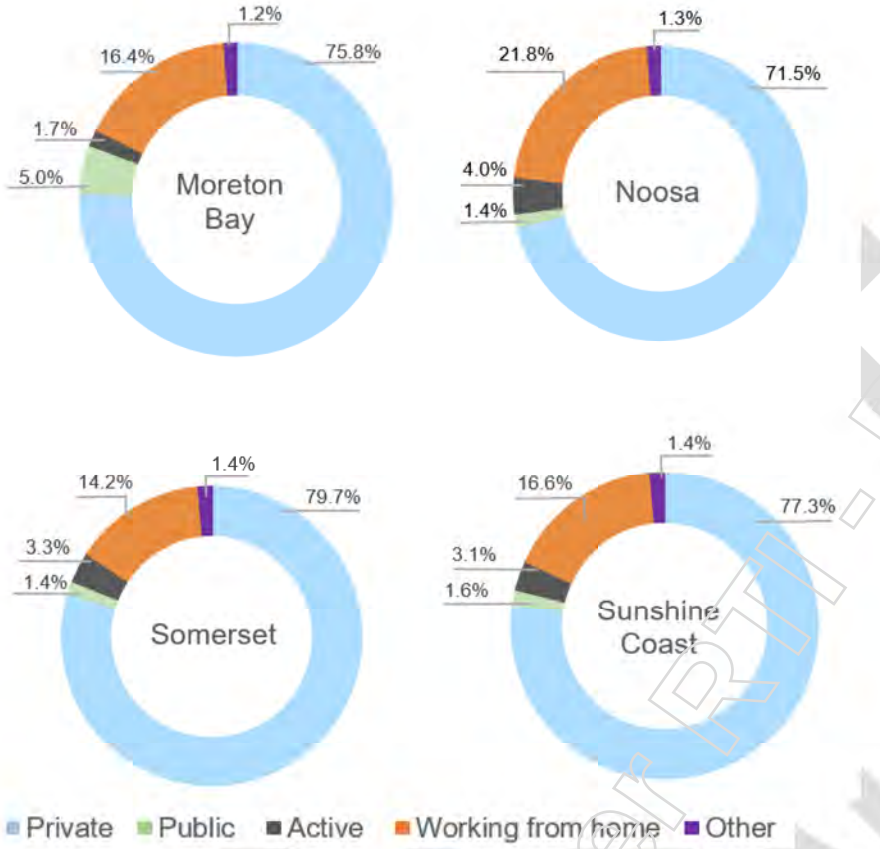

Figure 16 North Coast region mode share for journeys to work (2021)

4.2.2.3 Employment travel patterns

In the North Coast region, many people travel both within and outside of their local government area for work each day. Figure 17 shows the extent of such movements. For example, in 2021 approximately 50% of people travelled within their respective local government areas in both Moreton Bay and Somerset. By 2046, there is projected to be little change in the number of people that travel for work in their respective local government areas as identified in Figure 18.[79]

[79] Australian Bureau of Statistics. (2022). *LGA (Place of Work) by LGA (Usual Residence)* [TableBuilder].

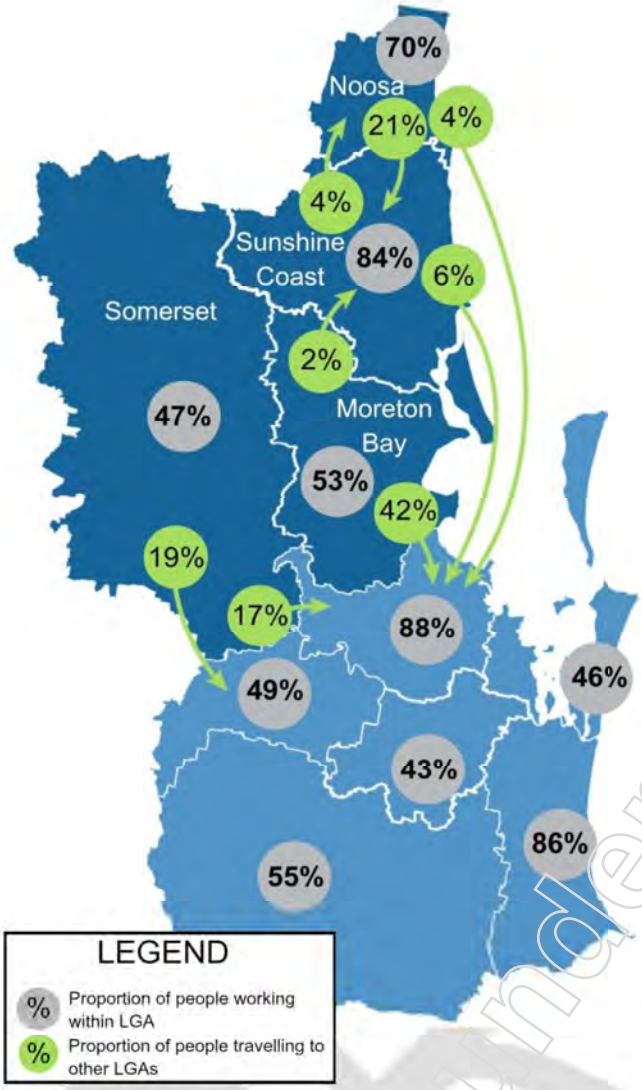

Figure 17 Proportion of people that work within their local government area in 2021

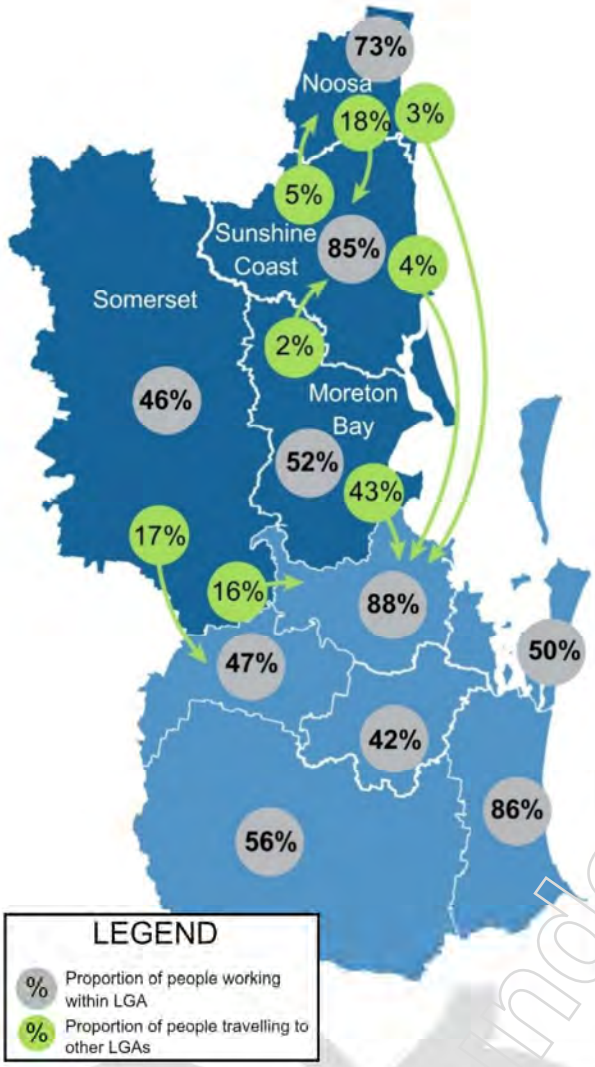

Figure 18 Proportion of people that work within their local government area in 2046

The reduced affordability of housing markets close to employment centres is having a direct impact on patterns of travel behaviour. Many workers are commuting from more affordable housing areas which are further away from their place of work, resulting in an increased reliance on private vehicles. It is in this way that housing affordability and travel behaviour are intrinsically linked.

Increasing commuting distances has tended to increase reliance on private vehicles across the North Coast region, with resulting congestion, potential environmental degradation and capacity constraints in peak periods. Current employment patterns also reinforce the importance of strong inter-regional passenger transport connections and enhancing capacity on the rail network during the peaks for people who travel into the Metropolitan region for work.

While there is a regional planning focus on future employment growth along key passenger transport corridors and in areas with better access to public transport,

transport planning should also consider residents' choice to access employment opportunities across the wider SEQ region.

4.2.2.4 Road congestion

Customers and stakeholders highlighted road congestion as a key issue across the region, with many delays being experienced both during and outside the peak periods. Increasing growth pressure on key arterial roads is risking future operations and reducing resilience of the road network to incidents. Some of the key corridors include, but are not limited to, sections of the Bruce Highway, Sunshine Motorway, Nicklin Way, Morayfield Road, and Caloundra Road.

Natural barriers such as rivers, wetlands, protected areas and mountain ranges often limit route options and lead to an unavoidable channelling of traffic along key corridors.

Road congestion has a negative impact on the economy. Figure 19 illustrates that the majority of congestion experienced across the network is recurring congestion, and reductions can potentially occur through improved resilience, management of weather events, and decreasing the frequency and impact of incidents.

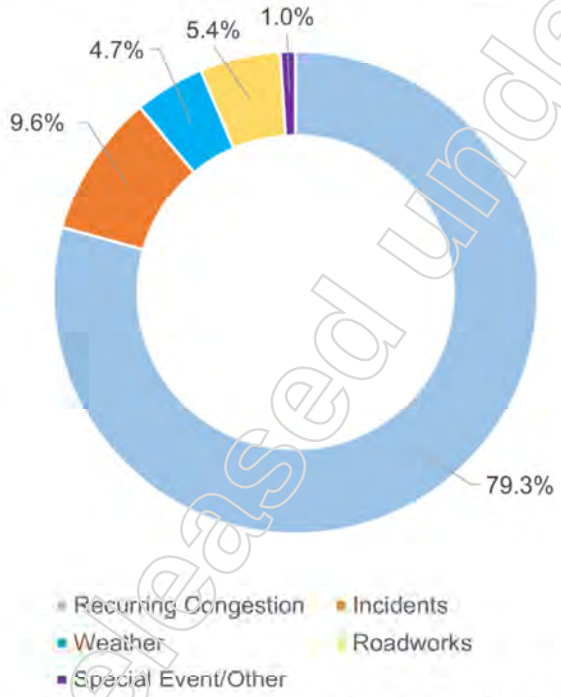

Figure 19 Excessive congestion in the North Coast region in 2021-22

While private vehicles can sometimes be more time competitive for longer journeys, encouraging increased use of public and active transport can also help in reducing recurring congestion.

4.2.2.5 Reliance on the private vehicle

There is a heavy reliance on private vehicles to access activity centres from low density and rural areas across the North Coast region.

Public transport options are concentrated in the more densely settled locations such as the urban areas of Moreton Bay, Sunshine Coast and Noosa. Current bus journey times are generally not comparable to private vehicles. There is an opportunity to reduce reliance on private vehicles through provision of frequent, rapid direct services to destinations including train stations, centres, hospitals, universities and the Sunshine Coast Airport. There is also a need for transport services across the North Coast region to take people to local centres, attractions and other key destinations.

The Sunshine Coast and Noosa councils face peak weekend and holiday transport challenges which provides an opportunity for exploring initiatives to achieve modal shift during these periods. Focused marketing communications during holiday periods may reduce traffic and parking demand during peak periods and increase public transport use.

4.2.2.6 Challenges for freight traffic

The Bruce Highway is the major route for transporting agricultural products from production regions to export markets and beyond via Brisbane Airport and the Port of Brisbane. It also plays a major role in transporting large and oversized freight to support mining operations in northern areas of the state.

Freight by rail is carried on the North Coast line. Regional stakeholders have identified capacity issues and vulnerability to flooding which impacts the reliability and efficiency of freight haulage. The opportunity for growth in rail freight and a shift of regional freight movements from road to rail is constrained. Without upgrade and rail duplication, such as the proposed Beerburrum to Nambour rail upgrade, increasing passenger rail demands are likely to constrain rail freight growth opportunities further.

4.2.2.7 Dispersed settlements

The region is characterised by dispersed settlement patterns with a number of low-density hinterland and rural communities.

This dispersed settlement pattern impacts greatly on the affordability of providing transport infrastructure and services in the region. It can mean that traditional scheduled public transport services are costly to operate leading to low service frequencies. Transport choices are more limited within these areas.

Stakeholders have raised the issue that rural residential housing is considered to be an important form of housing in the region and supports growth of hinterland townships. Providing accessibility to these residents will continue to be challenging.

ShapingSEQ 2023 identifies the importance of retaining the Moreton Bay-Sunshine Coast (northern) inter-urban break. Protecting this and other breaks ensures our major urban areas retain their separate identities. Protecting our valued natural assets and landscapes from negative impacts is an important component of transport infrastructure planning and delivery.

4.2.2.8 Mobility and accessibility for an ageing population

Compared to the rest of Queensland, the North Coast region has a greater proportion of people aged over 65 years (19.5 per cent per cent compared with 16.6 per cent state average in 2021).

Noosa and the Sunshine Coast have higher proportions of seniors than other North Coast councils at 27.2 per cent and 21.2 per cent respectively.[80]

Senior residents can be transport disadvantaged as they may be less inclined, unable to drive or have mobility limitations. They are particularly at risk of social isolation as a result of constrained transport options.[70]

Given the median age of the region's population is expected to increase further, the number of people requiring either special transport assistance, or more convenient transport opportunities, is also expected to increase.

4.2.2.9 Public transport planning and investment

Current services and investment in public transport on the North Coast region are focused on more densely populated settlements resulting in a suburban bus network that is not competitive with private vehicle. TMR is investigating connections for an inclusive, connected, safe and accessible public transport system that meets the future needs, while protecting the natural environment and lifestyle.

[80] Australian Bureau of Statistics. (2021). *Regional population by age and sex, 2021.*

4.3 What do the priorities and objectives mean for the North Coast region?

4.3.1 Priority 1: Grow – A transport system that supports population growth within an urban structure that is consolidated and sustainable

Table 18 provides a summary of the priorities, objectives and the role of transport for the North Coast region. The priorities and objectives are further detailed in the following chapters.

Table 18 Priority 1: Grow – North Coast Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	1.1 Current and future transport networks shape sustainable growth and development of communities. 1.2 Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options. 1.3 People and goods move safely and efficiently in rural communities.
What it means for the North Coast region	• Urban consolidation and integrated design, particularly in and around activity centres and along existing and planned public transport corridors. • Connecting expansion areas such as Palmview, Caloundra South, Beerwah East, Waraba (formerly Caboolture West), North Lakes–Mango Hill and Warner to public transport • Improving safety and key connections in rural areas.
Measured by	• Commute time. • Commute distance. • Road network reliability.

4.3.1.1 What does this mean for the North Coast region?

Objective 1.1: Current and future transport networks shape sustainable growth and development of communities

The North Coast region's population is dispersed across the region at different densities and in different types of communities. Increased densities and high-quality living environments are planned in principal regional activity centres at Caboolture

and Maroochydore and major activity centres at Strathpine, North Lakes, Redcliffe, Waraba, Beerwah, Caloundra South, Caloundra, Birtinya, Sippy Downs, Nambour and Noosa. In addition, urban consolidation is planned to cater for the majority of population growth in the region. A variety of housing types and proximity to essential services will be provided across the region in support of expected population growth.

This objective will support and enable sustainable growth through:

- providing a variety of active, public and private transport options that fit the purpose of existing and growing communities
- enabling urban consolidation and increased densities through access to mass transit and active transport
- incorporating high-quality urban design into transport projects and supporting urban amenity along active streetscapes
- improving the integration of land use and transport planning in strategic and statutory planning instruments and decision-making.

Objective 1.2: Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options

While urban consolidation is planned to cater for the majority of growth, urban expansion is also planned to occur. Like consolidated growth, expansion will provide a mix of densities and housing types. However, expansion is expected to provide more lower density and detached housing stock.

Across the region, significant expansion is planned to occur in Warner, North Lakes–Mango Hill, Waraba, Caloundra South, Palmview and Beerwah East.

This objective will be achieved for the North Coast region through:

- providing residents with an appropriate range of transport options, including mass transit where appropriate, rather than private cars for a range of trips
- enabling residents to connect to mass transit
- encouraging innovative service delivery models, such as ride sourcing and peer-to-peer mobility
- transit services and connections that evolve to meet the needs of new and established communities as they grow
- encouraging neighbourhoods that support walking and bike riding.

Objective 1.3: People and goods move safely and efficiently in rural communities

Many rural communities exist across the region. The majority of land in the region is made up of rural or biodiverse areas. Nearly all freight and inter-town travel is by road and, given the dispersed settlement patterns of the rural areas, will continue to remain so for the foreseeable future. This means road corridor availability and safety is of critical importance to rural communities.

This objective can be achieved for the North Coast region through:

- planning to minimise transport disadvantage in rural settlements
- safe access to essential services, local employment, social support and social interaction
- improving the road network and reducing conflicts between modes and road network users.

4.3.1.2 Priority 1: Grow actions for the North Coast region

North Coast actions for Priority 1 are detailed below.

Table 19 Priority 1: Grow actions for the North Coast region

Action	Objectives	Timing
2.01 Direct Sunshine Coast Rail Deliver the Direct Sunshine Coast Rail Line from the North Coast Line at Beerwah to Caloundra, and continue planning for a future extension to Maroochydore.	1.1, 1.2	Short-term
2.02 Northern Sunshine Coast Public Transport Planning Develop a vision, strategy and long-term preferred public transport network for the northern Sunshine Coast. The planning will complement the current Southern Sunshine Coast Public Transport Strategy and provide an integrated solution for the Sunshine Coast that all levels of government can work towards.	1.1	Short-term
2.03 Maroochydore to Caloundra integrated public transport Work in partnership with Sunshine Coast Council to plan for an integrated urban public transport solution for Maroochydore to Birtinya, Caloundra, and Brisbane.	1.1	Short-term
2.04 Moreton Bay - Southern Sunshine Coast north-south arterial corridor planning Undertake planning for north-south arterial links parallel to the Bruce Highway to provide alternative parallel arterial roads for shorter trips and preserve the Bruce Highway's strategic route role.	1.1, 1.2	Short-term

Action	Objectives	Timing
2.05 Moreton Bay Rail Capacity Investigate rail capacity enhancements from Caboolture to Brisbane's inner north to support rail access and service improvements.	1.1, 1.2	Short-term
2.06 Park 'n' ride capacity expansion planning Undertake strategic planning to identify locations suitable for major park 'n' ride capacity expansion at key locations on the North Coast region public transport network.	1.1, 1.2	Short-term
2.07 Planning for ShapingSEQ growth and development Undertake planning to inform input into future transport networks serving and connecting development areas such as Beerwah East, Birtinya, Burpengary East, Caloundra South, Maroochydore City Centre, Elimbah, Narangba, Sippy Downs/Palmview, The Mill at Moreton Bay, and Waraba. Participate in master planning activities and development of infrastructure agreements, in partnership with other state departments, local government and the private sector to ensure state transport interests are protected and to maximise benefits from a 'one network' approach.	1.1, 1.2	Short-term
2.08 Public transport interchange and bus station upgrade program Undertake planning for public transport interchanges including bus and rail interchanges, bus stations and bus stop upgrades in the region to improve network performance and connectivity at activity centres and interchange locations.	1.1	Short-term
2.09 Public transport network planning Undertake regular public transport network planning to ensure route structures are meeting current and future needs. For the North Coast region, planning will focus on support for expansion areas in Moreton Bay and Sunshine Coast as well as consolidation areas such as the Sunshine Coast coastal corridor.	1.1, 1.2	Short-term
2.10 Rural and hinterland road corridor planning Undertake planning to establish a reliable, safe and flood immune state road network for the rural and hinterland areas of the Sunshine Coast, Noosa and Somerset areas.	1.3	Short-term
2.11 Safety and amenity impacts for rural townships Work with local governments to mitigate safety and amenity issues for rural townships. Priorities include towns along the Brisbane Valley Highway, D'Aguilar Highway and Steve Irwin Way.	1.3	Short-term
2.12 Caboolture area public transport planning Work with other state departments and the City of Moreton Bay to progressively plan and deliver public transport services and infrastructure to support the planned major expansion growth area in Waraba.	1.1, 1.2	Medium/long-term

4.3.2 Priority 2: Prosper - A transport system that supports the region as a globally competitive economic powerhouse

Table 20 provides a summary of the priorities, objectives and the role of transport for the North Coast region. The priorities and objectives are further detailed in the following chapters.

Table 20 Priority 2: Prosper – North Coast Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	2.1 Goods and services move efficiently and reliably along supply chains to and between key economic areas and markets. 2.2 Activity centres are connected by a reliable and high-frequency public transport network. 2.3 Transport planning and investment is informed by current and accurate information.
What it means for the North Coast region	• Increased efficiencies for freight routes, such as the Bruce Highway, D'Aguilar Highway and North Coast Rail line. • High frequency public transport corridors including north-coast rail line between Beerwah rail station and the Metro sub-region, Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore) and high frequency public transport connections from Noosa to Maroochydore and Caloundra South. • Improving data accuracy and usage through smart infrastructure, real-time data and artificial intelligence.
Measured by	• Road network productivity. • Road network congestion. • Public transport accessibility. • Heavy vehicle travel time.

4.3.2.1 What does this mean for the North Coast region?

Objective 2.1: Goods and services move efficiently and reliably along supply chains to and between key economic areas and markets

The region is a net receiver of freight, with the Bruce Highway operating as a key freight corridor. The Brisbane Valley Highway, D'Aguilar Highway, Coolum-Yandina Road and North Coast line are also important to the region, providing access to markets for local produce and transporting produce through the region.

The region contains a number of regional economic clusters located on, or nearby to, the key freight corridors. These are located at Maroochydore, Birtinya, North Lakes–Mango Hill and Strathpine–Brendale. In addition, major enterprise and industrial areas exist or are planned at Coolum, Yandina East, Caloundra, Elimbah East and Morayfield. Enabling the efficient movement of people and goods to and between these precincts will assist in strengthening the economic competitiveness of the region.

This objective can be achieved for the North Coast region through:

- working with industry to prioritise freight movement in off-peak periods
- improvements through mechanisms such as vehicle types, connective vehicle technologies, route optimisation and data sharing
- minimising conflicts of freight and passenger vehicles on highways and in inter-town connections
- improving the reliability and efficiency of key freight routes
- infrastructure upgrades.

Objective 2.2: Activity centres are connected by a reliable and high-frequency public transport network

Reliable and high-frequency public transport will be needed to support population and economic growth across the region. Connecting key activity centres with the high frequency network is essential to forming the core spines of the network. This includes services to existing and emerging knowledge and technology precincts.

The network will connect activity centres and knowledge precincts at Noosa, Nambour, Sunshine Coast Airport, Maroochydore, Sippy Downs, Birtinya, Caloundra, Caloundra South, Beerwah, Caboolture, Redcliffe, North Lakes and Strathpine.

Objective 2.3: Transport planning and investment is informed by current and accurate information

Technological advancements have increased the availability of high-quality data about the transport system and its users. This data can inform transport improvements and how they are planned for and implemented. Equally, this data can be used by customers to inform their journey planning and use of the network.

This objective can be achieved for the North Coast region by:

- collaborating within government and with industry to enable shared data capability
- using and distributing accurate, real-time data to understand both current and future customer mobility opportunities
- connecting and engaging with customers in two-way communication
- collecting and using real-time infrastructure data for appropriate infrastructure upgrades.

4.3.2.2 Priority 2: Prosper Actions for the North Coast region actions

North Coast actions for Priority 2 are detailed below.

Table 21 Priority 2: Prosper Actions for the North Coast region

Action	Objectives	Timing
2.13 Bruce Highway upgrade planning Undertake planning for staged upgrades of Bruce Highway interchanges and links between the Pine River and Cooroy to achieve desired capacity, safety and flood immunity standards.	2.1, 2.3	Short-term
2.14 Caloundra road access planning Undertake planning for the staged implementation of intersection upgrades and road projects to establish a good level of service for road access to and from Caloundra city centre.	2.1, 2.3	Short-term
2.15 D'Aguilar Highway upgrade planning Undertake planning for capacity, safety and flood immunity upgrades along the D'Aguilar Highway including assessment of freight traffic issues in Kilcoy and planning of capacity upgrades to accommodate increased traffic generated by growth in Waraba.	2.1, 2.3	Short-term
2.16 Intersection upgrades Undertake planning to inform options to upgrade intersections across the region to reduce congestion and improve safety.	2.1, 2.3	Short-term

Action	Objectives	Timing
2.17 Moreton Bay road corridor planning Undertake planning to establish a reliable, safe and flood resilient state road network for the Moreton Bay region through cost-effective, staged road network upgrades. This will support: • traffic generated by The Mill at Moreton Bay Priority Development Area and significant residential developments to the west and north • the developing areas of Mango Hill and Griffin • the planned future developments of Burpengary East, Elimbah, Morayfield South, Narangba East, North Harbour, Pine Valley, and Waraba • corridors connecting Caboolture to Redcliffe, Beachmere, and Bribie Island • the transition between urban, rural and industrial areas and their associated land uses and traffic generating activities.	2.1, 2.3	Short-term
2.18 North Brisbane – Moreton Bay Transport Planning Undertake planning to address the long-term transport challenges in the North Brisbane and Moreton Bay areas, including enhanced access to key employment and activity centres, promoting public and active transport use, and efficient freight movement. Planning will inform infrastructure, services, corridor preservation and investment decisions that meet the multi-modal transport needs of the area.	2.1, 2.2, 2.3	Short-term
2.19 Palmview – Sippy Downs public transport planning Investigate options for improving bus connectivity, efficiency and reliability between Palmview/Sippy Downs and other key activity areas on the Sunshine Coast including Maroochydore, Mooloolaba, University of Sunshine Coast, Sunshine Coast University Hospital, Birtinya and Caloundra.	2.2, 2.3	Short-term
2.20 SEQ North intermodal freight terminal planning Undertake planning to identify and protect a future intermodal freight terminal north of Brisbane.	2.1, 2.3	Short-term
2.21 Sunshine Coast north road corridor planning Undertake planning to establish a reliable, safe and flood immune state road network for the northern Sunshine Coast area (Sunshine Coast Airport, Coolum, Bli Bli, Cooroy and Noosa) east of the Bruce Highway, including planning for future upgrades of David Low Way and east-west connections to the Bruce Highway.	2.1, 2.3	Short-term

Action	Objectives	Timing
2.22 Sunshine Motorway upgrade and intra-regional motorway planning Undertake planning for staged upgrades of the Sunshine Motorway and extension across the Mooloolah River to the Roys Road Interchange on the Bruce Highway, including planning for the Kawana Motorway, Kawana Way Link Road and Bells Creek Arterial Road, to achieve a reliable and safe primary road spine for the Sunshine Coast.	2.1, 2.2, 2.3	Short-term
2.23 Nambour to Maroochydore public transport planning Investigate extending a high-frequency bus connection from Nambour to Maroochydore and warrants for bus priority measures.	2.2, 2.3	Medium/long -term
2.24 Noosa to Maroochydore public transport planning Investigate providing a high-frequency bus connection and warrants for bus priority measures from Noosa to Maroochydore.	2.2, 2.3	Medium/long -term

Shopping in Noosa

4.3.3 Priority 3: Sustain - A transport system that is resilient and contributes to the ecological sustainability of the region

Table 22 provides a summary of the priorities, objectives and the role of transport for the North Coast region. The priorities and objectives are further detailed in the following chapters.

Table 22 Priority 3: Sustain – North Coast Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	3.1 The transport system is safe, resilient and connected during and after extreme weather, events and incidents. 3.2 Walking, bicycle riding and other sustainable travel options are accessible, convenient and safe. 3.3 The transport system is sustainable and supports the region's environmental and lifestyle values.
What it means for the North Coast region	• Infrastructure is improved and built to minimise the impacts of weather and other disruptive incidents, such as on the Bruce Highway, Gympie Road, Sunshine Motorway and North Coast Rail line. • Network and incident management is improved to minimise impacts of closures and disruptions. • Prioritisation of active transport. • Provision of low and zero emission vehicle infrastructure. • Infrastructure and services that minimise impacts on scenic landscapes and significant ecological areas.
Measured by	• Road closures. • Public and active transport mode share. • Transport greenhouse gas emissions.

4.3.3.1 What does this mean for the North Coast region?

Objective 3.1: The transport system is safe, resilient and connected during and after extreme weather, events and incidents

There are many corridors throughout the region that are prone to flash flooding, creek and river flooding as well as storm tide inundation which cause disruption to the transport network. Traffic incidents and events also disrupt the movement of people and goods. Safety, resilience and connectivity will be supported through appropriate

infrastructure upgrades, and through providing customers with the information they need to keep them safe and moving in real-time, as events or incidents are responded to and resolved. Through the use of real-time data and information, infrastructure upgrades can be focused on the links where they are affordable and most needed.

This objective can be achieved for the North Coast region through:

- management plans that minimise the impacts of known closures and disruptions to the transport network
- effective and reliable communication, such as early warning systems and real-time information
- innovative incident management and response systems
- targeted infrastructure upgrades.

Objective 3.2: Walking, bicycle riding and other sustainable travel options are accessible, convenient and safe

Active transport options generate positive benefits for the region's communities, particularly as the region grows. They provide options for a range of trips while supporting positive health and exercise outcomes. Walking and bike riding encourage place making and can increase economic activity, particularly for retail and dining. They also positively impact the environment by reducing emissions generated from mobility.

Active transport will play a critical role in the region's transport network. In the urban context, bicycle and walking infrastructure will provide options for customers to commute, access local mass transit stops and for a variety of recreational activities. Where possible, these options will be separated from vehicle traffic to increase safety. In rural communities, due to distances, road safety and speed, active transport is mostly relevant to short distance trips within the local townships and neighbourhoods.

This objective can be achieved for the North Coast region through:

- provision of accessible, convenient and safe walking and bike riding infrastructure for a range of trips
- policies and interventions to prioritise the needs of people walking and riding bikes.

Objective 3.3: The transport system is sustainable and supports the region's environmental and lifestyle values

The North Coast region has embraced environmental protection and sustainability to maintain long-term liveability and underpin economic and social development. The communities of the Sunshine Coast and Noosa have a strong commitment to reducing their ecological footprint and greenhouse gas emissions. The Moreton Bay, Noosa and Sunshine Coast councils all have programs to encourage residents to be more sustainable and reduce their environmental footprint.

Somerset has the largest land area in the region and it is important that its extensive rural and environmental areas are protected and preserved. Somerset Dam and Lake Wivenhoe provide most of the drinking water in South East Queensland, therefore development in the area must be sustainable and protective of environmental values.

This objective can be achieved for the North Coast region through:

- minimising impacts on existing habitats and areas of biodiversity
- reducing dependency on private motor vehicles, which is a significant contributor to the region's emissions
- providing sustainable transport options and infrastructure for visitors, including those who arrive by car
- planning for the integration of low and zero emission vehicles.

4.3.3.2 Priority 3: Sustain actions for the North Coast region

North Coast actions for Priority 3 are detailed below.

Table 23 Priority 3: Sustain actions for the North Coast region

Action	Objectives	Timing
2.25 Network resilience assessments Undertake network resilience assessments, including but not limited to flood immunity, bushfire and climate change, to identify and prioritise upgrades to the transport network within the North Coast region.	3.1, 3.3	Short-term
2.26 Green bridge and link planning Work with local governments to undertake planning to identify and review the need for green bridge/link opportunities to connect strategic active or public transport links.	3.2, 3.3	Medium/long-term

4.3.4 Priority 4: Live - A transport system that is well designed to support safe, healthy and liveable communities for everyone

Table 24 provides a summary of the priorities, objectives and the role of transport for the North Coast region. The priorities and objectives are further detailed in the following chapters.

Table 24 Priority 4: Live – North Coast Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	4.1 Communities and public places are walkable and well-connected by integrated and sustainable transport options. 4.2 The transport system provides safe, fair and equitable travel options
What it means for the North Coast region	• Safe walking and bike riding is prioritised within local neighbourhoods and activity centres. • Transport choice is improved via options appropriate for the demand and land use, including community and school transport. • Transport options for people across all demographics. • Personalised transport such as demand-responsive transit and ride share.
Measured by	• Active transport accessibility. • Public transport disadvantage. • Public transport patronage. • Road safety.

4.3.4.1 What does this mean for the North Coast region?

Objective 4.1: Communities and public places are walkable and well-connected by integrated and sustainable transport options

Walkability has a direct correlation to amenity, safety and overall quality of life. Walkable communities and public places promote social interaction, sustainable access to goods and services and equitable environments. Walkable urban areas attract activity and environments where people want to be.

Walkability plays a significant role in amenity and moving people. For the North Coast, the dispersed settlement patterns of rural hinterland and urban coastal and bayside living means walking is often limited to local neighbourhoods and within activity centres.

Transport planning will support the retention of this varied and distinct North Coast lifestyle. This includes planning for walkable neighbourhoods in existing and planned growth areas and providing connections to the passenger transport network.

This objective can be achieved for the North Coast region through:

- prioritising walking movements within activity centres across the region
- providing fit for purpose infrastructure to ensure safe and pleasant movement of people walking and riding bikes and public transport users within and between activity centres
- providing for safe and connected walking environments
- integrating walking and bike riding as part of the passenger transport system
- applying transit oriented development principles to urban regeneration and development of new communities.

Objective 4.2: The transport system provides safe, fair and equitable travel options

People need to be able to move around the region in a way that encourages an active lifestyle, enables community interaction and provides access to facilities. Of particular relevance to the North Coast region, the transport system also needs to support the emerging trend for active ageing where people live longer and have healthier lifestyles.

This objective can be achieved for the North Coast region through:

- transport that enables social inclusion and diverse lifestyles
- transport options for people across all demographics, including the elderly, children and those with disability
- a transport system that provides the connections that allow residents to choose to live in rural and hinterland areas as well as mobility options that enable people to move around the region
- innovative approaches which address accessibility gaps in an affordable way, including through diverse transport options, active transport, personalised mobility and demand-responsive transport
- continued rollout of varied safety initiatives to reduce serious crashes and fatalities.

4.3.4.2 Priority 4: Live actions for the North Coast region

North Coast actions for Priority 4 are detailed below.

Table 25 Priority 4: Live actions for the North Coast region

Action	Objectives	Timing
2.27 Network Safety Plans Develop, leverage and build upon Network Safety Plans to undertake planning to inform options for safety related improvements across the North Coast region.	4.2	Short-term
2.28 Rest areas in North Coast region Determine investment priorities for new or upgraded rest areas in the region to address driver fatigue risks, encourage safe travel and to provide sufficient capacity and amenities in line with existing guidelines.	4.2	Short-term
2.29 Transit oriented developments Identify opportunities to develop and encourage transit-oriented developments (TOD) within the North Coast region. Collaborate with local governments, infrastructure project teams and other state agencies to support increased public transport mode share, residential and employment density at appropriate transport hubs. TOD sites for investigation include key transport nodes on the Caboolture and Redcliffe Peninsula rail lines as well as on future trunk-corridors (Caloundra to Sunshine Coast Airport). Options include Mango Hill (short-term) area and locations on the southern Sunshine Coast (medium/long-term).	4.1, 4.2	Short-term

Pedestrian prioritisation at Redcliffe

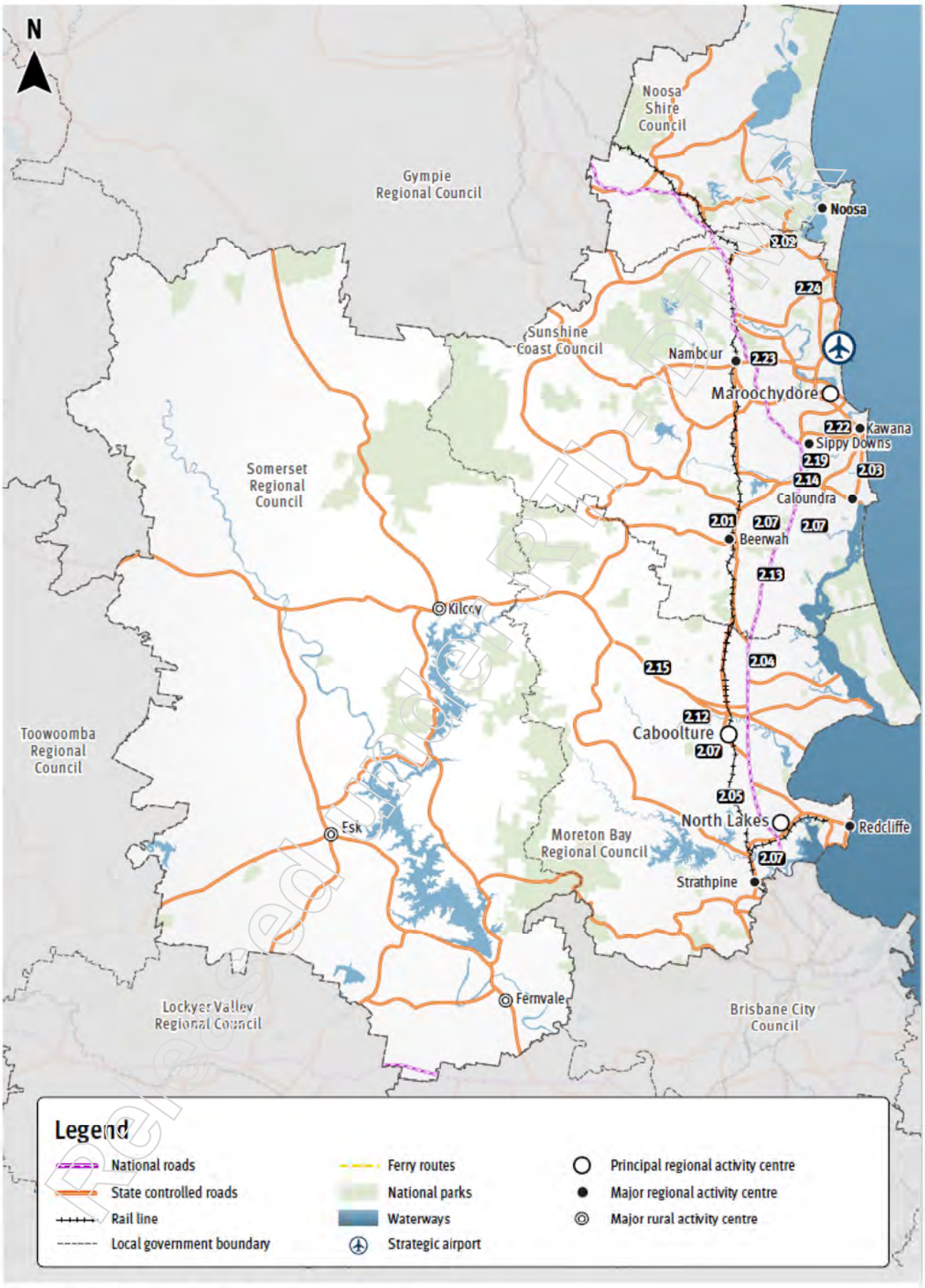

Figure 20 Actions for the North Coast region

5 Metropolitan Regional Transport Plan

5.1 Region overview

The Metropolitan region (Figure 21) is the central region in South East Queensland (SEQ) and includes the Brisbane, Ipswich and Redland local government areas.

A regional overview of the Metropolitan region is captured in Table 26.

Table 26 A snapshot of the Metropolitan region

2973 km²

The Metropolitan region covers an area of **2973 km²**

46%

In 2021, there were **1,659,000** people in the Metropolitan region. In 2046, the forecast population is **2,417,900** people.

$162B

The gross regional product in 2021-22 was **$162 billion**

44%

In 2021, **44%** of the SEQ population lived in the Metropolitan region

41%

By 2046, **41%** of the SEQ population is projected to live in the Metropolitan region

440 km²

There is **440 km²** of natural park and environmental land

687 people/km²

In 2023, the average regional population density was **687 people per km²**

14.5°c – 25.2°c

The average daily temperature range is **14.5°c – 25.2°c**

1090 mm

The average rainfall is **1090 mm** per annum

973,000

In 2021, there were more than **973,000** jobs in the region

16.9M

In 2022, Brisbane Airport had over **16.9 million** passenger movements

$47,183

In 2021, the regional median personal income per annum was **$47,183**

13.8%

In 2021, **13.8%** of the population was aged 65 years and over

Employment

Within the region:

- 15.3% health care and social assistance
- 10.1% professional, scientific and technical services
- 8.9% education and training
- 8.4% retail trade.

Growth

ShapingSEQ 2023 identifies growth in:

- Health care and social assistance
- Professional, scientific and technical services.

Sources:

Queensland Government Statistician's Office. (2021). Queensland Regional Profiles: Resident Profile for Metropolitan region.

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.id community demographic resources. South East Queensland economic profile. www.economy.id.com.au.

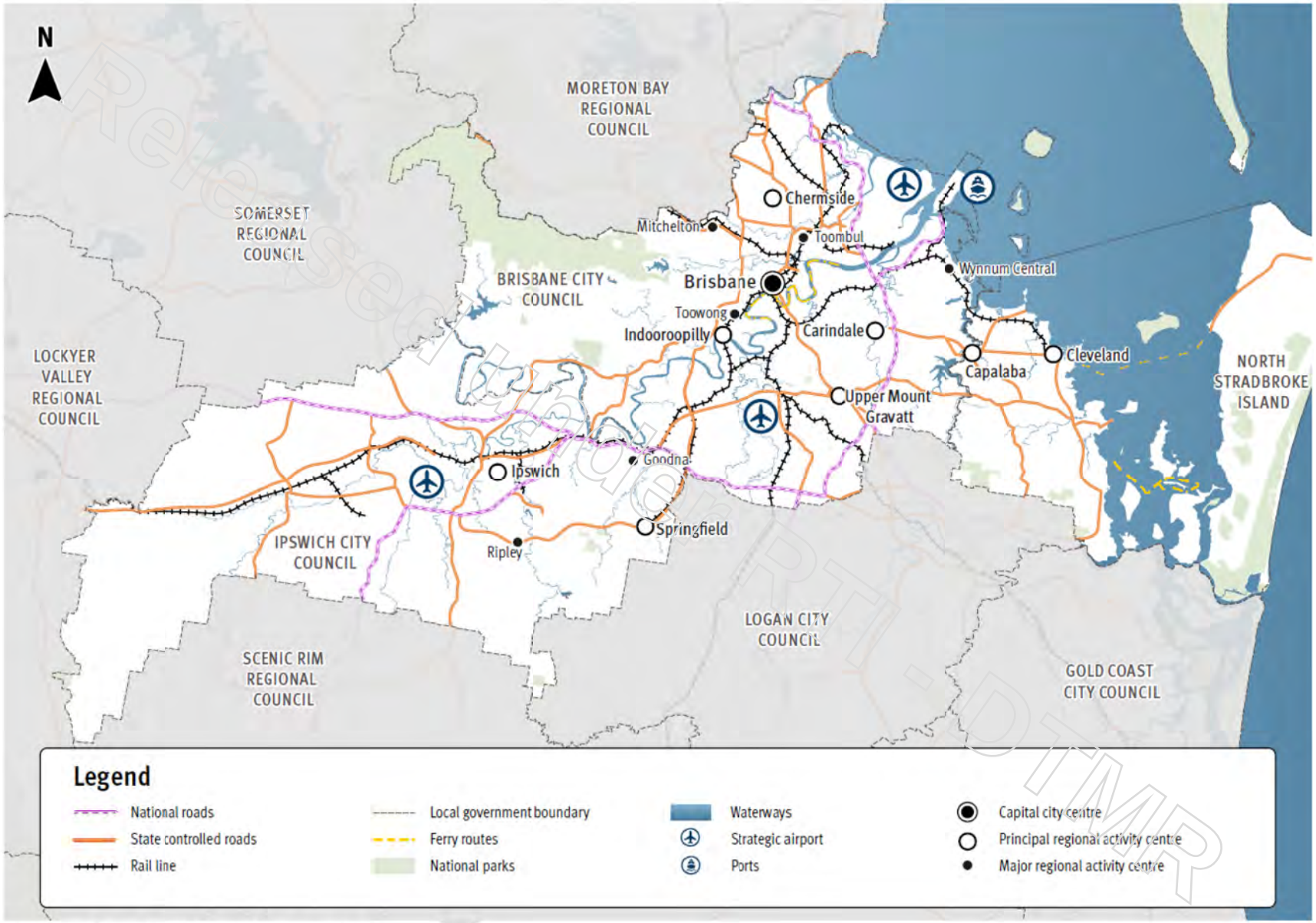

Figure 21 The Metropolitan region

5.1.1 Brisbane region

Key population facts:

- 2021 estimated population: 1,264,000[81]
- 2046 projected population: 1,726,400[82]
- +1.25% growth rate.

5.1.1.1 Economy

The Brisbane local government area produced $143.49 billion of Gross Regional Product and had 842,200 in 2020-21[83] jobs and 136,218 businesses in 2021-22.[84] As the centre of Queensland's economy, the area has growing national and international importance, along with significant potential to lead in the fields of professional services and niche manufacturing.[85]

As of 2021, the health care and social assistance industry provided 14.9 per cent of all jobs within Brisbane, followed by professional, scientific and technical services (11 per cent), education and training (8.6 per cent) and retail trade (7.9 per cent). [86]

5.1.1.2 Employment

In 2021, the main industries in which Brisbane residents were employed included health care and social assistance (15.7 per cent), professional, scientific and technical services (11.5 per cent), education and training (9.8 per cent) and retail trade (8.2 per cent).[87]

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[81] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

[82] Ibid.

[83] Ibid.

[84] Informed Decisions. (2023). *City of Brisbane.*

[85] Brisbane City Council. (2012). *Brisbane Economic Development Plan 2012–2031.*

[86] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Brisbane (C) Local Government Area*

[87] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Brisbane (C) Local Government Area.*

5.1.1.3 Growth

Brisbane is expecting an additional 462,400 people to reside in the region by 2046.[88] **ShapingSEQ 2023** indicates that an additional 210,800 dwellings will be required to accommodate the population growth forecast for Brisbane.[89]

5.1.1.4 Education

Queensland University of Technology and University of Queensland are two of the state's largest universities which are both based in Brisbane. Griffith University also has three campuses in Brisbane. There are other universities with branch campuses in Brisbane including the Australian Catholic University and Central Queensland University.

5.1.1.5 Recreation

Brisbane has an extensive range of parkland, cultural, retail and entertainment precincts and community spaces. This includes many of SEQ's most iconic destinations such as South Bank Parklands, the Cultural Centre precinct, Mount Coot-tha and Fortitude Valley. In addition, Brisbane's proximity to Moreton Bay, Ipswich, the Redlands and links to the Gold and Sunshine Coasts and hinterland areas provides residents and visitors with significant outdoor and active recreational opportunities.

5.1.1.6 Local planning alignment: Transport Plan for Brisbane – Strategic Directions

The Transport Plan for Brisbane – Strategic Directions is Brisbane City Council's plan for the evolution of Brisbane's transport network over the next two decades and beyond. The plan provides an integrated framework for transport outcomes and initiatives to deliver the community's desired future for Brisbane and the region. The plan identifies emerging challenges, opportunities and strategic directions to meet the needs of Brisbane residents, industry, commuters and visitors now and into the future.

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[88] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[89] Ibid.

5.1.2 Ipswich region

Key population facts:

- 2021 estimated population: 233,300[90]
- 2046 projected population: 480,000[91]
- +2.93% growth rate.

5.1.2.1 Economy

The Ipswich local government area produced $12.18 billion of Gross Regional Product and had 80,800 jobs in 2020-21[92] and 11,810 businesses in 2021-22.[93] Strong growth has spurred these figures with Ipswich experiencing population growth of 3.7 per cent per annum between 2011 and 2021, compared with the state population growth of 1.5 per cent.[94] The area has a diverse economy underpinned by an industrial and manufacturing base, including aviation and defence, as well as other growing sectors such as education, health care and social assistance.[95]

As of 2021, the health care and social assistance industry provided 17.0 per cent of all jobs within Ipswich, followed by education and training (11.6 per cent), and retail trade and public administration and safety each provided 10.3 per cent.[96]

5.1.2.2 Employment

In 2021, the main industries in which Ipswich residents were employed included health care and social assistance (15.4 per cent), retail trade (9.7 per cent), manufacturing (9.2 per cent) and public administration and safety (9.0 per cent).[97]

[90] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ - South East Queensland Regional Plan 2023*.

[91] Ibid.

[92] Ibid.

[93] Informed Decisions. (2023). *City of Ipswich*.

[94] Australian Bureau of Statistics (ABS). (2024). Population estimates by SA2 and above, 2001 to 2023.

[95] Ipswich City Council. (2023). *Economic Development Strategy 2023-2027*.

[96] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Ipswich (C) Local Government Area*.

[97] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Ipswich (C) Local Government Area*.

5.1.2.3 Growth

Ipswich is expecting an additional 246,700 people to reside in the region by 2046.[98] **ShapingSEQ 2023** indicates that an additional 89,800 dwellings will be required to accommodate the population growth forecast for Ipswich.[99]

5.1.2.4 Education

The University of Southern Queensland has two campuses one in Ipswich city centre and one within a 15-minute walk of Springfield Central Station with almost 3500 students across the two campuses.[100] There are also two TAFE Queensland campuses at Bundamba and Springfield Central.

5.1.2.5 Recreation

Ipswich has a wide range of community spaces, facilities, parks and gardens and has a number of areas of natural and heritage significance which provide opportunities for recreation. The Ipswich Motorsport Precinct and Queensland Railway Museum are among a range of signature recreation facilities in the city. Ipswich is also a gateway to the rural and natural regional landscapes to the west in Lockyer Valley, Scenic Rim and Somerset.

5.1.2.6 Local planning alignment: iGO City of Ipswich Transport Plan

The City of Ipswich Transport Plan (branded 'iGO') is Ipswich City Council's masterplan for their transport future. iGo is currently being reviewed by Council to ensure transport planning responds to current and emerging opportunities and challenges and is expected to be finalised in late 2024. Ipswich's population has grown rapidly and is expected to more than double over the next few decades. iGO is a citywide, long term (15+ years) and high-level aspirational document that provides the overarching direction to achieve the identified transport vision, objectives and targets for Ipswich.

[98] Department of State Development, Infrastructure, Local Government and Planning.(2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[99] Ibid.
[100] University of Southern Queensland. (2023). *Ipswich campus* and *Springfield campus.*

5.1.3 Redland region

Key population facts:

- 2021 estimated population: 161,700[101]
- 2046 projected population: 211,500[102]
- +1.08% growth rate.

5.1.3.1 Economy

The Redland local government area produced $6.78 billion of Gross Regional Product and had 50,200 jobs in 2020-21[103] and 12,384 businesses in 2021-22.[104] With the area connecting the Moreton Bay islands, Brisbane, Gold Coast and the Port of Brisbane, it has substantial opportunities in export orientated and value-add industries as well as existing strengths in professional, scientific and technical services, financial and insurance services, health care and social assistance and food services.[105]

As of 2021, the health care and social assistance industry provided 18.7 per cent of all jobs within Redlands, followed by retail trade (12.9 per cent), education and training (10.1 per cent) and construction (10 per cent).[106]

5.1.3.2 Employment

In 2021, the main industries in which Redlands residents were employed included health care and social assistance (14.7 per cent), construction (12.3 per cent), retail trade (9.9 per cent) and education and training (8.5 per cent).[107]

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[101] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

[102] Ibid.

[103] Ibid.

[104] Informed Decisions. (2023). *Redland City.*

[105] City Council. (2014). *Redland City Economic Development Framework 2014–2041.*

[106] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Redland (C) Local Government Area.*

[107] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Redland (C) Local Government Area.*

5.1.3.3 Growth

Redland is expecting an additional 49,800 people to reside in the region by 2046.[108] **ShapingSEQ 2023** indicates that an additional 19,800 dwellings will be required to accommodate the population growth forecast for Redland.[109]

5.1.3.4 Education

In addition to the Alexandra Hills TAFE located in the Redlands, a number of higher education facilities in surrounding local government areas are accessible. This includes universities in Brisbane, Logan, Ipswich and the Gold Coast.

5.1.3.5 Recreation

Moreton Bay, its islands and coastal areas of the region are significant recreational drawcards for the area. It is home to North Stradbroke Island (Minjerribah), the world's second-largest sand island, after K'gari, and is a significant tourism attraction for the area and the state. Many natural and environmental areas, as well as community parks and spaces, also provide spaces for recreational activity.

5.1.3.6 Local planning alignment: Redlands Coast Transport Strategy

The Redlands Coast Transport Strategy is an overarching strategic document that will guide the direction of future transport planning on the Redlands coast to the year 2041. The Strategy defines key transport themes that reflect the uniqueness of the Redland community. An overarching transport strategy to guide effective planning of the transport network. A long-term vision, accompanied with realistic and achievable objectives also enables Council to advocate more effectively to State and Federal Governments in relation to the prioritising and delivery of major infrastructure projects.

5.1.3.7 Public transport planning alignment: Minjerribah (North Stradbroke Island) Public Transport Strategy

The **Minjerribah Public Transport Strategy** has been developed by the State Government to support the objectives of Minjerribah Futures; aiming to assist the economic transition of Minjerribah from its traditional reliance on sand mining to a sustainable future.

This strategy identifies opportunities to improve the public transport network to, from, and on the island, providing liveability benefits for residents. As Minjerribah is a major

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[108] Department of State Development, Infrastructure, Local Government and Planning (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*
[109] Ibid.

tourist destination, an improved public transport system is essential for the island to continue welcoming the growing number of tourists.

The State Government worked closely with Redland City Council, Quandamooka Yoolooburrabee Aboriginal Corporation and the broader community to enable residents to address local needs, reflect the priorities of the island and create opportunities for the local economy. Consultation for the draft strategy was completed in November 2021, with the strategy finalised and published in 2024.

5.1.4 Projected population and employment growth

Between 2021 and 2046 the largest population growth is expected on the outer suburbs and edges of the Metropolitan region, particularly within Ipswich City Council, in areas such as Ripley Valley and Rosewood. Continued population growth is expected in the inner city areas of South Brisbane and Newstead – Bowen Hills. Ripley Valley will be a key growth area by expansion and will accommodate a large proportion of the sub-region's planning expansion growth to 2046. Other areas of expansion include the Southern Thornlands potential future growth area. Growth by consolidation will focus on high amenity areas that will be further refined and spatially defined in collaboration with local council. These areas include, but are not limited to, the Brisbane CBD, Bowen Hills, Cleveland, Toombul, and Toowong.

Figure 22 and Figure 23 show the expected total population and employment change across the region from 2021 to 2046. Employment growth in the Brisbane CBD is set to grow substantially by 2046.[110] [111] Outside of the Brisbane CBD, employment growth is also expected at South Brisbane, Ipswich – Central, the Brisbane Airport, and Fortitude Valley.

The concentration of employment in the Brisbane CBD and inner frame outweighs employment growth in all the other regional centres in the Metropolitan region. The combination of projected population growth in dispersed areas in the south of the region as well as to the north in the North Coast region, along with projected employment growth centred in the Brisbane CBD will continue to place pressure on the SEQ's transport system.

The Australia TradeCoast REC is SEQ's most significant existing industrial clusters, with high levels of specialisation in the priority sectors of manufacturing, mining services, transport and logistics, food product manufacturing and tourism. The REC has two distinct industry precincts, the port-related cluster (south of the river) and the airport-related cluster (north of the river). Critical for the RECs success are ongoing

[110] Based on Queensland Treasury (2023). Regional Employment Projections, 2015-16 to 2045-46 [unpublished].
[111] Based on ShapingSEQ 2023 projections and allocation modelling

improvements to last-mile / first-mile freight connections, and improvements to active and public transport connections to serve the significant workforce population. There will be a greater need for people to visit businesses and services as the REC continues to grow.

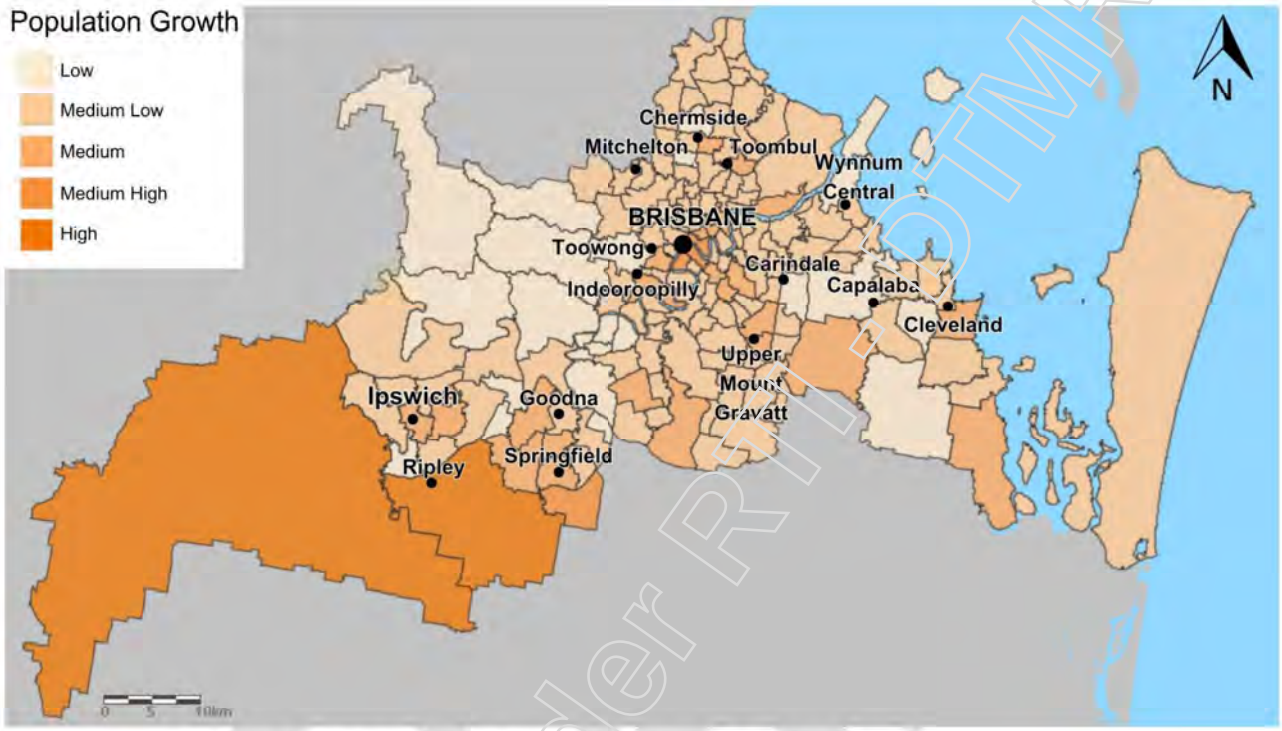

Figure 22 Metropolitan total projected population growth, 2021-2046

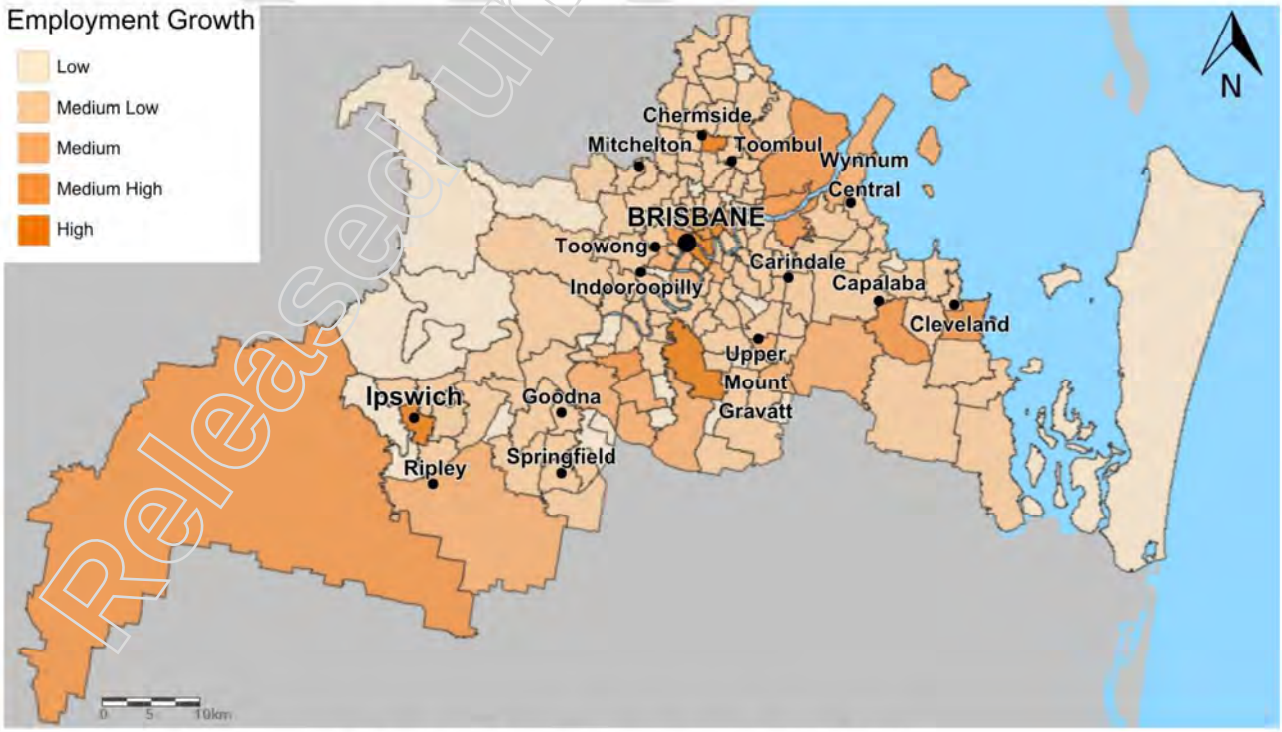

Figure 23 Metropolitan total projected employment growth, 2021-2046

5.1.5 Regional economic and growth areas

A range of regional economic and growth areas will have an impact on the current and future regional transport network. These areas include:

- Albert Street Cross River Rail PDA
- Boggo Road Cross River Rail PDA
- Australia Trade Coast REC
- Bowen Hills PDA
- Cross River Rail PDAs
- Capital City REC
- Fitzgibbon PDA
- Herston Quarter PDA
- Ipswich REC
- Northshore Hamilton PDA
- Oxley PDA
- Pacific Motorway REC
- Queens Wharf Brisbane PDA
- Ripley Valley PDA
- Roma Street Cross River Rail PDA
- South West Industrial Corridor REC
- Springfield REC
- Toondah Harbour PDA
- Weinam Creek PDA
- Woolloongabba PDA
- Yeronga PDA.

These areas are detailed further in **ShapingSEQ 2023**.

5.1.6 Key regional projects

A number of major large-scale projects in public transport, road transport and urban development will help create significant social, economic or environmental opportunities and play a critical role in driving and shaping the Metropolitan region. These projects are detailed below.

5.1.6.1 Cross River Rail

A project to increase capacity and connectivity in the rail network by providing a direct connection between the southern and northern rail networks, via a tunnel through Brisbane City and across the Brisbane River from Dutton Park to Bowen Hills. Cross River Rail is the Queensland Government's highest priority infrastructure project. The project will unlock a bottleneck at the core of SEQ's passenger rail network. There will be four new underground stations, two upgraded stations at Dutton Park and Exhibition station, along with upgrades to six stations on Brisbane's southside.

5.1.6.2 European Train Control System

Complementing Cross River Rail, the European Train Control System will modernise the signalling system on the SEQ rail network to improve safety, increase reliability and unlock additional capacity on existing rail infrastructure by allowing trains to operate more closely to each other.

5.1.6.3 Ipswich to Springfield Public Transport Corridor

Under the SEQ City Deal, the Australian Government, Queensland Government and Ipswich City Council are working together to progress planning for the Ipswich to Springfield Public Transport Corridor project. The Ipswich LGA is projected to have some of the highest population growth in Queensland over the coming decades with many of the new dwellings to be located in the Ripley Valley PDA and surrounding areas. This corridor will ultimately provide an efficient and reliable public transport option for one of the fastest growing regions in Queensland.

5.1.6.4 The Cleveland Line Upgrade Project

The Cleveland rail line between Manly and Cleveland is currently single track with some stations serviced by a single platform. The Cleveland Line Upgrade Project is being undertaken to identify options to improve the reliability of services on the Cleveland line, particularly between Manly and Cleveland Stations. The project is ongoing to refine options and protect the preferred corridor against encroachment by sensitive land uses.

5.1.6.5 Rail station upgrades

A number of rail stations will be upgraded as part of the continuing Station Accessibility Upgrade Program. These upgrades will significantly improve access for all customers including those with disability, the elderly, parents with prams, people with injuries or even simply those carrying luggage. Upgrades have been completed at Auchenflower, Cannon Hill, East Ipswich, Fairfield, South Bank, and Yeronga stations. Escalators between Central Station and Anzac Square have undergone improvements, and elevator upgrades are ongoing. Upgrades are underway for Banyo, Bundamba, Buranda, Lindum, and Morningside stations, while Albion and Wooloowin stations are being planned.[112] The Cross River Rail Delivery Authority is also delivering station upgrades at Dutton Park, Moorooka, Rocklea, Salisbury, and Yeerongpilly stations.

5.1.6.6 Northern Transitway

The Northern Transitway provides a high quality public transport corridor along Gympie Road, from Kedron to Chermside. The $172 million investment has delivered targeted bus priority improvements and supports high frequency on-road bus services, improving operational safety, efficiency and reliability of this important link in Brisbane's northern public transport network

5.1.6.7 Eastern Transitway – Future Stages

Stage 1 of the Eastern Transitway project delivered bus priority improvements on Old Cleveland Road from Carindale Street to Narracott Street in 2023. Future stages will look to investigate bus priority along the corridor to further improve traffic flow and bus travel time and reliability.

5.1.6.8 Brisbane Metro

A Brisbane City Council project to upgrade the existing busway with upgraded stations and a new fleet of metro vehicles. Brisbane Metro will be a turn-up-and-go service with two dedicated lines from Eight Mile Plains to Roma Street and Royal Brisbane and Women's Hospital to University of Queensland. Along with this, the urban bus network will evolve to maximise services and existing infrastructure. The new network will unlock bottlenecks and reduce congestion in the Brisbane CBD and the south-eastern suburbs as well as improve both connections to newly developed areas and frequency across the network. Brisbane Metro is due for completion in 2025 along with the implementation of the new bus network.

[112] Queensland Rail. (2023). *Station Accessibility Upgrade Program.*

5.1.6.9 Gympie Road Bypass

Gympie Road provides a major transport spine between the Brisbane CBD and the northern suburbs, linking the Bruce Highway, which services traffic further north (including Sunshine Coast), with Brisbane's inner suburbs and CBD. Due to its strategic location, Gympie Road currently plays a critical role within the broader SEQ transport network as it provides both regional and local connections. The corridor supports numerous competing transport uses including general traffic, light commercial vehicles, public transport and active transport.

The Gympie Road Bypass is a proposed tolled road tunnel between Carseldine and Kedron that could deliver a range of potential benefits including faster travel times in Brisbane's northern region while also reducing pressure on Gympie Road. The Gympie Road Bypass is being led by North Brisbane Infrastructure, a special purpose entity of the Queensland Investment Corporation.

In parallel, TMR will undertake detailed planning to investigate public and active transport improvements on the surface corridor.

5.1.6.10 Ipswich Motorway – Rocklea to Darra

An upgrade of the eastern end of the Ipswich Motorway between Rocklea and Darra which will widen the motorway from four to six lanes along this section. Stage 1 of this project upgraded 3km between Granard Road, Rocklea, and Oxley Road, Oxley, and was completed in 2021, while Stage 2 (the Oxley Road and Blunder Road interchange) and Stage 3 (the remainder of the project between the interchange and the Centenary Motorway, Darra) are currently in the planning stage.[113]

5.1.6.11 The Warrego Highway

The Warrego Highway is SEQ's principal east-west freight route and is a vital link between the Port of Brisbane and Southern Queensland. The long-term vision is for the progressive upgrading of the highway to motorway standard between Dinmore (Ipswich) and Helidon Spa (Toowoomba). The upgrading of the Warrego Highway will improve safety, efficiency and capacity of this key route.

5.1.6.12 Cunningham Highway Upgrades

A number of key upgrades are planned across Cunningham Highway to help improve efficiencies. These upgrades will support both freight and passenger transport as well

[113] Department of Transport and Main Roads. (2023). *Cunningham Arterial Road (Ipswich Motorway) Rocklea to Darra, remaining sections, planning.*

as support increased up-take of growth areas in the western corridor such as the Ripley Valley PDA.

5.1.6.13 Centenary Motorway and Centenary Highway

The Centenary Motorway and Highway is the primary link between Brisbane's fast-growing western corridor and the city's inner northern suburbs and CBD.

The Centenary Motorway Upgrade (Darra to Toowong) planning is underway to inform investment decisions for the staged upgrade of the Centenary Motorway, from Darra to Toowong following the construction of the Centenary Bridge Upgrade. The study focuses on improving journey reliability for all travel modes. Once upgraded, the corridor will provide improved traffic safety and efficiency including staged transport multi-modal transport solutions.

The motorway is expected to be upgraded in stages as funding becomes available. Construction is underway for the first stage – the Centenary Bridge Upgrade in Jindalee – that will provide a new northbound bridge and alterations to the existing southbound bridge.

South of Darra from the Ipswich Motorway, the Centenary Highway supports and facilitates development growth within the Ripley Valley PDA. Investment planning is ongoing in this section from Darra to Yamanto given the need to facilitate growing development in areas including Springfield and Ripley.

5.1.6.14 Brisbane Airport

Brisbane Airport is Australia's third busiest airport and is a major economic and aviation gateway to the region. In 2022 the airport had over 16.9 million passenger movements.[114] With an estimated 50 million passenger movements forecast at Brisbane Airport by 2040, planning has commenced on a third airport terminal to meet the increase in passenger growth with the new terminal planned to be built for the 2030s.[115] Enhanced passenger facilities for all travellers are also being delivered at the airport.

5.1.6.15 Queen's Wharf Brisbane

Queen's Wharf Brisbane is an integrated resort development that will deliver a new tourism, leisure and entertainment precinct in the heart of Brisbane CBD. The development includes the new Neville Bonner Bridge, a pedestrian only bridge, that

[114] The Bureau of Infrastructure, Transport and Regional Economics (BITRE). (2023). *Airport Traffic Data*.
[115] https://newsroom.bne.com.au/planning-begins-for-bne-terminal-3/

will enhance connectivity between the South Bank arts and cultural precinct and the Queen's Wharf precinct.

Aerial view of Cleveland

5.2 Regional transport network

5.2.1 Current regional transport network

The region's transport network consists of a maturing road network and growing public and active transport networks, the state's major international airport, as well as major freight facilities such as the Port of Brisbane and the Acacia Ridge and Tennyson Intermodal Freight Terminals.

5.2.1.1 Active transport

TMR and local governments recognise the important role active transport can play in the way people move.

Well designed and connected streets and activity centres which encourage walking as the preferred method of travel present a range of social and economic benefits. This is particularly important in urban activity centres where people walking and riding bikes will be prioritised over vehicle movement.

Key active transport projects underway or recently completed across the Metropolitan region include:

- publication of walking network plans around Ipswich Hospital and Moorooka Station
- funding of other walking network plans to be completed throughout the region
- completion of the North Brisbane Bikeway that connects Brisbane's northern suburbs to Brisbane City, as far north as Wooloowin
- the upgraded V1 Veloway, including the O'Keefe Street Bridge, forms a 20 kilometre dedicated cycleway, which connects to Southbank at Lower Terrace in South Brisbane and continues Springwood Road in Underwood
- construction of the Breakfast Creek and Kangaroo Point green bridges
- local connections such as the CityLink separated cycleway, Ipswich Central Cycleway and the West Thornlands Active Pathway link
- planning investigations for regional riding such as the V1 from Brisbane to the Gold Coast and the Moreton Bay Cycleway
- construction of the Brisbane Valley Rail Trail trailhead at Wulkuraka in Ipswich

- design and construction of new active transport infrastructure along Moggill Road from Witton Road to the Centenary Motorway off-ramp.

5.2.1.2 Public transport

The public transport network in the Metropolitan region consists of rail, bus and ferry services. All services operate under an integrated fare and ticketing system. 153.25 million trips were made on public transport in the 2022-23 financial year.[115] The bus network currently caters for the majority of public transport trips.

The core rail and bus network is largely radial and is designed to provide fast and reliable commuting to and from Brisbane City. The network also provides accessibility to major destinations such as hospitals, activity centres and universities.

There are three main busways in the Metropolitan region which converge in the Brisbane CBD:

- the South East Busway
- the Northern Busway
- the Eastern Busway.

Further comprising the bus network are priority bus corridors such as Mains Road and Waterworks Road, consisting of bus or transit lanes. TMR are extending the South East Busway from Eight Mile Plains bus station to Springwood bus station. The extension will also provide improved access to the busway at Rochedale through a new station, park 'n' ride, and passenger pick up and drop off areas. Extending the busway will give more Brisbane southside residents a congestion-free run on fast, frequent and reliable bus services, as well as provide improved connections to where people live, work and play.

There are 12 rail lines in SEQ. All of the rail lines converge in the Brisbane CBD between Bowen Hills and Roma Street. Frequency of services is limited by rail capacity through the central lines and across the Brisbane River. The rail network also accommodates passenger trips and freight, which can lead to competition for running slots.

Connectivity to the rail, busway and high frequency bus network with other modes such as walking and bike riding, feeder bus services and park 'n' ride helps maximise the utility of the rail network. The Queensland Government is working with local

[116] Department of Transport and Main Roads (2023). *Annual Report 2022-23.*

governments to progressively improve station accessibility through bus interchange, park 'n' ride, and local walking and bike network upgrades.

The CityCat ferry service operates along the Brisbane River between the University of Queensland at St Lucia in the west and Hamilton in the east. Ferries also provide access to the southern Moreton Bay islands from Redland Bay and to Stradbroke Island from Cleveland.

5.2.1.3 Rail freight

The Metropolitan region's rail freight network is operated by several rail operators. It provides access to key intermodal rail terminals such as Acacia Ridge and Tennyson Terminals, as well as the Port of Brisbane. It also connects to and from the rest of the regional freight network including the North Coast line and the West Moreton, Western and South Western lines. Freight products include general freight, industrial products, rural commodities and coal.

The rail network is mainly shared between passenger rail and freight services. Passenger rail has priority over freight services limiting freight movement to the off-peak commuter periods.

Interstate freight services also travel through the region. As part of Inland Rail, a key intermodal freight terminal is proposed at Ebenezer that will support supply chains and offer single stacked services to Kagaru.

5.2.1.4 Roads

The majority of journeys for passengers and freight are by road. The road network, shown in Figure 21 (on page 158), is characterised by radial roads and motorways where the main focus is on accessing the Brisbane CBD.

The Brisbane River divides the region from north to south and is a natural challenge to transport connectivity. River crossings are located around Brisbane City resulting in much of the north-south inner city traffic demand flowing through the Brisbane CBD.

Major motorways in the region include the Pacific Motorway, Gateway Motorway, Port of Brisbane Motorway, Clem7 tunnel, Airport Link, Ipswich Motorway, Logan Motorway, Centenary Highway and Legacy Way. The Inner City Bypass provides connectivity between major motorways and key arterials.

Significant freight movements flow to other ports and airports via the Metropolitan region's motorways and highways toward the north and south.

Major roads approved to handle 'B-double' multi-combination freight vehicles include the Centenary Motorway, Ipswich Motorway, Gateway Motorway, Port of Brisbane Motorway and local roads around the port area including Lytton Road.

5.2.1.5 Air

Brisbane Airport is the key strategic passenger and freight airport in Queensland, and had almost 17 million passenger movements in 2022. [117] The role of air travel has been further enhanced at the airport with the opening of a second runway in 2020. The airport precinct and the Australia TradeCoast will see significant growth in airport passengers and employment over future years. Access to the Brisbane Airport is supported by major arterial roads connections and a rail line. Other strategic airports include the Archerfield Airport and Amberly RAAF Base Airport near Ipswich.

5.2.1.6 Marine

The Port of Brisbane, located at the mouth of the Brisbane River, is the main container port for Queensland's exports and imported freight. The port handles 94 per cent of Queensland's international container trade and approximately 50 per cent of its agricultural exports. In 2018–19, the commodities that made up most of the freight passing through the port included coal, refined oils, timber, dredging sands, mineral ores and sands, and fertiliser. [118] The port is connected to the road network via the Port of Brisbane Motorway and is connected to the intrastate and interstate rail network.

5.2.2 Transport challenges in the Metropolitan region

In partnership with stakeholders the following challenges for the Metropolitan region have been identified.

5.2.2.1 Safety of road users

Safety of road users is a universal challenge. Over the past decade, road fatalities peaked in 2022 and hospitalisations peaked in 2021. From 2014 to 2022, there were 285 fatalities and 13,648 crashes requiring hospitalisation. [119] Passenger vehicles are the most likely mode to be involved in fatal crashes followed by motorcycles. Improving safety across all modes of travel is important across the Metropolitan region as well as SEQ.

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[117] The Bureau of Infrastructure, Transport and Regional Economics (BITRE). (2023). *Airport Traffic Data*.
[118] Department of Transport and Main Roads (2021). *Trade Statistics for Queensland Ports.*
[119] Queensland Government. (2022). *Road Crash Locations.*

5.2.2.2 Employment travel patterns

In the Metropolitan region, many people travel both within and outside of their local government area for work each day. Figure 24 shows the extent of such movements. For example, in 2021, approximately 50 per cent of employed people travelled within their respective local government areas in both Ipswich and Redland. Within the Brisbane local government area 88 per cent of people already travel within this area in addition to 43 per cent of people travelling from Ipswich and 44 per cent of people travelling from Redland.[120]

As Figure 25 also shows, these trends are expected to continue for at least the next 20 years and planning needs to continue to facilitate the efficient movement of the region's residents to employment centres.

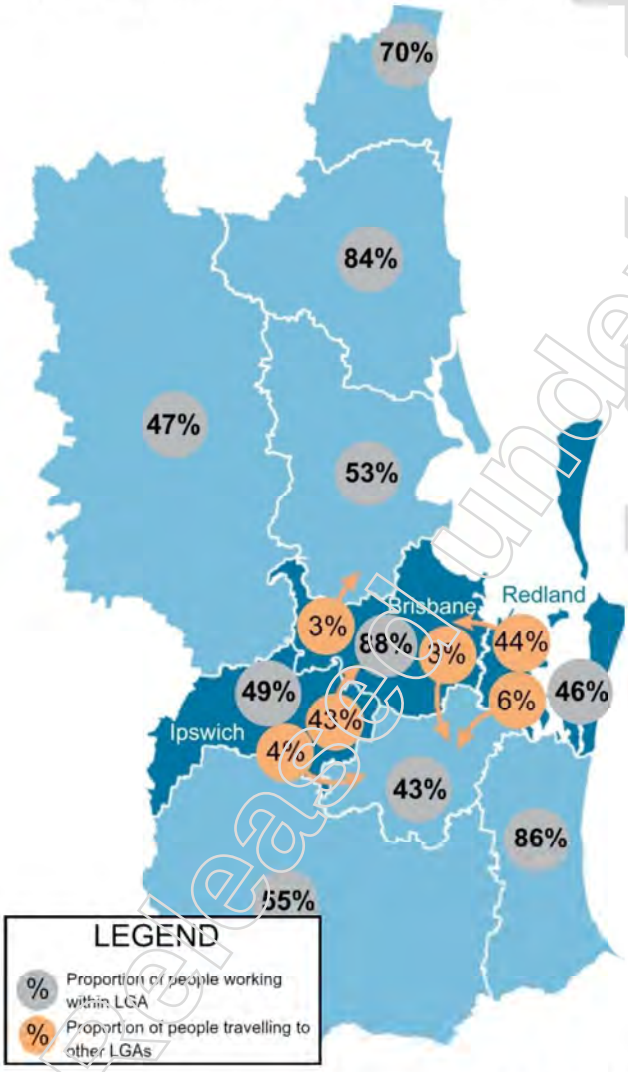

Figure 24 Proportion of people that work within their local government area, 2021

[120] Department of Transport and Main Roads. (2024). unpublished Journey to Work data analysis, Australian Bureau of Statistics. (2022). LGA (Usual Residence) by LGA (Place of Work) [TableBuilder].

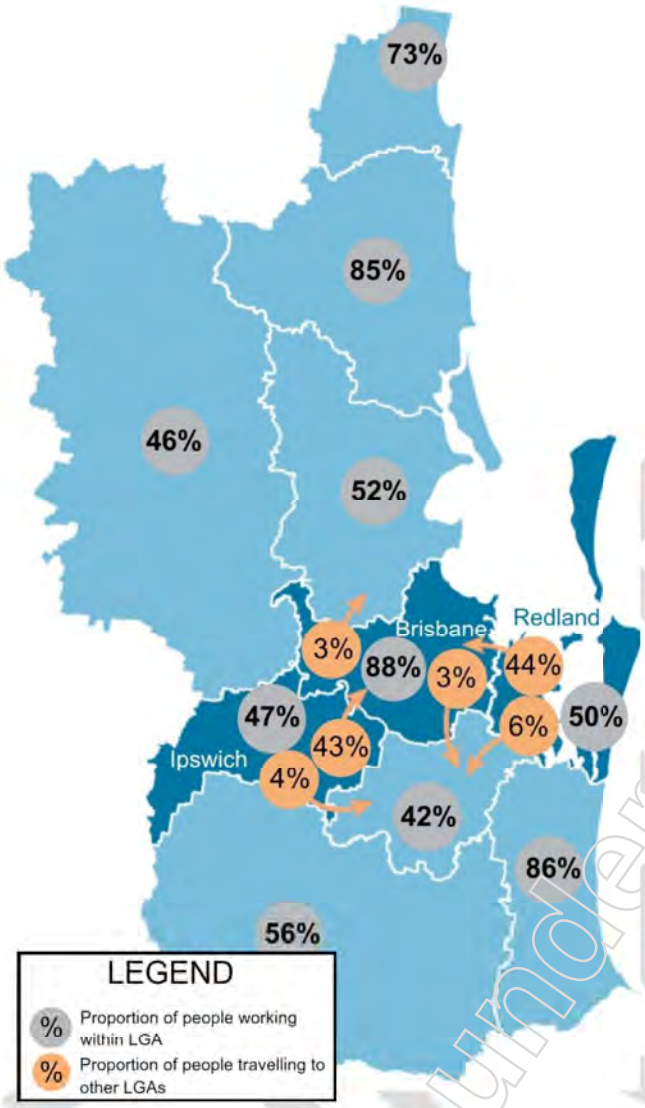

Figure 25 Proportion of people that work within their local government area, 2046

5.2.2.3 Current travel patterns and mode competitiveness

In SEQ, private vehicle mode share has gradually increased over time and remains the highest mode share for all trips. Public transport declined through the 1980s and 1990s, before beginning to increase in the early 2000s. Active travel such as walking and bike riding has either declined or maintained a very small mode share over time. Figure 26 provides a breakdown of method of travel to work in 2021.[121] It is important to note that public transport mode share in SEQ was impacted significantly by the COVID-19 pandemic. It is widely understood that COVID-19 significantly impacted travel patterns and had a negative impact on patronage of public transport services.

[121] Australian Bureau of Statistics. (2022). *Method of Travel to Work, General Community Profile - Local Government Area.*

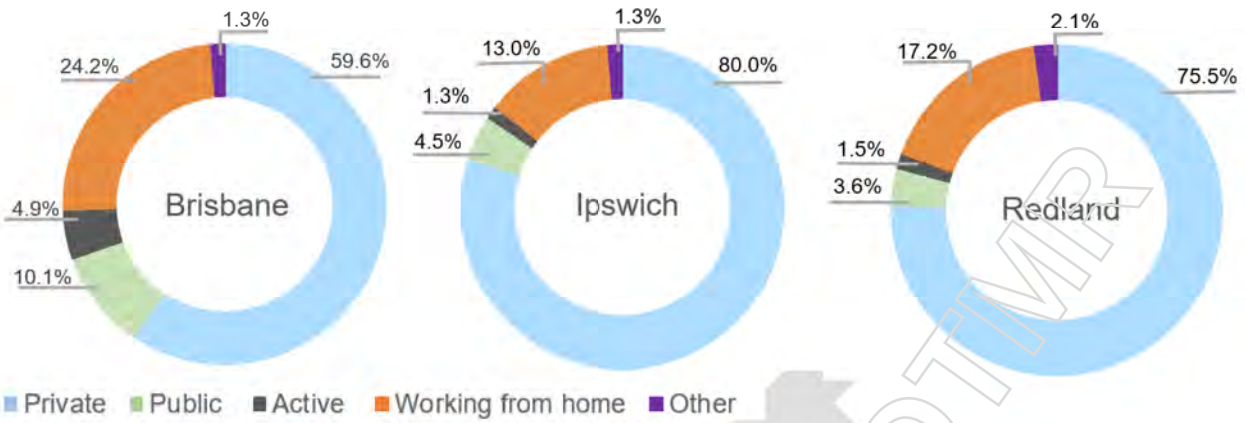

Figure 26 2021 Metropolitan region mode share for journeys to work

5.2.2.4 Road congestion

High levels of reliance on travel by private vehicles has created challenges for the reliability and efficiency of the road network. The region's road network is operating at, or close to, capacity in most of the key commuter corridors to the Brisbane CBD during peak periods. This results in congestion for all road users, including buses and freight vehicles.

Road congestion has a negative impact on the economy. In 2021–2022, it was estimated that 86.4 per cent of excessive congestion was caused by recurring congestion (Figure 27). Better use of available road space is needed to encourage the shift of traffic demand to different time periods (peak spreading). While private vehicles can sometimes be more time competitive for longer journeys, encouraging increased use of public and active transport can also help in reducing recurring congestion.

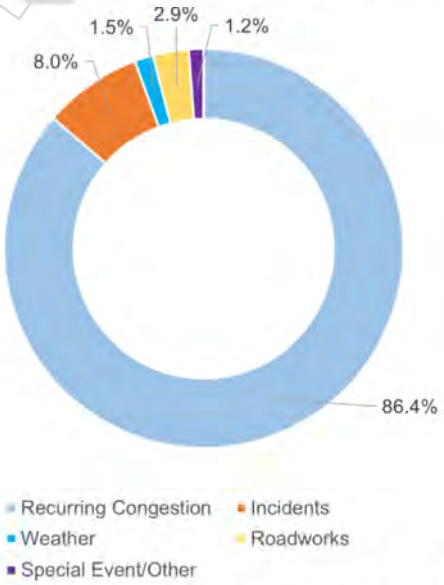

Figure 27 Excessive congestion in the Metropolitan region in 2021-22

5.2.2.5 Resilience of the road network

The topography of the Metropolitan region along with the historical pattern of development along the Brisbane River impacts on the resilience of the road network. There are a limited number of bridges and tunnels, and as a result, traffic incidents on major connectors within inner-city Brisbane can cause severe congestion which flows on to impact the rest of the inner-city network. This lack of cross-river

connections also results in indirect access to the Brisbane CBD from inner and outer suburbs as well as from areas on either side of the river despite short physical distances separating the areas.

The limited number of river crossings over the Brisbane and Bremer Rivers is also an issue for Ipswich where the rail line severs communities from the Ipswich CBD. A challenge to network reliability in the Redlands area is a concentration of a limited number of intra- and inter-local government road connections, especially to Brisbane. Network reliability issues are impacted by the concentration of traffic through Capalaba and Cleveland and around key access points to the bay and island ferries.

5.2.2.6 Barriers to active transport

Currently, the proportion of commuters who ride to work in the Metropolitan region varies by area, up to 3 per cent in the inner Brisbane area.[122] In comparison, Vancouver, which like Brisbane also developed rapidly in the age of motorisation in the second half of the 20th century, has a bicycle mode share of 10 per cent.

The modest proportion of commuters who bike ride to work is often attributed to a number of barriers. These include topography and weather, as well as the perceived danger of bicycle riding on the road with mixed traffic. Another barrier to walking and bike riding often raised by bicycle user groups in the Metropolitan region is the disconnectedness of the bike and shared path networks and lack of wayfinding associated with existing networks. In particular, many women, children and older people are put off by discontinuous provision of safe bicycle and walking corridors along major movement routes and the lack of safe and prioritised road crossings at key locations. In recent years, there has been significant investment in bike riding infrastructure and the network of bike paths physically separated from mixed traffic continues to grow and develop.

5.2.2.7 Bus congestion

Bus congestion, particularly in inner city Brisbane, is a challenge, with limited physical road space meaning that buses are often operating in a mixed traffic environment. The impact of general traffic congestion results in unreliable bus travel times and inefficient use of fleet.

The South East Busway is the most heavily used busway. Sections of it in the inner city are operating at or above capacity which results in bus bunching and delays. Victoria Bridge is currently an example of this. In 2021 it was closed to general traffic and is currently dedicated to buses, the Brisbane Metro, pedestrians and bike riders.

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[122] Australian Bureau of Statistics (2021). *2021 Census Community Profiles, Brisbane Inner City Working Population Profile.*

However, bus movements on Victoria Bridge are still constrained by intersection capacity on either end of the bridge and the capacity of the Cultural Centre station. To relieve congestion across the Victoria Bridge and the underground bus stations at Queen Street and King George Square, many express (Rocket) services travel into the Brisbane CBD across the Captain Cook Bridge, but this results in buses joining traffic congestion.

Buses are also operating at capacity on other key routes during the morning peak hour. Many other bus routes heading to Brisbane City, and major suburban destinations such as Toowong, Chermside and the University of Queensland, are operating at capacity.

5.2.2.8 Capacity constraints on the rail network

The COVID-19 pandemic has changed the way we live, work and travel with ongoing uncertainty on the impacts on travel behaviour. While more people are working from home more often, growth in SEQ has recovered, driven by record levels of net migration.

Currently, most of the rail capacity constraints are within the inner Brisbane area on lines entering Brisbane City as shown in Figure 28. The Merivale Bridge, the main rail crossing over the Brisbane River for trains connecting to the Gold Coast, Beenleigh, Cleveland and the Port of Brisbane limits the number of additional trains that can be introduced to the network. Cross River Rail will address this bottleneck and deliver a second river crossing to enable an increased frequency of trains across the whole of SEQ. However, Cross River Rail alone will not solve increasing rail demand. As the SEQ region grows, further investment will be required to deliver a program of rail improvements as outlined in **SEQ Rail Connect** to keep the region moving and to deliver better journeys for customers. The network has several locations where trains must merge onto single tracks at rail junctions causing operational conflicts. As demand continues to increase, these conflicts will erode service reliability and cause increasing delays to rail users, as outlined in the Cross River Rail Business Case.

In 2022-23, rail users made up 27 per cent of all public transport trips.[123] Unreliability and delays in rail trips to the city centre due to rail capacity constraints will have a negative impact on the economic competitiveness of south-east Queensland.

Freight trains operate on the same network as passenger services and due to the prioritisation of services are often unable to operate in peak hours. As regional and intercity freight grows, and passenger demand increases, there will be greater pressure on the entire rail network.

[123] Department of Transport and Main Roads (2023). *Translink PT Performance Dashboard.*

Figure 28 Passenger loading on the rail network during the morning peak in 2024

5.2.2.9 Public transport accessibility and connectivity

Private vehicle access is often more time competitive than public transport which can make the latter a less attractive option for commuters.

In the outer suburbs, land use is primarily residential, which often requires workers to commute to areas of employment. In addition, a lot of residential growth is expected in expansion areas at the northern, southern and western fringes of the Metropolitan region where there are fewer public transport connections compared to the inner suburbs, resulting in higher reliance on private vehicles.

In inner-city Brisbane and Ipswich, public transport stations and stops can be accessed by comprehensive footpath networks. However, in many outer suburbs of Brisbane, Ipswich and Redlands, factors including incomplete or substandard footpath networks and distance to a public transport stop can reduce effective walk-up catchments. Public transport stations with limited residential catchments are often used as good locations for park 'n' ride facilities. However, where demand for park 'n' ride exceeds supply, people will often choose to either park in local streets or use their private vehicles for their entire trip. Public transport frequencies are often lower in outer and emerging suburbs which can also contribute to a greater reliance on private vehicles.

5.2.2.10 Capacity constraints in rail and road freight networks

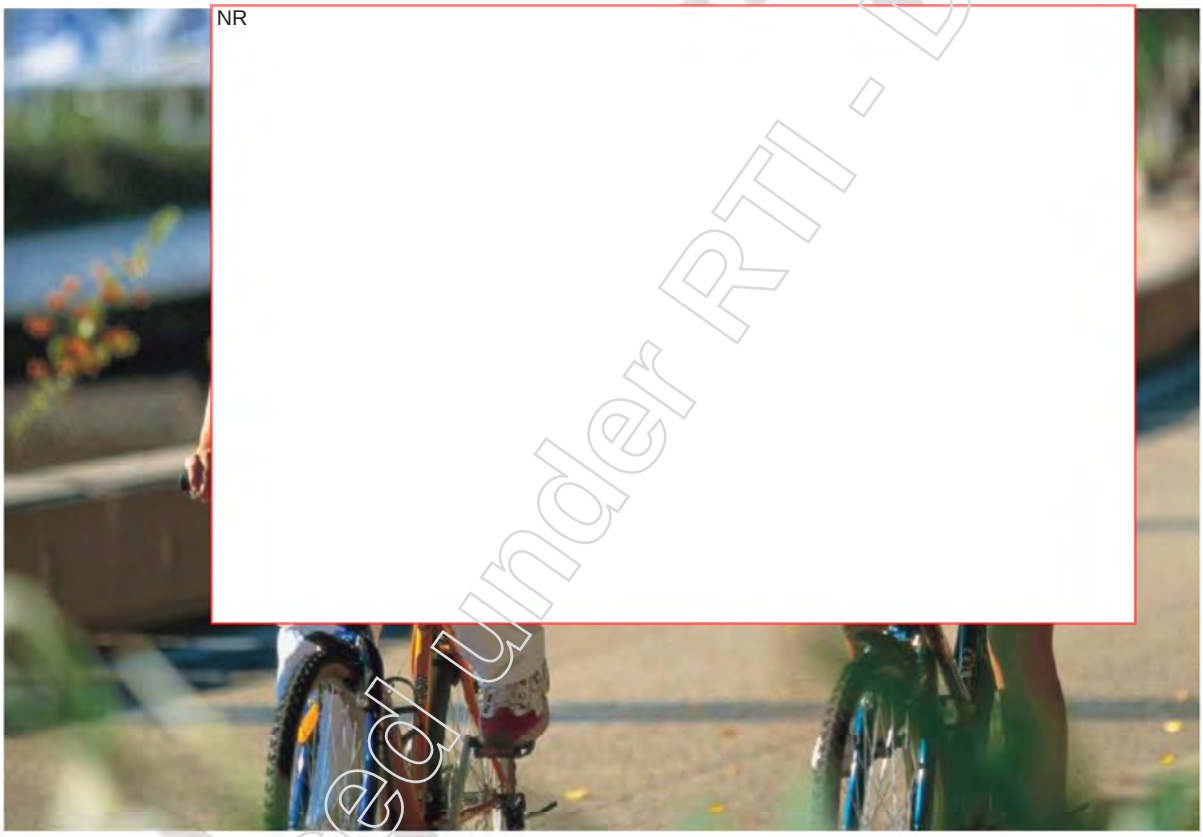
The rail network in the Metropolitan region provides access to intermodal rail terminals and the Port of Brisbane for freight from the north, south and west of Queensland. Freight from the North Coast and West Moreton rail lines converge in the region. The North Coast line supports general rail freight movement in the state. The West Moreton line, links to the Western and South Western lines, primarily supporting the movement of agricultural and mining products from Darling Downs and the South West to the Port of Brisbane.

Growth in rail freight demand is expected to have an impact on existing network and freight terminal capacity. The Acacia Ridge Rail Terminal is the state's largest freight terminal. It handles the majority of interstate freight and a large volume of intrastate freight.

Freight trains run on the majority of the Metropolitan region's rail network with the exception of the purely passenger suburban lines such as those to Shorncliffe, Ferny Grove and Brisbane Airport. Passenger services are prioritised on shared passenger and freight rail corridors which constrains the operation of freight services.

Most of the container trade in Queensland passes through the Port of Brisbane. The Port of Brisbane is Queensland's largest container and multi-cargo port. In 2023, a record 1.56m TEUs (twenty-foot equivalent containers) were handled through the port. Approximately 99% of the import and export containers were transported to and from the port by road.[124] Container trade is forecast to grow significantly creating further pressure.

There are also growing issues with light, urban freight due to the popularity of electronic commerce which causes increasing numbers of courier vehicles to share the road system with other users.



Bike riders in South Bank

[124] Port of Brisbane. (2023). *Origin Destination Study 2023.*

5.3 What do the priorities and objectives mean for the Metropolitan region?

5.3.1 Priority 1: Grow - A transport system that supports population growth within an urban structure that is consolidated and sustainable

Table 27 provides a summary of the priorities, objectives and the role of transport for the Metropolitan region. The priorities and objectives are further detailed in the following chapters.

Table 27 Priority 1: Grow – Metropolitan Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	1.1 Current and future transport networks shape sustainable growth and development of communities. 1.2 Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options. 1.3 People and goods move safely and efficiently in rural communities.
What it means for the Metropolitan region	• Urban consolidation and integrated design, particularly in and around activity centres and along existing and planned public transport corridors. • Connecting expansion areas such as Southern Redland Bay, Ripley, Springfield, Redbank Plains, Bellbird Park, Collingwood Park and western areas of Ipswich to the public transport network. • Improving safety and key connections in rural areas.
Measured by	• Commute time. • Commute distance. • Road network reliability.

5.3.1.1 What does this mean for the Metropolitan region?

Objective 1.1: Current and future transport networks shape sustainable growth and development of communities

Across Brisbane and Redlands, growth is predominantly planned in existing urban areas through consolidation, whereas in Ipswich it will be facilitated mostly through expansion.

This planning reflects the contextual differences within the three local government areas and supports diverse housing types together with diverse transport options. To support and enable this, the region's transport system will provide sustainable transport options that fit the context of existing and planned growth areas. Additionally, high quality design outcomes will become inherent in all new transport planning.

This objective can be achieved for the Metropolitan region through:

- prioritising mass transit on major urban development corridors
- supporting private and public land use development options that prioritise active and public transport
- incorporating high quality urban design into transport projects and supporting urban amenity along active streetscapes
- planning of existing transport networks such as motorways, highways and major arterial roads as future multi-modal corridors to activate opportunities through the **Movement and Place Policy**.

Objective 1.2: Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options

Expansion is expected in outer areas of the region including Southern Redland Bay, Ripley, Springfield, Redbank Plains, Bellbird Park, Collingwood Park and western areas of Ipswich. In these communities, traditional public transport may not always be available. To support and enable sustainable growth within such communities and existing lower density areas, flexible and innovative public transport solutions will be provided to meet demand.

This objective can be achieved for the Metropolitan region through:

- providing residents with an appropriate range of transport options, including mass transit and active transport facilities, rather than private cars for a range of trips, especially within and between high amenity areas, PDAs, and Principal Regional Activity Centres

- providing a blend of alternate service delivery models, including peer-to-peer transport, ride sourcing and demand-responsive transit for shorter trips and 'last mile' connections to mass transit
- providing private vehicle access where it's appropriate.

Objective 1.3: People and goods move safely and efficiently in rural communities

While the Metropolitan region is predominately urban in nature, parts of Redlands and areas in southern and western Ipswich are rural. In these areas, private vehicles provide the most appropriate mobility option and rural customers still need to be able to move safely and access the urban network appropriately.

This objective can be achieved for the Metropolitan region through:

- transport options for people to access key centres from outlying areas
- planning to ensure transport disadvantage of rural settlements is minimised
- safe access to essential services, local employment and social support and interaction to enhance amenity
- improving the road network, managing speeds and reducing potential conflicts between modes and users of the road network

5.3.1.2 Priority 1: Grow actions for the Metropolitan region

Metropolitan actions for Priority 1 are detailed below.

Table 28 Priority 1: Grow actions for the Metropolitan region

Action	Objectives	Timing
3.01 Brassall and Yamanto to Ipswich bus priority planning Undertake planning to provide bus priority between Brassall and Yamanto via the Ipswich central business district.	1.1, 1.2	Short-term
3.02 Brisbane inner city public transport planning Investigate the need for higher capacity public transport solutions for the inner city to complement and build upon Cross River Rail and Brisbane Metro and the strategic direction outlined in Connecting Brisbane.	1.1, 1.2	Short-term
3.03 Cleveland rail line upgrade planning Undertake planning for corridor protection to support a future upgrade of the rail corridor between Park Road and Cleveland to improve reliability and network capacity.	1.1	Short-term

Action	Objectives	Timing
3.04 Inner Brisbane bus priority planning Investigate opportunities to provide bus priority on key corridors connecting to the Brisbane CBD, consistent with the future public transport network.	1.1	Short-term
3.05 Ipswich to Springfield public transport corridor planning Undertake planning for the Ipswich to Springfield public transport corridor, including corridor alignment, timing for delivery, services and future station locations.	1.1, 1.2	Short-term
3.06 Kenmore to Brisbane bus priority planning Undertake investigations to improve bus quality on the Moggill Road corridor between Kenmore and the CBD.	1.1	Short-term
3.07 Moreton Bay Rail Capacity Investigate rail capacity enhancements from Brisbane's inner north to Caboolture to support service and rail access improvements.	1.1, 1.2	Short-term
3.08 Park 'n' ride capacity expansion planning Undertake strategic planning to identify locations suitable for major park 'n' ride capacity expansion at key locations in the Metropolitan region public transport network.	1.1, 1.2, 1.3	Short-term
3.09 Planning for ShapingSEQ growth and development Undertake planning to inform TMRs input into future transport networks serving and connecting development areas such as Ripley, Southern Thornlands, and Springfield. Participate in master planning activities and development of infrastructure agreements, in partnership with other state departments, local government and the private sector to ensure state transport interests are protected and to maximise benefits from a 'one network' approach.	1.1, 1.2	Short-term
3.10 Public transport interchange and bus station upgrade planning Undertake planning for public transport interchanges including bus and rail interchanges, bus stations, and bus stop upgrades in the region to improve network performance and connectivity at activity centres and interchange locations.	1.1	Short-term
3.11 Public transport network planning Undertake regular public transport network planning to ensure route structures are meeting current and future needs. For the Metropolitan region, planning will focus on work to ensure readiness for the introduction of Cross River Rail and Brisbane Metro.	1.1, 1.2	Short-term

Action	Objectives	Timing
3.12 Rail interchange planning Undertake planning to support seamless and reliable customer interchanges on the rail network, particularly following the opening of Cross River Rail and the start of three-sector operations. Key interchange locations include in the inner north, inner south, and at Roma Street station.	1.1, 1.2	Short-term
3.13 Salisbury to Beaudesert rail corridor planning Work in collaboration with the Australian Government to progress planning activities for the Salisbury to Beaudesert rail corridor to identify and protect the corridor, including planning to inform investment decisions for the staged delivery of passenger rail in this corridor.	1.1, 1.2, 1.3	Short-term
3.14 Southwest growth areas public transport planning Progress planning to investigate provision of frequent public transport services to planned major expansion growth areas including Yarrabilba, and Greater Flagstone.	1.1, 1.2	Short-term
3.15 Brisbane inner city multi-modal area transport strategy Brisbane City Council and Transport and Main Roads to develop a multi-modal area transport strategy for the Brisbane central business district and adjacent areas to support development occurring in and around the inner city.	1.1, 1.2	Medium/long -term
3.16 Capalaba to Redland Bay public transport planning Investigate bus priority options to improve bus reliability and support high-frequency services between Capalaba and Redland Bay.	1.1, 1.2	Medium/long -term

5.3.2 Priority 2: Prosper – A transport system that supports the region as a globally competitive economic powerhouse

Table 29 provides a summary of the priorities, objectives and the role of transport for the Metropolitan region. The priorities and objectives are further detailed in the following chapters.

Table 29 Priority 2: Prosper – Metropolitan Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	2.1 Goods and services move efficiently and reliably along supply chains to and between key economic areas and markets. 2.2 Activity centres are connected by a reliable and high-frequency public transport network. 2.3 Transport planning and investment is informed by current and accurate information.
What it means for the Metropolitan region	• Increased efficiencies for freight and service delivery. • Improved freight routes (e.g. to the Port of Brisbane, Brisbane Airport, Acacia Ridge and South West Industrial Corridor). • Increased public transport connecting activity centres and regional economic clusters. • Improving data accuracy and usage through smart infrastructure, real-time data and artificial intelligence.
Measured by	• Road network productivity. • Road network congestion. • Public transport accessibility. • Heavy vehicle travel time.

5.3.2.1 What does this mean for the Metropolitan region?

Objective 2.1: Goods and services move efficiently and reliably along supply chains to and between key economic areas and markets

The region experiences significant freight movement particularly from other regions transporting products to export through the Port of Brisbane and Brisbane Airport by road, rail and air along key freight corridors such as the Pacific Motorway, Logan Motorway, Warrego Highway, Cunningham Highway, Gateway Motorway, West

Moreton Line and North Coast Line. Freight is also moved and distributed within the region, typically via the region's industrial precincts, the most significant of which are located within the regional economic clusters and major enterprise and industrial areas.

The region contains a number of regional economic clusters (RECs) located on or nearby to key freight corridors. These are located at Australia TradeCoast, the Brisbane CBD, the South West Industrial Corridor, Ipswich, Springfield, and the Pacific Motorway, as well as the major enterprise and industrial area at Heathwood/Larapinta.

Enabling the efficient movement of people and goods to and between these precincts will assist in strengthening the economic competitiveness of the region. In addition, a connected freight network will need to accommodate growth in volumes in a way that maintains the amenity of growing inner city environments.

This objective can be achieved for the Metropolitan region through:

- optimising supply chains through interventions and infrastructure upgrades, such as freight lanes where appropriate and prioritising freight movement in off-peak periods
- optimising capacity on road and rail corridors and providing new freight corridors
- working with industry to:
  - shift freight movement to commuter off-peak periods
  - mode shift suitable freight from road to rail to reduce road freight movements, congestion and greenhouse gas emissions
- improvements to vehicle types, connective vehicle technologies, route optimisation and data sharing
- supporting road access controls to ensure the efficient movement of freight while maintaining urban amenity.

Objective 2.2: Activity centres are connected by a reliable and high-frequency public transport network

In support of both population and economic growth, reliable and high-frequency public transport will be needed to connect all activity centres across the region. This includes services to existing and emerging knowledge and technology precincts.

The network will connect activity centres and knowledge and technology precincts at Chermside, Mitchelton, Toombul, Wynnum Central, Brisbane City, Toowong, Indooroopilly, Carindale, Capalaba, Cleveland, Upper Mount Gravatt, Goodna, Springfield, Ripley and Ipswich.

Objective 2.3: Transport planning and investment is informed by current and accurate information

Technological advancements have increased the availability of high-quality data about the transport system and its users. This data can inform transport improvements and how they are planned for and implemented. This data can be used by customers to inform their journey planning and use of the network.

In the Metropolitan region, technology advancements and accurate real-time data provide opportunities for better informed decision-making by network managers and customers. This can also inform effective management of transport assets and enable positive customer experiences.

This objective can be achieved for the Metropolitan region by:

- collaborating with local government and industry to enable shared data capability and supporting technology advancements
- using accurate, real-time data to understand both current and future customer mobility demands and opportunities
- connecting and engaging with customers in two-way communication
- collecting and analysing real-time infrastructure usage and performance data to inform infrastructure upgrades.

5.3.2.2 Priority 2: Prosper actions for the Metropolitan region

Metropolitan actions for Priority 2 are detailed below.

Table 30 Priority 2: Prosper actions for the Metropolitan region

Action	Objectives	Timing
3.17 Australia TradeCoast transport planning Investigate and assess the strategic transport needs to support the growth in the Australia TradeCoast North precinct, supporting and integrating with the broader transport network.	2.1, 2.2, 2.3	Short-term
3.18 Brisbane Metro planning and delivery Brisbane City Council to undertake planning and investigations necessary to advance delivery of the Brisbane Metro proposal such that optimum transport, public realm and community outcomes are achieved for Brisbane and the region	2.2	Short-term
3.19 Centenary Motorway upgrade planning Progress planning to inform investment decisions for the staged upgrade of the Centenary Motorway that meets multi-modal transport needs (where relevant), including: • Toowong to Darra – staged upgrade approach to longer term solutions • Darra to Yamanto – including short to medium-term improvements, determining priority staging, multi-modal optimization, corridor identification and preservation.	2.1, 2.2	Short-term
3.20 Cunningham Highway transport planning Progress planning to inform investment decisions for the improvement of the Cunningham Highway between Ripley and Willowbank, including interchanges, consistent with a master planned strategy that meets multi-modal transport needs, including: • upgrades to the Cunningham Highway/ Ipswich Rosewood Road intersection with associated improvements to RAAF Base Amberley amenity • upgrades to the Ripley and Swanbank Interchanges • improved connections to the Ipswich to Springfield future public transport corridor.	2.1, 2.2	Short-term
3.21 Dutton Park to Indooroopilly public transport planning Undertake planning to protect the opportunity for a trunk public transport connection from Dutton Park, connecting through the University of Queensland to Indooroopilly.	2.2	Short-term

Action	Objectives	Timing
3.22 Gateway Motorway corridor planning Undertake planning to inform corridor protection and investment decisions regarding the development of the Gateway Motorway corridor to suit the transport system.	2.1	Short-term
3.23 Gympie Road (Kedron – Bald Hills) planning Progress planning to inform investment decisions for the improvement of the Gympie Road corridor consistent with a strategy that meets multi-modal transport needs, with a particular focus on provision of staged delivery of improvements to all travel modes as well and integration with land use outcomes for northern Brisbane. This includes delivery of the Gympie Road Surface Corridor Transformation Project - Business Case (BC) that will investigate public and active transport surface improvements facilitated by the proposed Gympie Road Bypass tunnel.	2.1, 2.2	Short-term
3.24 Ipswich Motorway (Rocklea to Darra) upgrade planning Progress planning to inform future investment decisions for the improvement of the Ipswich Motorway corridor between Rocklea and Darra consistent with a master planned strategy that meets multi-modal transport needs.	2.1	Short-term
3.25 Intersection upgrades Continue planning and design to allow multi-modal upgrade of intersections across the Metropolitan region to reduce congestion and improve safety. Priority intersections include intersections at interchanges with all motorways and on Beaudesert Road, Brisbane Road, Capalaba-Cleveland Road (including Old Cleveland, Moreton Bay and Finucane Roads), Cleveland-Redland Bay Road, Logan Road, Moggill Road, Mt Cotton Road, Old Northern Road, Pine Mountain Road, Redland Bay Road, Samford Road, Sandgate Road, Stafford Road, and Western Arterial Road (Toowong – Everton Park).	2.1	Short-term
3.26 Logan Motorway and Centenary Motorway interchange planning Progress planning to inform investment decisions for the upgrade of the Logan Motorway and Centenary Motorway interchange consistent with a master planned strategy.	2.1, 2.3	Short-term
3.27 Mount Lindesay Arterial Road (Beaudesert Road) upgrade planning Progress planning to inform investment decisions for the improvement of the Mount Lindesay Arterial Road (Beaudesert Road) corridor consistent with a master planned strategy that meets multi-modal transport needs.	2.1, 2.2	Short-term

Action	Objectives	Timing
3.28 North Brisbane - Moreton Bay transport planning Undertake planning to address the long-term transport challenges in the North Brisbane and Moreton Bay areas, including enhanced access to key employment and activity centres, promoting public and active transport use, and efficient freight movement. Planning will inform infrastructure, services, corridor preservation and investment decisions that meet the multi-modal transport needs of the area.	2.1, 2.2, 2.3	Short-term
3.29 Northern Bus Priority Corridor (Herston to Bracken Ridge) planning Undertake planning for staged delivery of bus priority to the remaining sections of the northern bus corridor between Herston to Bracken Ridge, including Federation Street to Truro Street and Kedron to Bracken Ridge. Identify and plan for delivery of interim measures such as transitway; and determine and preserve corridor land requirements for the long-term Northern Busway corridor. Consideration to be given to integrating with public and active transport surface improvements identified by the Gympie Road Surface Corridor Transformation Project - Business Case.	2.2	Short-term
3.30 Port of Brisbane rail planning Undertake planning with the Australian Government to investigate rail freight connectivity improvements to the Port of Brisbane.	2.1	Short-term
3.31 Review of planning and access declarations Review planning and access declarations on state-controlled roads within the Metropolitan region to inform decisions for the improvement of safety, congestion and access to the transport system	2.1	Short-term

Action	Objectives	Timing
3.32 Road corridor planning Undertake strategic interventions for urban arterial roads in the Metropolitan region. Priority road corridors include: • Brisbane Road • Brisbane urban corridor (including Granard, Riawena, Kessels, and Mount Gravatt Capalaba Roads) • Capalaba–Cleveland Road (including Old Cleveland and Finucane Roads) • Cleveland-Redland Bay Road • Linkfield Road (Linkfield Road overpass upgrade) • Logan Road • Old Northern Road • Redland Sub-Arterial/Redland Bay Road (including Mount Cotton, Duncan and Boundary Roads) • Samford Road • Stafford Road	2.1, 2.2	Short-term
3.33 Sandgate Road corridor planning Progress planning to inform investment decisions for the improvement of the Sandgate Road corridor consistent with a planned strategy that meets multi-modal transport needs.	2.1, 2.2	Short-term
3.34 Warrego Highway (Dinmore to Helidon Spa) upgrade planning Continue to progress planning for the staged upgrading of the Warrego Highway to motorway standard between Ipswich and Toowoomba. Priorities include capacity and safety improvements between Dinmore and Blacksoil, including upgrading the Mount Crosby Interchange, Bremer River Bridge rehabilitation, and upgrades at Haigslea, Hatton Vale, Minden and Glenore Grove.	2.1	Short-term
3.35 Warrego Highway planning Progress planning to inform investment decisions for the safety of the Warrego Highway within the Ipswich local government area consistent with a planned safety strategy that meets transport needs. Refer to Darling Downs Regional Transport Plan for further actions for the Warrego Highway.	2.1	Short-term
3.36 Warrego Highway to Cunningham Highway planning Progress planning of the Warrego Highway to Cunningham Highway Connection Corridor master plan to inform decisions for preservation and investment strategies consistent with the development of the transport system	2.1	Short-term

Action	Objectives	Timing
3.37 Western Brisbane connectivity planning Investigate improvements to arterials in western Brisbane to improve transport connectivity, optimise traffic flow and increase public transport accessibility for local communities between Toowong and Everton Park.	2.1, 2.2	Short-term
3.38 Eastern Busway (Coorparoo to Capalaba) bus priority and transport corridor planning Progress planning for staged delivery of bus priority from the Eastern Busway at Coorparoo to Carindale and Capalaba along Old Cleveland Road to meet longer-term multi-modal transport needs.	2.2	Medium/long -term
3.39 Regional activity centre transport planning Undertake transport network reviews to develop local transport network strategies, including modal priority consistent with **ShapingSEQ 2023** to best support the objectives of principal regional activity centres and other regional economic clusters.	2.1, 2.2	Medium/long -term
3.40 Passenger and rail freight efficiency Assess opportunities to maximise the efficiency of the rail network ensuring consideration of passenger and freight requirements.	2.1	Medium/long -term

5.3.3 Priority 3: Sustain – A transport system is resilient and contributes to the ecological sustainability of the region

Table 31 provides a summary of the priorities, objectives and the role of transport for the Metropolitan region. The priorities and objectives are further detailed in the following chapters.

Table 31 Priority 3: Sustain – Metropolitan Regional Transport Plan – challenges & opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	3.1 The transport system is safe, resilient and connected during and after extreme weather, events and incidents. 3.2 Walking, bicycle riding and other sustainable travel options are accessible, convenient and safe. 3.3 The transport system is sustainable and supports the region's environmental and lifestyle values.
What it means for the	• Infrastructure is improved and built to minimise the impacts of weather and other disruptive incidents.

Metropolitan region	• Network and incident management is improved to minimise impacts of closures and disruptions. • Prioritisation of active transport. • Provision of low and zero emission vehicle infrastructure. • Infrastructure and services that minimise impacts on scenic landscapes and significant ecological areas.
Measured by	• Road closures. • Public and active transport mode share. • Transport greenhouse gas emissions.

5.3.3.1 What does this mean for the Metropolitan region?

Objective 3.1: The transport system is safe, resilient and connected during and after extreme weather, events and incidents

There are many transport corridors throughout the region that are prone to flash flooding, creek and river flooding as well as storm-tide inundation, which cause disruption to the transport network. Traffic incidents and events also disrupt the movement of people and goods.

Safety, resilience and connectivity will be supported through appropriate infrastructure upgrades, and also through providing customers with the information they need to keep them safe and moving, as events or incidents occur. Through the use of real-time data and information, infrastructure upgrades can be focused on the key links where they are most needed

This objective can be achieved for the Metropolitan region through:

- management plans that minimise impacts of known closures and disruptions to the transport network
- effective and reliable communication, such as the coverage of early warning systems and real-time information
- innovation in traffic incident management and response across all modes
- targeted infrastructure upgrades.

Objective 3.2: Walking, bicycle riding and other sustainable travel options are accessible, convenient and safe

Active transport will play a critical role in the region's transport network. In the urban context, bike riding and walking infrastructure will provide options for customers to commute, access local mass transit stops and essential services and for a variety of

recreational activities. Where possible, these options will be separated from vehicle traffic to increase safety.

In rural areas, due to distances, road safety and traffic speeds, active transport will mostly be relevant for short distance trips within the local neighbourhood.

This objective can be achieved for the Metropolitan region through:

- providing a safe, convenient and connected active transport network that enables access to all of the region's activity centres
- incorporating safe and connected walking and bicycle options along the region's existing roads where appropriate
- policies and interventions to prioritise the needs of people walking and bike riding.

Objective 3.3: The transport system is sustainable and supports the region's environmental and lifestyle values

The Metropolitan region is known for its diverse lifestyle opportunities which blend dense urban areas, low-density housing and rural living areas. These opportunities are afforded by the desirable sub-tropical climate, diverse natural landscapes, parklands and open spaces. Brisbane also has a high diversity of native plants and wildlife compared with other capital cities.

The Brisbane and Bremer Rivers are intrinsic and highly valued features of the region's landscape and lifestyle, as is Moreton Bay and the Southern Moreton Bay Islands. These features are vital to the lifestyle and tourism opportunities available in the region. Supporting the region's diverse lifestyle opportunities and environmental values requires deliberate consideration of sustainable transport approaches.

This objective can be achieved for the Metropolitan region through:

- planning for the integration of low and zero emission vehicles
- minimising transport emissions and noise and the associated impact on amenity in urban environments
- the use of more renewable sources of energy and providing more sustainable transport options for people
- minimising impacts on existing habitats and areas of biodiversity.

5.3.3.2 Priority 3: Sustain Actions for the Metropolitan region

Metropolitan actions for Priority 3 are detailed below.

Table 32 Priority 3: Sustain actions for the Metropolitan region

Action	Objectives	Timing
3.41 Bridges for Brisbane planning Work with Brisbane City Council as they develop the Bridges for Brisbane program to deliver new connections across the Brisbane River.	3.2, 3.3	Short-term
3.42 Inner Brisbane active transport initiative Investigate opportunities to provide for mass movement by walking and cycling in inner Brisbane between key precincts such as Lang Park, South Brisbane, Woolloongabba, Brisbane Arena and Fortitude Valley.	3.2	Short-term
3.43 Network resilience assessments Undertake network resilience assessments, including but not limited to flood immunity, bushfire and climate change, to identify and prioritise upgrades to the transport network within the Metropolitan region.	3.1, 3.3	Short-term

5.3.4 Priority 4: Live – A transport system that is well designed to support safe, healthy and liveable communities for everyone

Table 33 provides a summary of the priorities, objectives and the role of transport for the Metropolitan region. The priorities and objectives are further detailed in the following chapters.

Table 33 Priority 4: Live – Metropolitan Regional Transport Plan – challenges and opportunities, objectives and measures of success

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	4.1 Communities and public places are walkable and well-connected by integrated and sustainable transport options. 4.2 The transport system provides safe, fair and equitable travel options.
What it means for the Metropolitan region	• Safe walking and bike riding is prioritised within local neighbourhoods and activity centres. • Transport choice is improved via options appropriate for the demand and land use, including community and school transport. • Transport options for people across all demographics. • Personalised transport such as demand-responsive transit and ride share.
Measured by	• Active transport accessibility. • Public transport disadvantage. • Public transport patronage. • Road safety.

5.3.4.1 What does this mean for the Metropolitan region?

Objective 4.1: Communities and public places are walkable and well-connected by integrated and sustainable transport options

Walkable communities and public places promote social interaction, sustainable access to goods and services and equitable environments for people. Walkable urban areas also attract activity and provide environments that people want to experience.

Walkability plays a significant role in both amenity and people movement. It is an important active travel mode in the Metropolitan region within local neighbourhoods, activity centres and business districts.

Transport planning will support the retention of walkable neighbourhoods in both existing and planned growth areas and also provide connections to the passenger transport network.

This objective can be achieved for the Metropolitan region through:

- prioritising the movement of people within all activity centres across the region
- high-quality design in walkable spaces that leverages the region's subtropical character
- public transport stops and stations that are well designed and support good accessibility for people walking
- enabling walking and bike riding as primary modes, particularly within activity centres
- enhanced wayfinding as well as more door-to-door and integrated end-to-end services.

Objective 4.2: The transport system provides safe, fair and equitable travel options

Across the region, the further a person lives from an activity centre, typically the more challenging their accessibility becomes. Similarly, the further a person lives from their place of employment, the more their daily commute costs. While proximity to local employment is encouraged and supported through this plan, so too is providing equal opportunity for all people to move, regardless of their circumstances.

This objective can be achieved for the Metropolitan region through:

- mobility solutions that provide greater personalisation and accessibility for everyone
- transport that enables social inclusion and supports diverse lifestyles
- transport options for people across all demographics, including the elderly, children and those with disability
- innovative approaches which address accessibility gaps in an affordable way, including through diverse transport options, active transport, personalised mobility and demand-responsive transport
- provision of safe mobility options where the safety of both people walking and people travelling on all modes is facilitated

- continued rollout of varied safety initiatives to reduce serious crashes and fatalities.

5.3.4.2 Priority 4: Live actions for the Metropolitan region

Metropolitan actions for Priority 4 are detailed below.

Table 34 Priority 4: Live actions for the Metropolitan region

Action	Objectives	Timing
3.44 Bus Corridor Planning Undertake planning for a network of high-frequency bus priority corridors that will be implemented progressively over the next 10 years to enable the staged delivery of the Frequent Public Transport Network. This includes infrastructure to enable: • improved bus speed, frequency and reliability on high-frequency bus routes • more efficient road utilisation and capacity • more efficient passenger loading and better customer experience • increased service coordination and information technology systems • busway platform management and associated ticketing reforms.	4.1, 4.2	Short-term
3.45 Ipswich Central Second River Crossing Work with Ipswich City Council as they undertake detailed planning to inform options for a new crossing of the Bremer River to address congestion, cross river connectivity and network resilience in the Ipswich City Centre.	4.1	Short-term
3.46 Network Safety Plans Develop, leverage and build upon Network Safety Plans to undertake planning to inform options for safety related improvements across the Metropolitan region.	4.2	Short-term

Action	Objectives	Timing
3.47 Transit oriented developments Identify opportunities to develop and encourage transit oriented developments within the Metropolitan region. Collaborate with local governments, infrastructure project teams and other state agencies to support increased public transport mode share, residential and employment density at appropriate transport hubs. In particular, investigate opportunities associated with rail and bus nodes at, for example: • in the short-term at Albion, Buranda, Cleveland, Ferny Grove, Fortitude Valley and redevelopment opportunities as a result of Cross River Rail • in the medium/long term at Cannon Hill, Corinda, Darra and Eight Mile Plains.	4.1	Short-term

Entertainment precinct, Brisbane

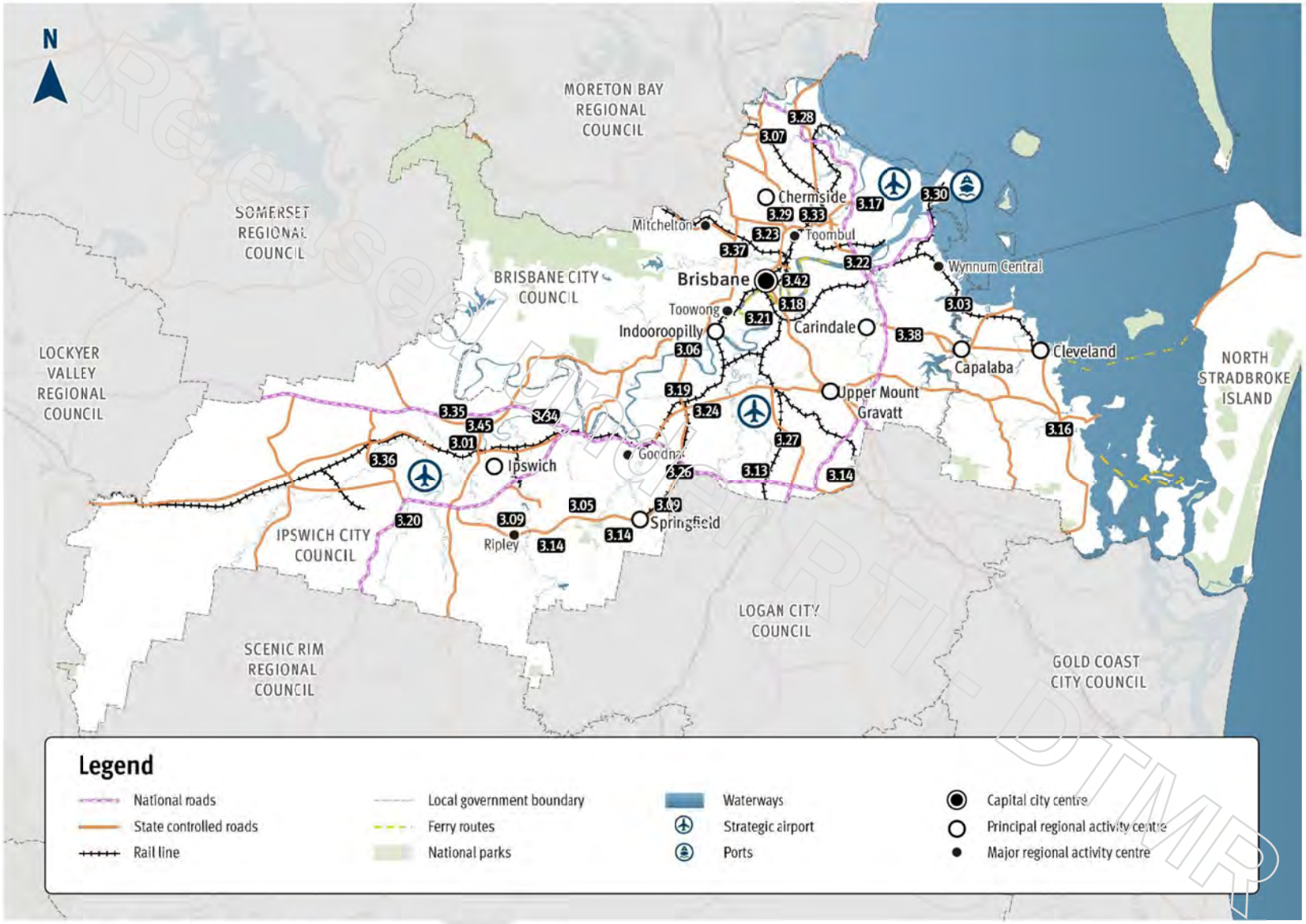


Figure 29 Actions for the Metropolitan region

6 South Coast Regional Transport Plan

6.1 Region overview

The South Coast region (Figure 30) is the second largest urban area in South East Queensland (SEQ) and includes the Gold Coast, Logan and Scenic Rim local government areas.

A regional overview of the South Coast region is captured in Table 35.

Table 35 A snapshot of the South Coast region

6534 km²

The South Coast region covers an area of **6534 km²**

71%

In 2021, there were **1,028,100** people in the South Coast region. In 2046, this is forecast to increase to **1,759,800**.

$58B

The gross regional product in 2021-22 was **$58 billion**

27%

In 2021, **27%** of the SEQ population lived in the South Coast region

30%

By 2046, **30%** of the SEQ population is projected to live in the South Coast region

670 km²

There is **670 km²** of natural park and environmental land

186 people/km²

In 2023, the average regional population density was **186 people per km²**

13°c – 25.7°c

The average daily temperature range is **13°c – 25.7°c**

1094 mm

The average rainfall is **1094 mm** per annum

6th busiest

Gold Coast Airport is Australia's sixth busiest international airport

5.7M

In 2022, Gold Coast Airport had over **5.7 million** passenger movements

$39,808

In 2021, the regional median personal income per annum was **$39,808**

16.2%

In 2021, **16.2%** of the population was aged 65 years and over

Employment

Within the region:

- 15.5% in health care and social assistance
- 11.2% in retail trade
- 10.4% in construction
- 9.2% education and training.

Growth

ShapingSEQ 2023 identifies growth in:

- Health care and social assistance
- Construction.

Sources:

Department of State Development, Infrastructure, Local Government and Planning. (2023). **ShapingSEQ** - South East Queensland Regional Plan 2023.

Queensland Government Statistician's Office. (2021). Queensland Regional Profiles: Resident Profile for South Coast region.

Queensland Government Statistician's Office. (2021). Queensland Regional Profiles: Resident Profile for South Coast region compared to South East Queensland region.

Queensland Government Statistician's Office. (2024). Queensland Regional Profiles: Workforce Profile for South Coast region.

Australian Bureau of Statistics. (2023). Regional Population: Population estimates and components by LGA, 2021 to 2022 – Revised (Table 3).

The Bureau of Infrastructure, Transport and Regional Economics (BITRE). (2023). Airport Traffic Data.

.id community demographic resources. South East Queensland economic profile. www.economy.id.com.au.

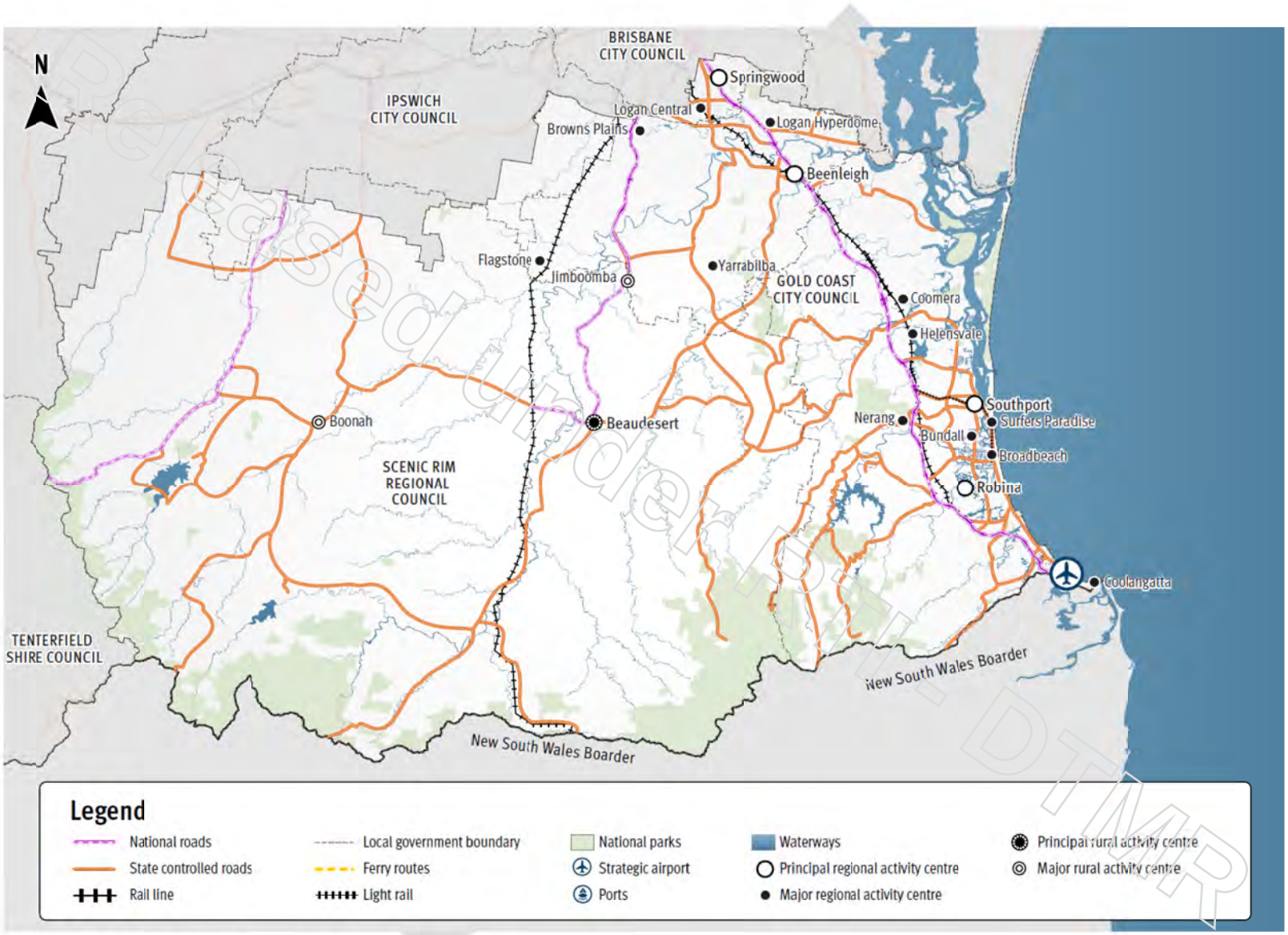


Figure 30 The South Coast region

6.1.1 Gold Coast region

Key population facts:

- 2021 estimated population: 633,800[125]
- 2046 projected population: 1,022,100[126]
- +1.93% growth rate.

6.1.1.1 Economy

The Gold Coast local government area produced $40.98 billion of Gross Regional Product and had 293,500 jobs in 2020-21[127] and 76,262 businesses in 2021-22.[128] Sectors including property and construction, manufacturing, health, education, sport and tourism comprise the region's economic core.[129] The Gold Coast is renowned as one of Australia's premier tourist destinations with over 4.3 million domestic visitors in 2023 (up 35.2 per cent over the year). International visitation was 43.9 per cent below pre-COVID levels, but is expected to increase significantly.[130]

As of 2021, the health care and social assistance industry provided 15.4 per cent of all jobs within the Gold Coast, followed by retail trade (11.0 per cent), construction (10 per cent) and accommodation and food services (9.7 per cent).[131]

6.1.1.2 Employment

In 2021, the main industries in which Gold Coast residents were employed included health care and social assistance (15 per cent), construction (11.4 per cent), retail trade (10.4 per cent) and accommodation and food services (8.9 per cent).[132]

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[125] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

[126] Ibid.

[127] Ibid.

[128] Informed Decisions. (2023). *Gold Coast City.*

[129] City of Gold Coast. (2022). *Economic Strategy 2022-2027*

[130] Tourism and Events Queensland. (2023). *Gold Coast Regional Snapshot – Year ending June 2023.*

[131] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Gold Coast (C) Local Government Area*

[132] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Gold Coast (C) Local Government Area.*

6.1.1.3 Growth

Gold Coast is expecting an additional 388,300 people to reside in the region by 2046. **ShapingSEQ 2023** indicates that an additional 161,700 dwellings will be required to accommodate the population growth forecast for Gold Coast.[133]

6.1.1.4 Education

There are three universities in the Gold Coast. Griffith University has a major campus at Southport with more than 18,000 students. Southern Cross University has a campus at Coolangatta adjacent to the Gold Coast Airport with more than 5000 students. Bond University is a private institution with more than 4000 students.

6.1.1.5 Recreation

Significant recreational opportunities exist for residents and visitors from world-class beaches and natural hinterland to community precincts, theme parks and major events.

6.1.1.6 Local planning alignment: Gold Coast City Transport Strategy

The City of Gold Coast is updating the Gold Coast City Transport Strategy. It will consider a long-term view to ensure the city is well prepared for the future. The new transport strategy will respond to the pace of change in the city and transport industry, and the challenges and opportunities that come with it.

[133] Department of State Development, Infrastructure, Local Government and Planning.(2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

6.1.2 Logan region

Key population facts:

- 2021 estimated population: 350,700[134]
- 2046 projected population: 667,100[135]
- +2.61% growth rate.

6.1.2.1 Economy

The Logan local government area produced $15.04 billion of Gross Regional Product and had 112,900 jobs in 2020-21[136] and 25,454 businesses in 2021-22.[137] The area has an established economy characterised by the manufacturing, construction, warehousing and logistics, and retail and wholesale trade sectors. Emerging industries include professional, scientific, and technical services as well as health care, education and training.[138]

As of 2021, the health care and social assistance industry provided 16.1 per cent of all jobs within Logan, retail trade provided 12.1 per cent, construction industry (11.7 per cent) and the education and training sector (10.3 per cent).[139]

6.1.2.2 Employment

In 2021, the main industries in which Logan residents were employed included health care and social assistance (13.6 per cent), construction (12.2 per cent), retail trade (10.1 per cent) and manufacturing (9.1 per cent).[140]

6.1.2.3 Growth

Logan is expecting an additional 316,400 people to reside in the region by 2046. **ShapingSEQ 2023** indicates that an additional 110,200 dwellings will be required to accommodate the population growth forecast for Logan.[141]

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[134] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

[135] Ibid.

[136] Ibid.

[137] Informed Decisions. (2023). *Logan City.*

[138] Logan City Council. (2022). *Economic Development Strategy 2022-2027.*

[139] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Logan (C) Local Government Area.*

[140] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Logan (C) Local Government Area.*

[141] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

6.1.2.4 Education

Griffith University has a satellite campus in Logan with almost 2,500 students.[142] TAFE Queensland also has a campus in Loganlea.

6.1.2.5 Recreation

Logan is a predominately urban area featuring community precincts, parks and spaces. Logan is conveniently located between Brisbane and the Gold Coast and benefits from the recreational opportunities that comes with being one of Queensland's largest and fastest growing cities.

6.1.2.6 Local planning alignment: Way2Go: Connecting Logan

Way2Go: Connecting Logan is the City of Logan's Integrated Local Transport Plan that outlines Council's transport aspirations and guides delivery of an effective, integrated and resilient transport system for a forecast 2041 population of 586,000 people. It was developed by Council based on land use and transport planning principles, and community feedback The provision of an effective transport system in Logan is necessary to realise the long-term vision of the area — City of Logan: Innovative, Dynamic, City of the Future — and ensure the significant forecast growth is appropriately planned to maintain and enhance City of Logan's high quality of life.

Beenleigh Town Square

[142] Griffith University. (2016). *About Griffith: campuses and facilities: Logan.*

6.1.3 Scenic Rim region

Key population facts:

- 2021 estimated population: 43,600[143]
- 2046 projected population: 70,600[144]
- +1.95% growth rate.

6.1.3.1 Economy

The Scenic Rim local government area produced $2.09 billion of Gross Regional Product and had 15,800 jobs in 2020-21[145] and 4,738 businesses in 2021-22.[146] The area's fertile land and proximity to SEQ markets provides a comparative advantage for the agriculture, forestry and fishing sector, and construction, manufacturing and tourism also contribute to a thriving regional economy. The development of the Bromelton State Development Area provides further growth for these significant industries.[147]

As of 2021, the health care and social assistance provided 11.8 per cent of all jobs within the Scenic Rim, followed by agriculture, forestry and fishing industry (11.6 per cent), education and training (10.4 per cent) and accommodation and food services (10.3 per cent).[148]

6.1.3.2 Employment

In 2021, the main industries in which Scenic Rim residents were employed included health care and social assistance (12 per cent), construction (11 per cent), education and training (9 per cent), and agriculture, forestry and fishing (8.1 per cent).[149]

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[143] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

[144] Ibid.

[145] Ibid.

[146] Informed Decisions. (2023). *Scenic Rim Regional Council.*

[147] Scenic Rim Regional Council. (2022). *Scenic Rim Regional Prosperity Strategy 2020-2025.*

[148] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Workforce Profile for Scenic Rim (R) Local Government Area*

[149] Queensland Government Statistician's Office. (2021). *Queensland Regional Profiles: Resident Profile for Scenic Rim (R) Local Government Area.*

6.1.3.3 Growth

Scenic Rim is expecting an additional 27,000 people to reside in the region by 2046. **ShapingSEQ 2023** indicates that an additional 9,700 dwellings will be required to accommodate the population growth forecast for Scenic Rim.[150]

6.1.3.4 Education

Institutions in neighbouring local government areas provide tertiary education opportunities to the region including Logan and the Gold Coast.

6.1.3.5 Recreation

The Scenic Rim features vast natural and rural landscapes and hinterland which offer a range of outdoor recreational experiences. It includes the World Heritage listed Gondwana Rainforest. Scenic Rim is also in close proximity to key centres and coastal areas which provide a range of additional opportunities for recreation and entertainment.

6.1.3.6 Local planning alignment: Scenic Rim Draft Integrated Transport Strategy

Scenic Rim Regional Council is developing an Integrated Transport Strategy that will guide local transport infrastructure and project development in the Scenic Rim region. The region's attractiveness has led to increases in tourism and leisure. It will encompass strategies for enhancing transport efficiency, safety and sustainability.

[150] Department of State Development, Infrastructure, Local Government and Planning. (2023). *ShapingSEQ – South East Queensland Regional Plan 2023.*

6.1.4 Projected population and employment growth

Between 2021 and 2046 the areas with the largest projected population growth include Flagstone, Yarrabilba expansion areas and Boronia Heights – Park Ridge, Wolffdene – Bahrs Scrub, Chambers Flat – Logan Reserve in Logan, and Coomera, Labrador, Surfers Paradise and Southport North, Mermaid Beach – Broadbeach in the Gold Coast.

Figure 31 shows the expected total population change by mappable areas across the region from 2021 and 2046. The larger land sizes of the mapped areas in the southwest depict medium to medium-high population growth. Figure 32 depicts high employment growth in the southwest. It is noted that this change is over the total land area and subsequently the intensity of change is anticipated to be lower.[151] [152]

The majority of employment growth is projected to occur in the Gold Coast at centres including Southport North with high growth also projected for expansion areas in Ormeau (east) – Staplyton and Loganlea.

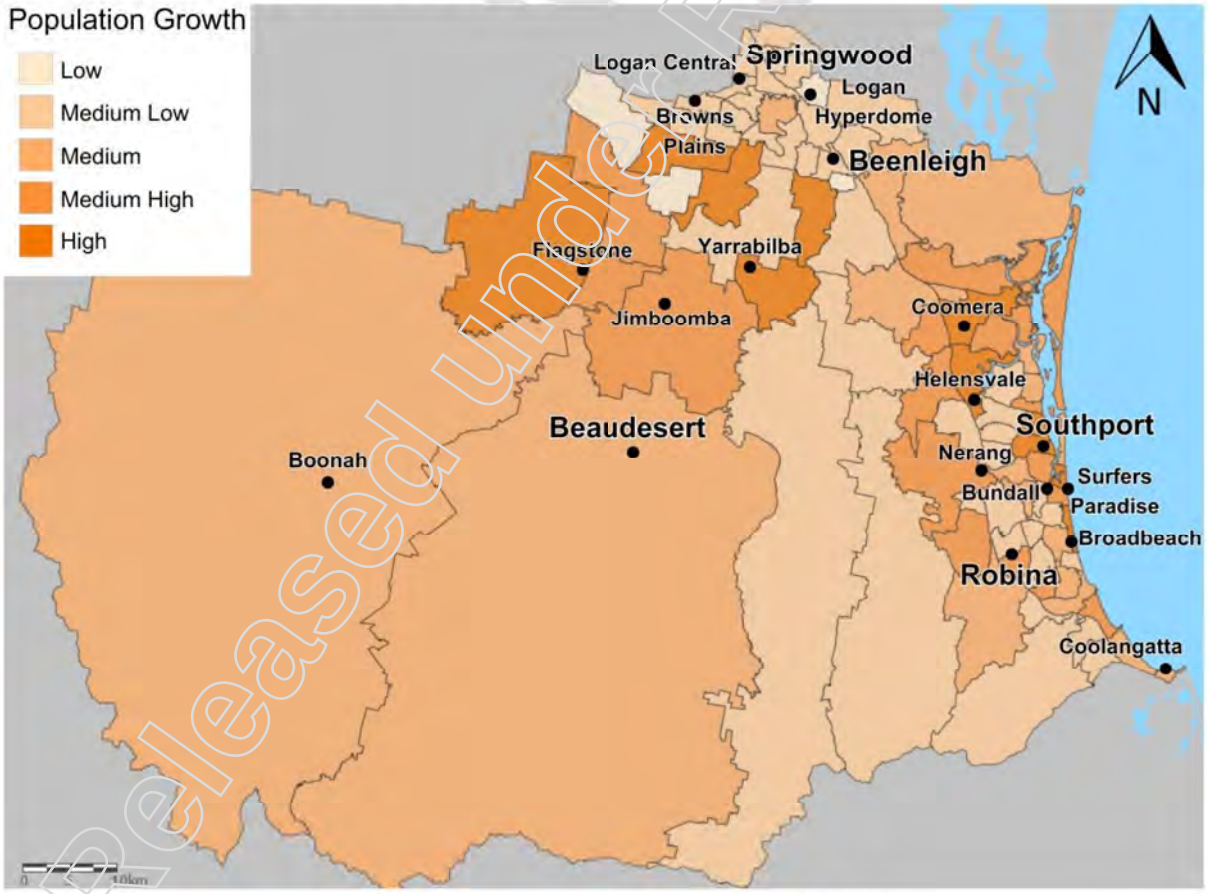

Figure 31 South Coast total projected population growth, 2021-2046

[151] Based on Queensland Treasury (2023). Regional Employment Projections, 2015-16 to 2045-46 [unpublished]
[152] Based on ShapingSEQ 2023 projections and allocation modelling

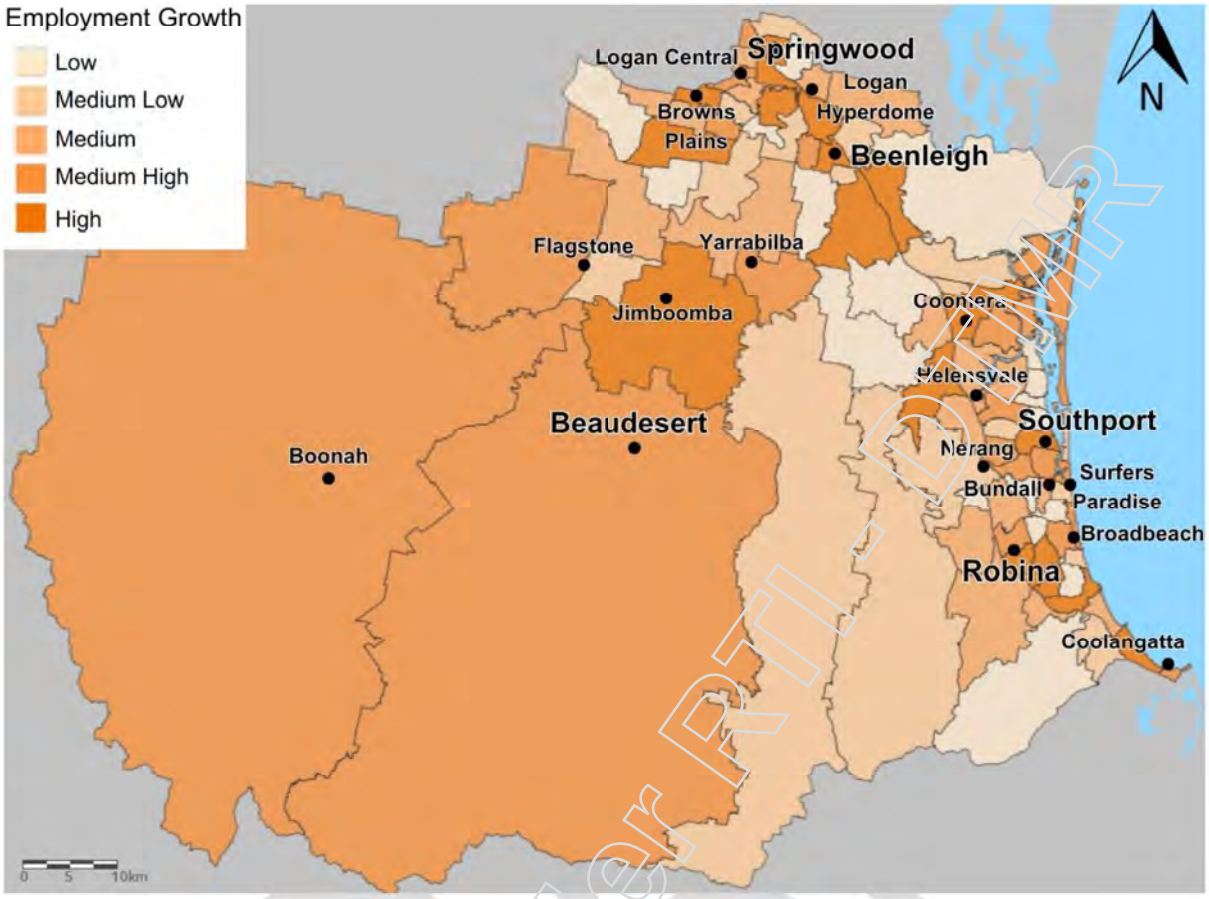

Figure 32 South Coast total projected employment growth, 2021-2046

6.1.5 Regional economic and growth areas

A range of regional economic and growth areas will have an impact on the current and future regional transport network. These areas include:

- Bromelton State Development Area
- Helensvale – Coomera REC
- Greater Flagstone PDA
- Meadowbrook – Loganholme REC
- Parklands PDA
- Robina – Varsity Lakes REC
- Southern Gateway PDA
- Southport PDA

- Southport – Broadbeach REC
- Yarrabilba PDA
- Yatala – Stapylton – Beenleigh REC.

These areas are detailed further in **ShapingSEQ 2023**.

6.1.6 Key regional projects

A number of major large-scale projects in public transport, road transport and urban development will help create significant social, economic or environmental opportunities and play a critical role in driving and shaping the South Coast region. These projects are detailed below.

6.1.6.1 Logan and Gold Coast Faster Rail

To support the growing population and rail patronage between Brisbane, Logan, and the Gold Coast, improvements must be made to the current key capacity bottleneck – the section of the network between Kuraby and Beenleigh. The 20km section is single track in each direction, meaning all stop services need to be held to one side during peak periods for express trains to pass. The Logan and Gold Coast Faster Rail project, currently in the design phase, will double the tracks between Kuraby and Beenleigh, allowing trains to pass through the section without wait times. This will greatly improve the reliability and efficiency of the service.

Furthermore, the project will also consist of modernising the rail systems, removing level crossings, and upgrading stations and active transport facilities. One such station upgrade is the Loganlea Station relocation, which will offer a range of benefits including improved connections to Logan Hospital, Loganlea TAFE and Loganlea State High School as well as improved accessibility for people with disability and bus/active transport connections.

6.1.6.2 New Gold Coast rail stations

The Queensland Government is delivering three new train stations at Pimpama, Hope Island and Merrimac to help connect SEQ's growing population. The new stations will provide greater access to convenient rail services and easier travel within the Gold Coast as well as to Brisbane. Construction began in 2022 with project delivery anticipated to occur in advance of the first service on Cross River Rail.

6.1.6.3 Gold Coast Light Rail

The Queensland Government, in partnership with the Australian Government and City of Gold Coast is funding the delivery of the Stage 3 extension of the Gold Coast Light Rail from Broadbeach South to Burleigh Heads. Stage 3 of the light rail will build on the success of the current G:Link light rail by extending the light rail route a further 6.7 kilometres to Burleigh Heads and including eight new stations.

Since the opening of Stage 1 in 2014, connecting the Gold Coast University Hospital to Broadbeach, and the Stage 2 extension in 2017 connecting to Helensvale and adding three new stations and two park 'n' ride facilities, more than 82 million passengers have used the light rail system.[153]

The Queensland Government, in partnership with the City of Gold Coast is planning for the light rail extension to Coolangatta.

6.1.6.4 Pacific Motorway (M1) upgrades

The M1 is the busiest route in Queensland, connecting the Gold Coast and northern NSW to Brisbane and northern SEQ. Priorities for the M1 are to upgrade the motorway to increase capacity and interchange performance as well as implement Intelligent Transport Systems to maximise infrastructure operational efficiency.

6.1.6.5 Coomera Connector

Planning ahead for future growth, the Coomera Connector will deliver an alternative transport corridor to complement the function and role of the Pacific Motorway (M1). It will support surrounding networks including within southern Redlands, Logan and Gold Coast. The southern section of the Coomera Connector, between Coomera and Nerang will provide more transport capacity to support the rapidly growing residential and business communities in the northern Gold Coast and neighbouring Logan areas, and complement the existing multi-modal infrastructure of the M1, light rail and heavy rail.

A footprint for the 45-kilometre Coomera Connector corridor between Loganholme and Nerang was formally gazetted in March 2019. The Stage 1 section of the Coomera Connector between Coomera and Nerang was identified as the priority section to be built first. The Queensland Government and Australian Government have jointly funded a total of approximately $3 billion for the planning and construction of Stage 1. Construction commenced on Stage 1 in 2023.

[153] GoldlinQ. (2024). *Gold Coast Light Rail Stage 3.* www.gclr3.com.au

6.1.6.6 Gold Coast Airport expansion plans

Gold Coast Airport is a significant economic and aviation gateway to the region. A master plan has been drafted that outlines the Gold Coast Airport's vision for the next 20 years. The master plan will guide the development of airport facilities, infrastructure and land uses to meet future requirements. The new terminal expansion was completed in 2022 and also included additional passenger amenities and gates allowing for additional aircraft to be accommodated for on the tarmac. The draft master plan details a strategic development roadmap focusing on delivering innovative, sustainable and accessible facilities.

6.1.6.7 Mount Lindesay Highway Upgrades

The Mount Lindesay Highway is an important route supporting the urban growth areas of the Yarrabilba and Greater Flagstone PDA's as well as supporting the development of the Bromelton State Development Area. A 10-year strategy has been developed outlining the priority infrastructure upgrades to improve safety, capacity and freight efficiency along this important corridor.

6.1.6.8 Bromelton State Development Area

The State Development Area comprises 15,610 hectares, located within the Scenic Rim, approximately six kilometres west of Beaudesert and 75 kilometres south of Brisbane. It provides access to the rail network along the Sydney–Brisbane rail corridor, servicing freight and logistics operations for industries. The intermodal freight terminal at Bromelton opened in 2017 with trains arriving on a regular basis delivering freight to the logistics hub for ongoing distribution by road and rail to other locations. Planning is being undertaken, in collaboration between the Australian Government, Queensland Government and Scenic Rim Regional Council, to determine the planning, sequencing and prioritisation required to activate the area.

6.1.6.9 Park Ridge Connector

The Park Ridge Connector is a future transport corridor that will connect communities planned at Park Ridge, Flagstone and Yarrabilba to services and employment. It will provide connectivity to major industrial areas in Park Ridge (the Park Ridge MEIA) and the southern Logan area, linking to the Gateway and Logan Motorways.

6.2 Regional Transport network

6.2.1 Current regional transport network

Transport services and infrastructure in the South Coast region vary depending on the context and development history of the different areas. The region includes a maturing road network and growing public and active transport networks. Each of these enables people and goods to move throughout and beyond the region.

6.2.1.1 Active transport

TMR and local governments recognise the important role active transport can play in the way people move.

Well designed and connected streets and activity centres that encourage walking as the preferred method of travel present a range of social and economic benefits. This is particularly important in busy pedestrian centres such as Gold Coast coastal and tourist areas where walking should be prioritised over vehicle movements.

Key active transport projects underway in the South Coast region include:

- Veloway 1 extension to Springwood adjacent to the Pacific Motorway, progressively connecting the region and Brisbane
- Logan City cycleways such as the Slacks Creek Green link, and links to Logan Central, Springwood, Slacks Creek, Shailer Park and Crestmead
- Planning for on and off-road facilities along key corridors on the Gold Coast such as the Currumbin Creek Active Transport Bridge between Palm Beach and Currumbin, and the Gold Coast Highway to Napper Road cycleway
- Construction of off-road facilities as part of Coomera Connector Stage 1, including new river crossings over Coomera and Nerang Rivers and grade-separated crossings over all major roads
- Additional 2 kilometres of Oceanway (jointly funded with City of Gold Coast)
- Planning investigations for regional riding such as an uninterrupted Brisbane to Gold Coast cycleway.
- Publication of walking network plans around Broadbeach South Light Rail Station and Springwood Bus Station
- Funding of other walking network plans to be completed throughout the region

6.2.1.2 Public transport

The South Coast region's public transport system includes heavy rail, light rail and bus networks. The region is served by a heavy rail line that runs from Varsity Lakes to Brisbane City. The Gold Coast's light rail, G:Link, is a 20 kilometre line with 19 stations spanning from Broadbeach to Helensvale where it connects with heavy rail services to Brisbane and the broader SEQ rail network. Nine all day high-frequency bus routes provide connections with the heavy and light rail trunk corridors.

There is also a network of bus services that provide important connections throughout the region and to neighbouring regions. Frequent links are provided throughout the region, including from Logan to Brisbane, Tweed Heads to Broadbeach and Surfers Paradise to Nerang.

The on demand transport trials in Nerang and Pacific Pines, and the demand responsive trial in Logan provide a flexible, shared service that makes it easier to travel around the local area where buses and trains are not available. It is a pre-booked service that adapts to its users by changing routes, vehicles and destinations to suit the number of passengers. To support the rollout of the new on-demand services, TMR has partnered with Via Mobility Solutions to provide the new technology platform that supports customers' ability to plan and book an on-demand service. It is expected to provide the backbone for any future on-demand service deployments where a booking app is required.

Varsity Lakes Station

6.2.1.3 Rail freight

Interstate freight services travel through the region. Inland Rail is proposed to link with the interstate line at Kagaru offering opportunities for intermodal freight from terminals such as the Acacia Ridge intermodal terminal and the Bromelton intermodal freight terminal.

6.2.1.4 Roads

The region's road network is shown in Figure 30 (on page 209). Major roads in the South Coast region include the M1 Pacific Motorway, Logan Motorway, Cunningham Highway, the Mount Lindesay Highway from Beaudesert and the Beaudesert - Boonah Road between Beaudesert and Bromelton (part of the National Land Transport Network).

Generally, the road network is characterised by a large number of north-south routes with fewer east-west connections.

6.2.1.5 Air

The South Coast region is serviced by the Gold Coast Airport. The Gold Coast Airport welcomed approximately 5.7 million passengers in 2022. It is the sixth busiest international airport in Australia.[154]

6.2.1.6 Marine

With an abundance of waterways, the Gold Coast attracts recreational boating, water sports and fishing. Currently the Gold Coast has more than 35,000 registered boats. The navigation channel network links together the Broadwater, Moreton Bay, Gold Coast Seaway and Gold Coast Marine Precincts (Coomera and Steiglitz).

The Gold Coast Waterways Authority is responsible for the promotion and management of sustainable use of Gold Coast waterways for marine industries, tourism and recreation. The Gold Coast Waterways Authority Act 2012 requires the authority to prepare a 10-year waterways management strategy and an annual waterways management program that provides a rolling investment plan.

[154] The Bureau of Infrastructure, Transport and Regional Economics (BITRE). (2023). *Airport Traffic Data.*

6.2.2 Transport challenges in the South Coast region

In partnership with stakeholders the following challenges for the South Coast region have been identified.

6.2.2.1 Safety of road users

Safety of road users is a universal challenge. Over the past decade, road fatalities peaked in 2021 and 2022 and hospitalisations peaked in 2021. From 2014 to 2022, there were 290 fatalities and 9,461 crashes requiring hospitalisation.[155] Passenger vehicles are the most likely mode to be involved in fatal crashes followed by motorcycles. Improving safety across all modes of travel is important across the South Coast region as well as SEQ.

6.2.2.2 Employment travel patterns

In the South Coast area, many people travel both within and outside of their local government area for work each day. Figure 25 shows the extent of such movements. For example, in 2021 a large proportion of working residents from Gold Coast travelled within their respective local government area for work, as did over half of Scenic Rim residents. In Logan, 42 per cent of working residents travelled within their local government area for work, with a further 41 per cent of working residents travelling to Brisbane for work.[156] Although the ability to work from home is expected to have an impact these travel patterns, many residents of the South Coast will still need to travel, and planning needs to continue to facilitate the efficient movement of the region's residents for employment purposes.

[155] Queensland Government. (2022). *Road Crash Locations.*
[156] Australian Bureau of Statistics.(2022). *LGA (Place of Work) by LGA (Usual Residence)* [TableBuilder].

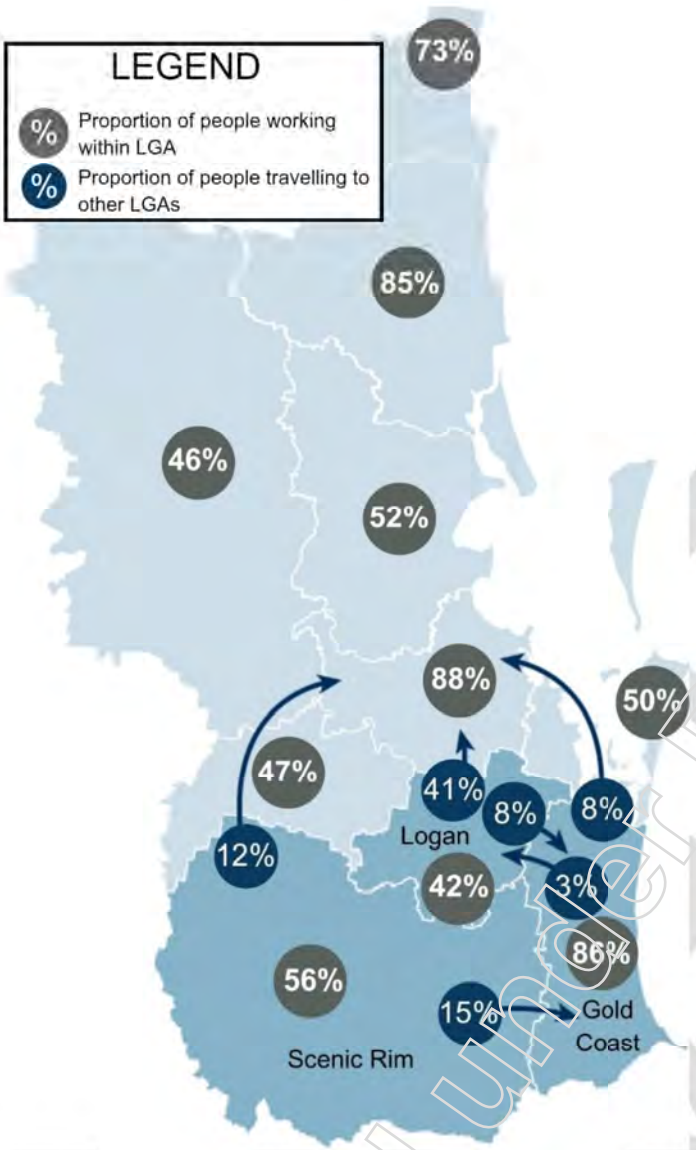

Figure 33 Proportion of people that work within their local government area in 2021

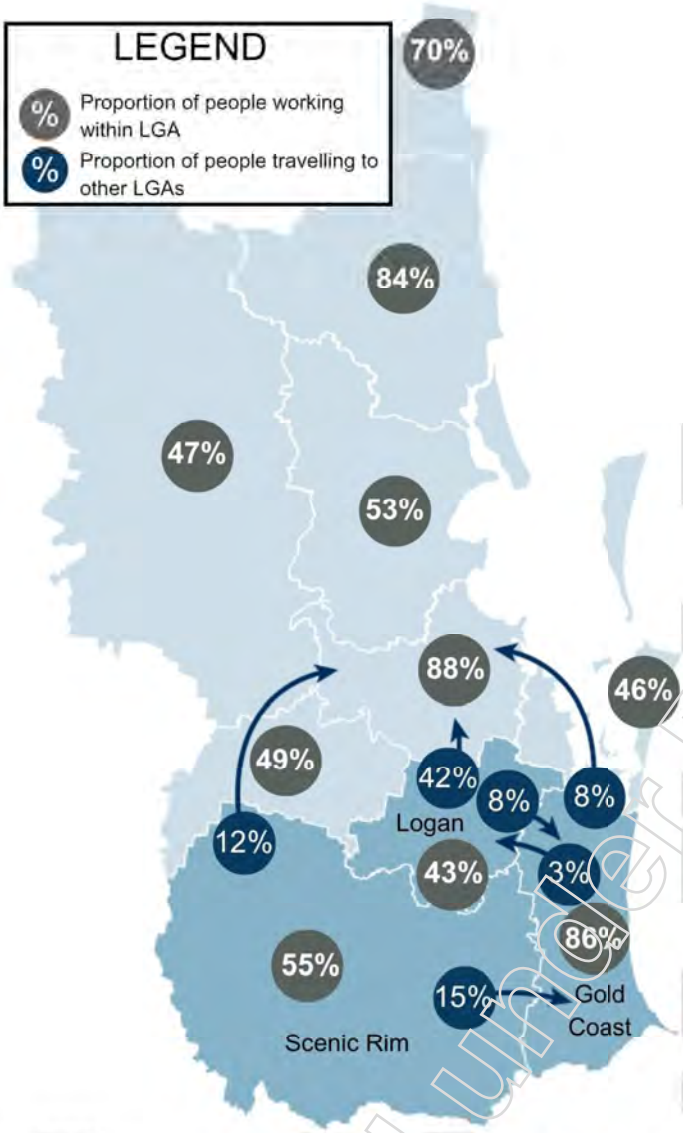

Figure 34 Proportion of people that work within their local government area in 2046

6.2.2.3 Current travel patterns and mode competitiveness

The South Coast region has high reliance on private vehicles. This is largely due to the dispersed development pattern throughout much of the region. The proportion of trips made by public transport and active travel such as walking and bike riding have either declined or have remained stable at small mode shares over time. Figure 35 provides a breakdown of method of travel to work in 2021.[157]

Projected population growth presents a need to mature the transport network, both to support planned infill development and to better service existing and future lower density areas and encourage more sustainable travel options.

[157] Australian Bureau of Statistics.(2022). *Method of Travel to Work, General Community Profile - Local Government Area.*

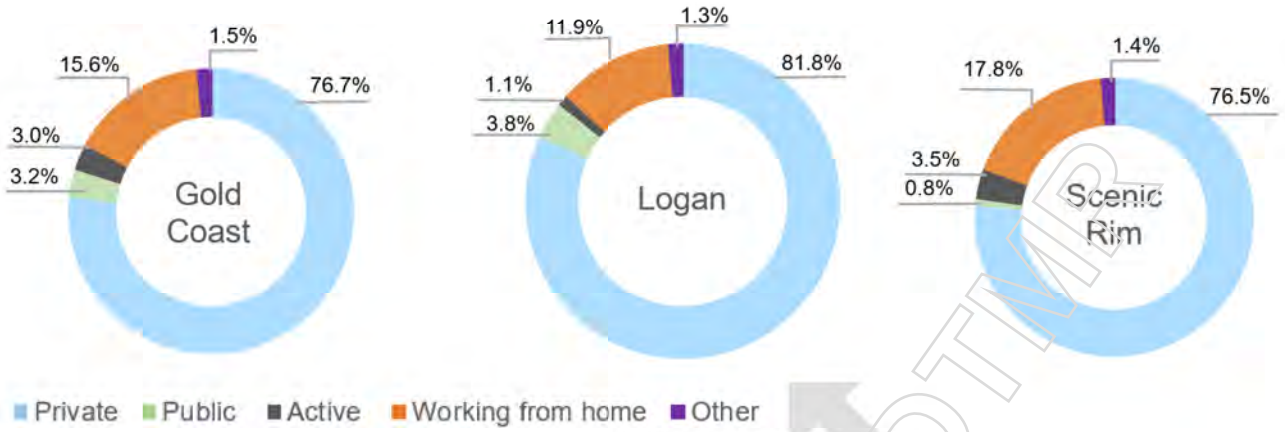

Figure 35 South Coast region mode share for journeys to work

6.2.2.4 Road congestion

Private vehicles are the dominant way in which people move around the region. The linear nature of development on the Gold Coast has meant historically, urban development has not been concentrated around public transport corridors. Therefore, residential, employment and major activity centres are dispersed on a north-south axis that spreads from the urban fringes of Logan to the border with NSW.

In Logan, major roads such as the Mount Lindesay Highway, Logan Motorway, and Pacific Motorway are all impacted by congestion due to commuting patterns. Congestion in the morning peak hour is already excessive on the Pacific Motorway at Springwood. There is high congestion on roads leading to new expansion developments such as Park Ridge and Yarrabilba. Adding capacity to the Pacific Motorway at Springwood and along the Mount Lindesay Highway is already underway, with further upgrades being planned for along these and other key routes.

In the Gold Coast, there is high congestion on the Pacific Motorway particularly from Coomera to Nerang and on major east-west roads that link activity centres to the motorway. Population growth occurring in northern Gold Coast suburbs, including Ormeau and Coomera, are creating an increased east-west demand, placing pressure on Highway interchanges. Traffic is forecast to become more congested by 2046, based on current trends. In the short to medium term, Pacific Motorway upgrades and the southern section of the Coomera Connector between Coomera and Nerang are being prioritised to alleviate this increasing congestion.

In the past, additional capacity would have been added to the road network as the key strategy to help address congestion issues. However, roads cannot be expanded indefinitely. Physical constraints, limited financial resources and sustainability of travel mean alternative approaches are also needed. Expanding public and active transport options, coupled with behavioural changes, such as shifting to off-peak periods or car sharing, will be required to manage congestion.

Much of the recurring congestion (Figure 36) experienced across the network could be managed with network improvements, reallocation of demand, safety interventions, or through improved resilience and management of weather events and incident management. [158]

While private vehicles can sometimes be more time competitive for longer journeys, encouraging increased use of public and active transport can also help in reducing recurring congestion.

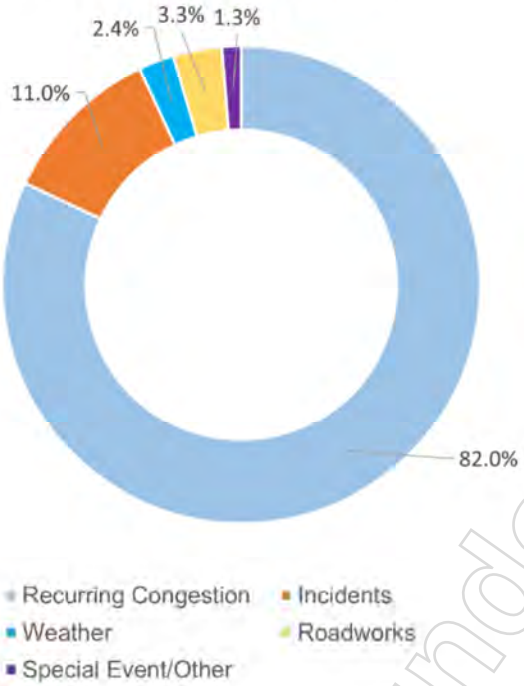

Figure 36 Excessive congestion in the South Coast region in 2021-22

6.2.2.5 Public transport challenges

Due to the dispersed urban development and employment patterns in the South Coast region it is sometimes challenging for public transport travel time to be competitive with private vehicles.

In most of the urbanised areas of Logan and the Gold Coast, private vehicle travel to key centres such as Springwood, Beenleigh, Southport and Robina and regional economic clusters can take less than 30 minutes, while journeys by public transport are only comparable in travel times if the journeys start near these key centres. For residents living in expansion developments in outer suburban areas, similar journeys by public transport can take more than 45 minutes.

[158] Department of Transport and Main Roads. (2024).

Poor connectivity to and from public transport stations and stops is one of the key factors preventing people from using public transport. Improvements to the first/last mile of commutes to transit stops and stations by walking, cycling and other personal mobility options, including e-scooters and e-bikes should be investigated and barriers removed.

Park 'n' ride facilities are an important part of the public transport system. When located in the right places, they can extend catchments and provide an important connection point for people that might not otherwise have access to public transport. In SEQ, many park 'n' ride facilities are at or near capacity, and adding capacity presents several challenges.

The identification of appropriate locations for additional park 'n' ride capacity needs to be carefully considered. Managing the demand and use of existing facilities also needs to be explored. Funding facilities, either through user charges or alternative funding mechanisms could be considered.

6.2.2.6 Connectivity to and from new urban expansion areas

Greater Flagstone and Yarrabilba are two PDAs for residential growth. Population growth from both PDAs is leading to increased traffic congestion, with major road safety issues and negative impacts on travel times, amenity and increasing costs to businesses that rely on major state roads including Mount Lindesay Highway and Waterford-Tamborine Road. Flood immunity improvements are also required to provide access and continued movement during major storm events. The existing road network for Greater Flagstone and Yarrabilba PDAs will require upgrades to accommodate future planned growth and improve resilience to flood incidents.

Current public transport services from Beaudesert and Yarrabilba mostly serve weekday peak hour commuting trips to Brisbane CBD and take more than 1.5 hours. As a result, there is a high dependence on private vehicles. Mixed-mode journeys are occurring from the PDAs, with a proportion of residents choosing to drive to park 'n' ride facilities including Loganlea station and the newly upgraded Greenbank RSL Park 'n' ride.

Developing these and other expansion areas with reliable and frequent public transport, active transport connections, and improved roadways will be essential to create high-quality, liveable communities.

6.2.2.7 Cross-border transport connectivity

The Gold Coast continues to grow in a linear manner along the coast and across the border into the Tweed Shire in NSW. Tweed Shire is forecast to grow from a

population of 98,954 in 2021 to 112,244 in 2041.[159] This will create further transport challenges due to challenging geography and differences in regulatory environments between Queensland and NSW.

There are inherent challenges to cross-border service integration with differing fare structures, policies, ticketing systems and taxi travel. The Queensland – NSW Statement of Principles and Priorities for Cross-Border Collaboration provides a framework for collaboration and practical actions to improve outcomes for cross-border communities.

6.2.2.8 Southern Gold Coast and airport access

Access along the narrow southern Gold Coast urban area, between Burleigh Heads and the NSW border, is currently constrained to the Pacific Motorway (M1) and Gold Coast Highway corridors. This area contains a string of small to major activity centres, including Coolangatta and the Gold Coast Airport.

The M1 is the primary gateway for road-based connections into Queensland from NSW, carrying regional, interstate and national freight and passenger trips to the Gold Coast, Brisbane and further north.

Coolangatta and the string of beachside settlements provide a more relaxed destination for domestic and international tourists, with regular influxes of surfers and day-trippers using the Gold Coast Highway to access world renowned beaches and holiday spots.

Gold Coast Airport is Australia's fastest growing airport and forecast passenger growth is expected to continue to exceed average growth rates of major Australian airports. With passenger growth requiring improvements to airport access, the Queensland and New South Wales Governments have committed funding towards the development and construction of a new southern entryway to the airport.

The Gold Coast Airport is a significant driver and contributor to the regional economy including northern NSW. The 2024 draft Gold Coast Airport Master Plan places emphasis on the land use considerations, ensuring that the Airport develops as a flexible, efficient and diversified hub. The Master Plan expands on the airport's role as an economic generator, complementing the airport's primary aviation function with high-quality business, education and lifestyle offerings. Quality transport connections for employees, staff and recreational visitors to the precinct are critical.

[159] NSW Government. (2023). *NSW Population Projections: Planning Portal – Department of Planning and Environment.*

As demand increases, enhanced public transport and active transport facilities will be necessary considerations by both the state and local governments and Queensland Airports Limited, the owner and operator of the Gold Coast airport precinct. Before 2020, three quarters of all passengers arriving at Gold Coast Airport were tourists. In December 2023, the Gold Coast Airport recorded its busiest summer period since 2019 with numbers expected to continue to grow.[160] Tourists often rely heavily on public transport, therefore good public transport options from the airport to major tourist destinations in the Gold Coast, SEQ and northern New South Wales are essential to ensure the continued competitiveness of the airport.

As planning progresses for extension of the light rail to Coolangatta, upgrades to the Pacific Motorway, the ongoing operation of the Gold Coast Highway and the extension of the heavy rail line to the Gold Coast Airport, it is important to understand the individual roles and interdependencies of these corridors. Investment in the transport network will need to be carefully sequenced to minimise disruption and maximise the utility of each corridor.

6.2.2.9 Meeting the needs of freight and business traffic

The current projections of future supply of industrial land within the Brisbane LGA indicate that supply will be exhausted as soon as 10-15 years. Logan, Ipswich and Gold Coast LGAs will likely play key roles in responding to the excess demand with significant freight volumes originating from or destined for the southern states.[161] Figure 37 shows the mode share of freight throughout Queensland, the majority of which is carried by road.[162]

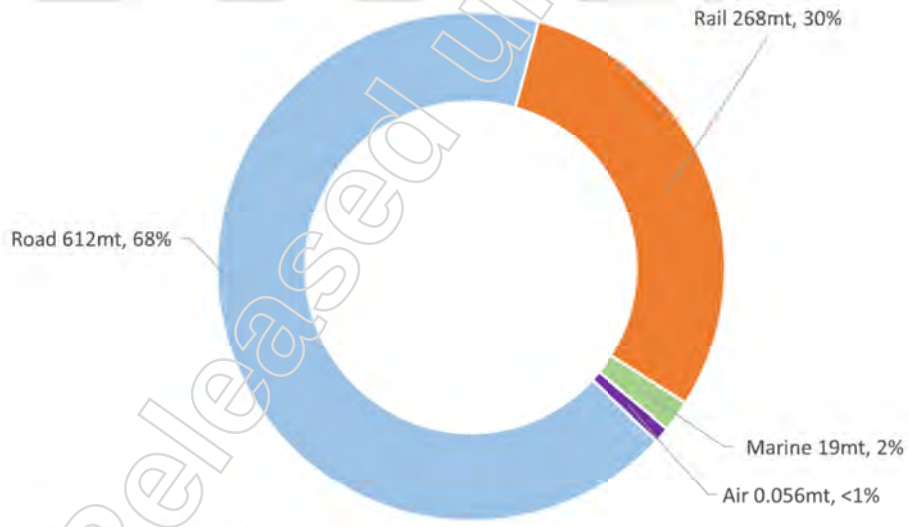

Figure 37 Freight by mode share

[160] Gold Coast Airport. (2024). Preliminary Draft *Master Plan 2024.*
[161] Department of State Development, Infrastructure, Local Government and Planning.(2023). *Shaping SEQ – South East Queensland Regional Plan 2023.*
[162] Department of Transport and Main Roads. (2022). *Queensland Transport Facts.*

On the Gold Coast, the major freight generating areas are Yatala, Nerang, Molendinar and Southport in the northern areas of the Gold Coast and Burleigh Heads and Tweed Heads to the south. The most likely route for freight movements to and from these two areas is the Pacific Motorway. The Pacific Motorway is an important road corridor between Brisbane and the southern states with an average of 8.5 per cent of the daily traffic on this motorway made up of heavy vehicles. The road section with the highest heavy vehicle ratio is the Pacific Motorway between Logan Motorway and Yatala (Exit 38 and 41).

In Logan and the Scenic Rim, the major north-south road corridors are the Cunningham Highway and the Mount Lindesay Highway, connecting through to the intermodal freight facility at Bromelton near Beaudesert. Freight movement is mainly between Logan and the industrial precincts in south-west Brisbane and the Australia Trade Coast / Port of Brisbane as well as freight transit through Logan between the Ipswich and Pacific motorways.

Freight movement is mainly between Logan and the industrial precincts in south-west Brisbane and the Australia Trade Coast/Port of Brisbane as well as freight transit through Logan between the Ipswich and Pacific motorways. Freight movements may also increase along northern sections of Beaudesert-Beenleigh Road to access the Yatala industrial precinct and Pacific Motorway from the south-west.

The key interstate rail corridor which connects Brisbane with southern states runs through Logan and Scenic Rim. The track is shared by a daily interstate passenger service and more frequent freight services. The planned Inland Rail freight project is proposed to connect with the existing line in Kagaru just north of the Bromelton SDA.[163]

Urban freight and goods delivery within the region also require adequate physical space for loading and deliveries. With the increasing movement and delivery of small goods due to electronic commerce, there will continue to be challenges in handling freight and goods in physically constrained urban spaces without affecting the operation of traffic, public transport, pedestrians and people riding bikes. First and last mile freight solutions are required to overcome challenges with increasing freight movements in urban areas.

Delays in freight movement along the strategic freight corridors of the Pacific Motorway, Logan Motorway, Mount Lindesay Highway and to a lesser extent the Cunningham Highway could impact on the region and the state.

[163] Australian Rail Track Corporation. (2018). *Inland Rail Alignment*.

6.3 What do the priorities and objectives mean for the South Coast region?

6.3.1 Priority 1: Grow – A transport system that supports population growth within an urban structure that is consolidated and sustainable

Table 36 provides a summary of the priorities, objectives and the role of transport for the South Coast region. The priorities and objectives are further detailed in this section.

Table 36 South Coast Regional Transport Plan's priorities, objectives and measures of success – Priority 1: Grow

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	1.1 Current and future transport networks shape sustainable growth and development of communities. 1.2 Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options. 1.3 People and goods move safely and efficiently in rural communities.
What it means for the South Coast region	• Urban consolidation and integrated design, particularly in and around activity centres and along existing and planned public transport corridors. • Connecting expansion areas such as Chambers Flat / Logan Reserve, Flagstone, Yarrabilba, Park Ridge, Flinders, Bahrs Scrub, Coomera, Pimpama to the public transport network. • Improving safety and key connections in rural areas.
Measured by	• Commute time. • Commute distance. • Road network reliability.

6.3.1.1 What does this mean for the South Coast region?

Objective 1.1: Current and future transport networks shape sustainable growth and development of communities

Sustainable transport plays a role in the sustainable growth and development of communities. In particular, providing mass transit together with active transport

options is critical in enabling urban consolidation and increased densities. Increased density in mixed-use principal regional activity centres is forecast at Beenleigh, Southport and Robina and major activity centres at Logan Central, Logan Hyperdome, Yarrabilba, Flagstone, Coomera, Helensvale, Nerang, Bundall, Surfers Paradise, Broadbeach and Coolangatta. In addition, urban consolidation is planned across the region's urban footprint, with a particular focus on the Gold Coast.

This objective will support and enable sustainable growth through:

- providing a variety of active, public and private transport options that fit the purpose of existing and growing communities
- enabling urban consolidation and increased densities through access to mass transit and active transport
- incorporating high-quality urban design into all transport projects and supporting urban amenity along active streetscapes
- integrating land use planning as part of all strategic transport planning.

Objective 1.2: Communities in growth (expansion) areas have access to reliable, efficient and sustainable travel options

While urban consolidation is planned to cater for the majority of growth in the Gold Coast, urban expansion is planned to provide for the majority of growth in Logan and Scenic Rim. Like consolidated growth, expansion will provide a mix of densities and housing types. However, expansion is expected to provide more lower density and detached housing stock, which means fit-for-purpose transport options need to be provided.

Across the region, significant expansion is planned to occur in Chambers Flat / Logan Reserve, Park Ridge, Flagstone, Yarrabilba, and Coomera.

Reliable, efficient and sustainable travel options will be provided in the South Coast region through:

- providing residents with transport options, including mass transit where appropriate, rather than private cars for a range of trips
- enabling residents to connect to existing and planned mass transit
- encouraging innovative service delivery models, such as ride sharing, peer-to-peer mobility and demand-responsive transit

- transit services and connections that meet the needs of new and established communities as they grow
- encouraging bike riding and walkability in existing and growing neighbourhoods.

Objective 1.3: People and goods move safely and efficiently in rural communities

Rural communities have a higher reliance on private vehicle use and also experience high volumes of freight movement. This means road corridor management and safety is paramount. However, it is also important to enable rural customers to connect appropriately to the urban transport network when needed.

This objective can be achieved for the South Coast region through:

- transport options that match the region's varied land use patterns and complex trip patterns, including longer or indirect trips
- planning to ensure transport disadvantage of rural settlements is minimised
- safe access to essential services, local employment, social support and interaction to enhance amenity
- improving the road network, managing speeds, and reducing potential conflicts between modes and users of the road network, particularly along key routes in Scenic Rim such as the Mount Lindesay Highway.

6.3.1.2 Priority 1: Grow actions for the South Coast region

South Coast actions for Priority 1 are detailed below.

Table 37 Priority 1: Grow actions for the South Coast region

Action	Objectives	Timing
4.01 Logan (south-west) and Scenic Rim (north-east) transport strategy Review the Mount Lindesay Beaudesert Strategic Transport Network Investigation and other strategic planning to ensure the transport strategy meets the needs of south-west Logan, Bromelton and Beaudesert areas.	1.1, 1.2, 1.3	Short-term
4.02 Northern Gold Coast Coomera Connector planning Continue planning to inform subsequent investment decisions for the Coomera Connector to provide additional north-south multi-modal capacity east of the Pacific Motorway.	2.1, 2.2	Short-term

Action	Objectives	Timing
4.03 Northern Gold Coast strategic transport planning Undertake strategic network planning in the northern Gold Coast area to provide direction for future development of the transport system east and west of the M1. The plan will also identify likely sequencing needs to guide future investment decisions.	1.1, 1.2	Short-term
4.04 Park 'n' ride capacity expansion planning Undertake strategic planning to identify locations suitable for major park 'n' ride capacity expansion at key locations on the South Coast region public transport network.	1.1, 1.2	Short-term
4.05 Planning for ShapingSEQ growth and development Undertake planning to inform Transport and Main Roads' input into future transport networks serving and connecting development areas such as Coomera, Flagstone/Flinders, Ormeau, Park Ridge and, Yarrabilba. Participate in master planning activities and development of infrastructure agreements, in partnership with other state departments, local government and the private sector, to ensure state transport interests are protected and to maximise benefits from a 'one network' approach.	1.1, 1.2	Short-term
4.06 Public transport interchange and bus station upgrade planning Undertake planning for public transport interchanges including bus and rail interchanges, bus stations, and bus stop upgrades in the region to improve network performance and connectivity at activity centres and interchange locations, including future rail and infill stations.	1.1, 1.2	Short-term
4.07 Public transport network planning Undertake regular public transport network planning to ensure route structures are meeting current and future needs. For the South Coast region, planning will focus on expansion areas in Logan and the Gold Coast as well as consolidation areas such as the Gold Coast light rail corridor.	1.1, 1.2	Short-term
4.08 Salisbury to Beaudesert rail corridor planning Work in collaboration with the Australian Government to progress planning activities for the Salisbury to Beaudesert rail corridor to identify and protect the corridor, including planning to inform investment decisions for the staged delivery of passenger rail in this corridor.	1.1, 1.2, 1.3	Short-term
4.09 Southwest growth corridor public transport planning Progress planning to investigate provision of frequent public transport services to planned major expansion growth areas including Yarrabilba, and Greater Flagstone.	1.1, 1.2	Short-term

6.3.2 Priority 2: Prosper – A transport system that supports the region as a globally competitive economic powerhouse

Table 38 provides a summary of the priorities, objectives and the role of transport for the South Coast region. The priorities and objectives are further detailed in this section.

Table 38 South Coast Regional Transport Plan's priorities, objectives and measures of success – Priority 2: Prosper

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	2.1 Goods and services move efficiently and reliably along supply chains to and between key economic areas and markets. 2.2 Activity centres are connected by a reliable and high-frequency public transport network. 2.3 Transport planning and investment is informed by current and accurate information.
What it means for the South Coast region	• Improved freight routes, such as to the Bromelton State Development Area, Pacific Motorway, Logan Motorway and interstate rail line. • Increased public transport connecting activity centres (e.g. Springwood, Beenleigh, Southport, Robina, Beaudesert, and regional economic clusters). • Improving data accuracy and usage through smart infrastructure, real-time data and artificial intelligence.
Measured by	• Road network productivity. • Road network congestion. • Public transport accessibility. • Heavy vehicle travel time.

6.3.2.1 What does this mean for the South Coast region?

Objective 2.1: Goods and services move efficiently and reliably along supply chains to and between key economic areas and markets

Key to the economic competitiveness of the region is the ability for freight to be transported as efficiently as possible. This means distributing goods produced within the region, but also allowing for goods to move efficiently through and to the region. The Pacific Motorway, Mount Lindesay Highway, Logan Motorway and interstate rail

line are all current key freight corridors that enable this movement. Additional road corridors, which will support efficient freight movement, include the Park Ridge Connector, through Logan City and Coomera Connector, connecting Logan City with the Gold Coast and investigation corridors between Jimboomba and Yatala.

These connections support holistic freight movement, but also supply chain efficiencies from the region's major distribution areas such as in Meadowbrook-Loganholme, Yatala-Stapylton-Beenleigh, Crestmead-Berrinba, Park Ridge, North Maclean and Bromelton.

This objective can be achieved for the South Coast region through:

- infrastructure upgrades on existing freight routes and working with industry to prioritise freight movement in off-peak periods
- providing new road and rail freight connections
- improvements through mechanisms such as vehicle types, connective vehicle technologies, route optimisation and data sharing
- minimising conflicts of freight and passenger vehicles on highways and in inter-town connections.

Objective 2.2: Activity centres are connected by a reliable and high-frequency public transport network

In support of both population and economic growth, reliable and high-frequency public transport will be needed to connect all activity centres across the region. This includes services to existing and emerging regional economic clusters, and knowledge and technology precincts.

The network will connect activity centres and knowledge and technology precincts at Springwood, Logan Central, Browns Plains, Logan Hyperdome, Beenleigh, Flagstone, Yarrabilba, Coomera, Helensvale, Nerang, Southport, Bundall, Broadbeach, Robina and Coolangatta.

Objective 2.3: Transport planning and investment is informed by current and accurate information

Technological advancements have increased the availability of high-quality data about the transport system and its users. This data can inform transport improvements and how they are planned for and implemented. This data can be used by customers to inform their journey planning and use of the network.

This objective can be achieved for the South Coast region by:

- collaborating with industry to enable shared data capability
- using accurate, real-time data to understand both current and future customer mobility opportunities
- connecting and engaging with customers in two-way communication
- collecting and using real-time infrastructure data for appropriate infrastructure upgrades.

6.3.2.2 Priority 2: Prosper Actions for the South Coast region

South Coast actions for Priority 2 are detailed below.

Table 39 Priority 2: Prosper actions for the South Coast region

Action	Objectives	Timing
4.10 Brisbane-Beenleigh Road upgrade planning Undertake planning to develop and assess options for the long-term upgrade of Brisbane-Beenleigh Road between Underwood Road and Waterford-Tamborine Road.	2.1	Short-term
4.11 Burleigh to Coolangatta light rail planning Continue planning to inform investment decisions for extending light rail from Burleigh to Coolangatta, and explore future possibilities to work in partnership with Transport for NSW to undertake planning for extending light rail into Tweed Heads.	2.2	Short-term
4.12 Cross-border planning Continue to work with Transport for NSW to prioritise planning for improving cross-border connections.	2.1	Short-term
4.13 Intersection upgrades Undertake planning to inform options to upgrade intersections across the region to reduce congestion and improve safety on the state-controlled road network. Priorities include intersections along Beaudesert-Beenleigh Road, Beenleigh Connection Road, Brisbane-Beenleigh Road, Gold Coast Highway, Southport-Nerang Road, Southport-Burleigh Road, and Waterford-Tamborine Road.	2.1	Short-term
4.14 Mount Lindesay Highway (Browns Plains to Woodhill) upgrade planning Continue planning to inform investment decisions for the upgrade of the Mount Lindesay Highway to reduce congestion and improve safety outcomes including: • Browns Plains to Park Ridge upgrade planning • North Maclean to Jimboomba upgrade planning • Jimboomba to Woodhill upgrade planning.	2.1, 2.2	Short-term

Action	Objectives	Timing
4.15 Pacific Motorway smart motorways planning Undertake planning to inform investment decisions for upgrading the smart motorways system on the Pacific Motorway between Beenleigh and Mudgeeraba to reduce congestion and improve safety.	2.1	Short-term
4.16 Pacific Motorway upgrade planning Continue planning to inform investment decisions for the upgrade of the Pacific Motorway to reduce congestion and improve safety outcomes including: • Daisy Hill to Logan Motorway upgrade planning • Nerang to Mudgeeraba upgrade planning.	2.1, 2.2	Short-term
4.17 Park Ridge Connector Planning Undertake investment planning to deliver improved freight access to the Park Ridge Major Enterprise and Industrial Area via the protected Park Ridge Connector corridor.	2.2	Short-term
4.18 Varsity Lakes to Gold Coast Airport heavy rail extension planning Continue to undertake planning and corridor protection for the Varsity Lakes to Gold Coast Airport heavy rail corridor.	2.2	Short-term
4.19 Yarrabilba access planning Undertake planning to identify and preserve road corridors and road upgrades that improves access from the Yarrabilba PDA to the regional road network.	2.1, 2.2	Short-term
4.20 Activity centre motorway access planning Undertake planning to reduce recurring congestion on major east-west roads linking activity centres to the Pacific Motorway, Logan Motorway and future Coomera Connector including: • Springwood Connection Road • Stapylton-Jacobs Well Road • Gold Coast Highway (Helensvale-Southport) • Smith Street Connection Road.	2.1	Medium/long-term
4.21 Broadbeach to Robina bus priority planning Undertake planning to improve bus priority between Broadbeach and Robina via Bond University.	2.2	Medium/long-term
4.22 Bromelton State Development Area access planning Undertake planning for a freight access road connecting the Bromelton State Development Area to the Mount Lindesay Highway at Woodhill.	2.1	Medium/long-term
4.23 Nerang to Broadbeach bus priority planning Undertake planning to improve bus priority between Nerang and Broadbeach.	2.2	Medium/long-term

6.3.3 Priority 3: Sustain - A transport system that is resilient and contributes to the ecological sustainability of the region

Table 40 provides a summary of the priorities, objectives and the role of transport for the South Coast region. The priorities and objectives are further detailed in this section.

Table 40 South Coast Regional Transport Plan's priorities, objectives and measures of success – Priority 3: Sustain

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	3.1 The transport system is safe, resilient and connected during and after extreme weather, events and incidents. 3.2 Walking, bicycle riding and other sustainable travel options are accessible, convenient and safe. 3.3 The transport system is sustainable and supports the region's environmental and lifestyle values.
What it means for the South Coast region	• Infrastructure is improved and built to minimise the impacts of weather and other disruptive incidents, including on the Pacific Motorway, Mount Lindesay Highway and Gold Coast rail line. • Network and incident management is improved to minimise impacts of closures and disruptions. • Prioritisation of active transport. • Provision of low and zero emission vehicle infrastructure. • Infrastructure and services that minimise impacts on scenic landscapes and significant ecological areas.
Measured by	• Road closures. • Public and active transport mode share. • Transport greenhouse gas emissions.

6.3.3.1 What does this mean for the South Coast region?

Objective 3.1: The transport system is safe, resilient and connected during and after extreme weather, events and incidents

Areas of the South Coast region are susceptible to flooding during extreme rain events, particularly in the Logan and Albert River catchments. Hinterland roads are also highly susceptible to slips impacting on accessibility to many hinterland

townships. These weather events, as well as traffic incidents and events, cause disruption to the transport network.

Safety, resilience and connectivity will be supported through infrastructure upgrades as appropriate, but also through providing customers with the information they need to keep them safe and moving in real-time, as events or incidents occur. Through the use of real-time data and real-time information, infrastructure upgrades can be focused on the key links where they are most needed.

This objective can be achieved for the South Coast region through:

- management plans that minimise the impacts of known closures and disruptions to the transport network
- effective and reliable communication, such as the coverage of early warning systems and real-time information
- innovation in traffic incident management and response across all modes
- physical upgrades such as flood and weather resilient roads, bridges, rail lines and public transport infrastructure.

Objective 3.2: Walking, bicycle riding and other sustainable travel options are accessible, convenient and safe

Transitioning our transport system to reduce car dependence and encourage the greater use of more sustainable mobility options, such as walking, bike riding, and low and zero emission vehicles will significantly improve the safety, quality of life, environmental health and resource needs of future generations.

Active transport will play a critical role in the region's transport network. In the urban context, bicycle and walking infrastructure will provide options for customers to commute, access local mass transit stops and a variety of recreational activities. Where possible, these options will be separated from vehicle traffic to increase safety.

In rural areas, due to distances, road safety and speeds, active transport will be mostly relevant to short distance trips within the local neighbourhood.

This objective can be achieved for the South Coast region through:

- provision of accessible, convenient and safe walking and bicycle infrastructure for a range of trips across the region

- policies and interventions to prioritise the needs of people walking and bicycle riding.

Objective 3.3: The transport system is sustainable and supports the region's environmental and lifestyle values

The South Coast region is one of the most biodiverse in Australia with several national parks, Southern Moreton Bay islands and wetlands and coastal and hinterland environments. Not only do these areas support high quality lifestyle options, but they support the overall liveability and attractiveness of the region. These environmental values need to be protected, enhanced and leveraged through a sustainable transport system for both locals and visitors.

This objective can be achieved for the South Coast region through:

- transport investments implemented in a manner that supports a range of lifestyles from urban to hinterland
- planning for the integration of low and zero emission vehicles
- minimising impacts on existing habitats and areas of biodiversity
- reducing dependency on private motor vehicles, which is a significant contributor to the region's emissions
- providing sustainable transport options for visitors, including those who arrive by car.

6.3.3.2 Priority 3: Sustain actions for the South Coast region

South Coast actions for Priority 3 are detailed below.

Table 41 Priority 3: Sustain actions for the South Coast region

Action	Objectives	Timing
4.24 Network resilience assessments Undertake network resilience assessments, including but not limited to flood immunity, bushfire and climate change, to identify and prioritise upgrades to the transport network within the South Coast region.	3.1	Short-term
4.25 Loganlea Meadowbrook infrastructure Work with the Australian Government and Logan City Council to investigate infrastructure that improves active transport connectivity within the Loganlea-Meadowbrook precinct.	3.2, 3.3	Short-term
4.26 Beaudesert-Boonah Road flood immunity planning Progress planning to inform the investment decision for improving the flood immunity of the Beaudesert-Boonah Road at Coulson.	3.1	Medium/long-term
4.27 Green bridge and link planning Work with local governments to undertake planning to identify and review the need for green bridge/link opportunities to connect strategic active or public transport links.	3.2, 3.3	Medium/long-term

Children bicycle riding along Berrinba bikeway

6.3.4 Priority 4: Live - A transport system that is well designed to support safe, healthy and liveable communities for everyone

Table 42 provides a summary of the priorities, objectives and the role of transport for the South Coast region. The priorities and objectives are further detailed in this section.

Table 42 South Coast Regional Transport Plan's priorities, objectives and measures of success – Priority 4: Live

TRANSPORT SYSTEM	The safety of all transport system customers is our primary priority as we develop connected communities in a sustainable, thriving and inclusive Queensland.
Transport objectives	4.1 Communities and public places are walkable and well-connected by integrated and sustainable transport options. 4.2 The transport system provides safe, fair and equitable travel options
What it means for the South Coast region	• Safe walking and bike riding is prioritised within local neighbourhoods and activity centres. • Transport choice is improved via options appropriate for the demand and land use, including community and school transport. • Transport options for people across all demographics. • Personalised transport such as demand-responsive transit and ride share.
Measured by	• Active transport accessibility. • Public transport disadvantage. • Public transport patronage. • Road safety.

6.3.4.1 What does this mean for the South Coast region?

Objective 4.1: Communities and public places are walkable and well-connected by integrated and sustainable transport options

Walkability plays a significant role in both amenity and people movement. For the South Coast, the dispersed settlement patterns of rural hinterland and urban coastal and bayside living means walking is limited to the local neighbourhood and within activity centres.

Transport planning will support the retention of this varied and distinct South Coast lifestyle. This includes providing walkable neighbourhoods in both existing and

planned growth areas, but also providing connections to the passenger transport network.

This objective can be achieved for the South Coast region through:

- prioritising the movement of people within activity centres across the region
- prioritising people walking and riding bikes and public transport users over private vehicles, where moving people is the primary aim
- providing safe and connected walking environments
- integrating walking and bike riding as part of the passenger transport system.

Objective 4.2: The transport system provides safe, fair and equitable travel options

The South Coast requires diverse transport options that cater for a range of rural, semi-rural and urban lifestyle choices. Safe and fair mobility options need to be provided for everyone, including the most vulnerable. This means providing a variety of transport options as well as relevant upgrades that increase and support safety.

This objective can be achieved for the South Coast region through:

- transport that encourages social inclusion and supports diverse lifestyles
- transport options for people across all demographics, including the elderly, children and those with disability
- a transport system that provides the connections that allow residents to choose to live in rural and hinterland areas as well as mobility options that enable people to move around the region
- targeted infrastructure upgrades to improve safety
- continued rollout of varied safety initiatives to reduce serious accidents and fatalities.

6.3.4.2 Priority 4: Live actions for the South Coast region

South Coast actions for Priority 4 are detailed below.

Table 43 Priority 4: Live actions for the South Coast region

Action	Objectives	Timing
4.28 Network Safety Plans Develop, leverage and build upon Network Safety Plans to undertake planning to inform options for safety related improvements across the South Coast region.	4.2	Short-term
4.29 Transit oriented developments Identify opportunities to develop and encourage transit oriented developments within the South Coast region. Collaborate with local governments, infrastructure project teams and other state agencies to support increased public transport mode share, residential and employment density at appropriate transport hubs. In particular investigate opportunities associated with rail and bus nodes at, for example, Varsity Lakes in the short-term and Coomera and Helensvale in the medium/long-term.	4.1	Short-term

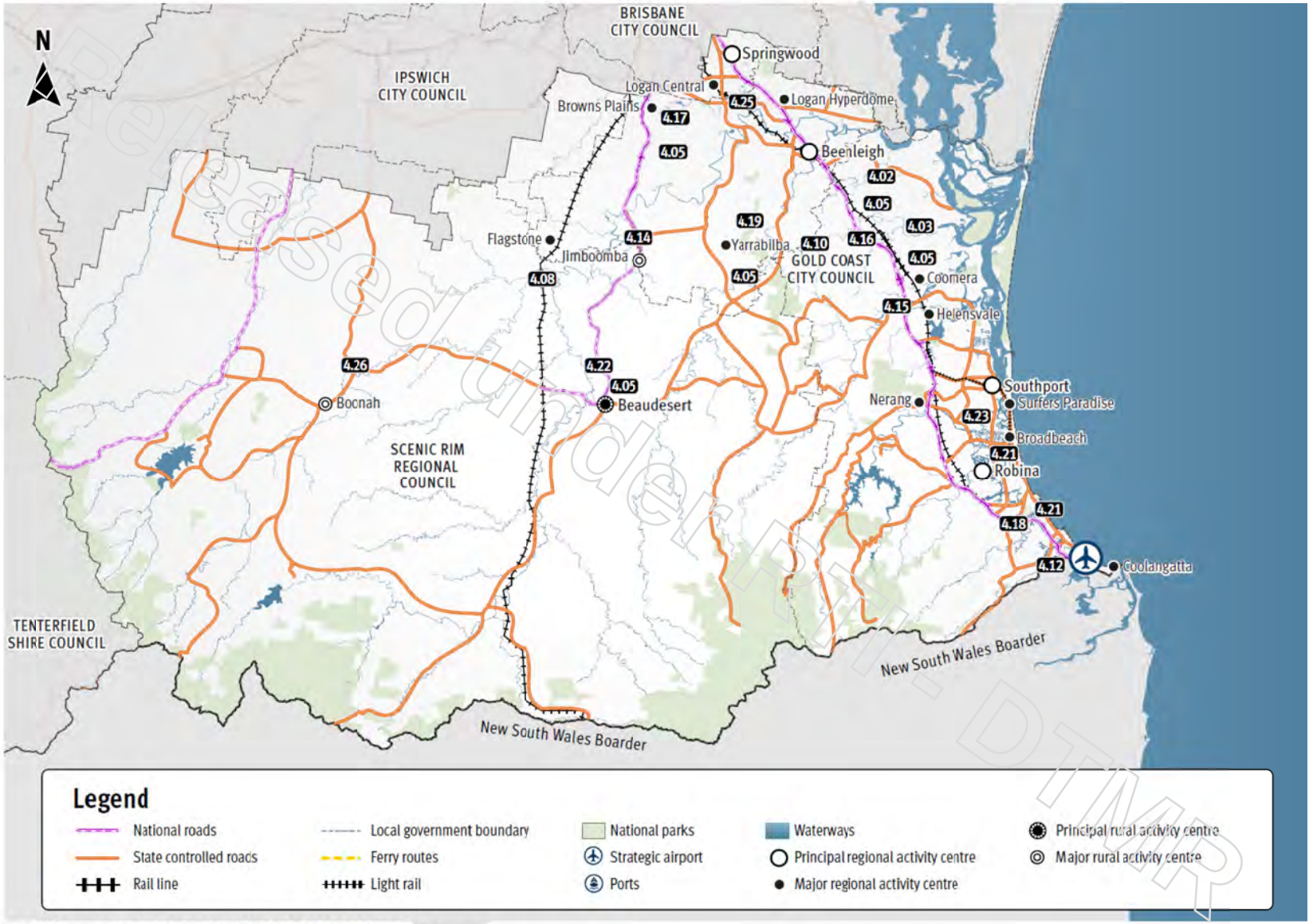

Figure 38 Actions for the South Coast region

7 Implementation

7.1 Taking action

Delivering the **SEQ Regional Transport Plans** will require:

- further integration with the strategic direction of the region's local governments
- continued engagement with our stakeholders and customers
- collaborative and considered decision-making
- a drive from all partners to deliver a safer, more efficient, reliable and integrated transport network.

The **SEQ Regional Transport Plans** will be used to inform transport planning priorities and investment decision-making for the region. The **SEQ Regional Transport Plans** will ensure that future investments address priorities that matter to customers, stakeholders and the community.

Figure 39 shows the importance of the Regional Transport Plans in the TMR investment life cycle.

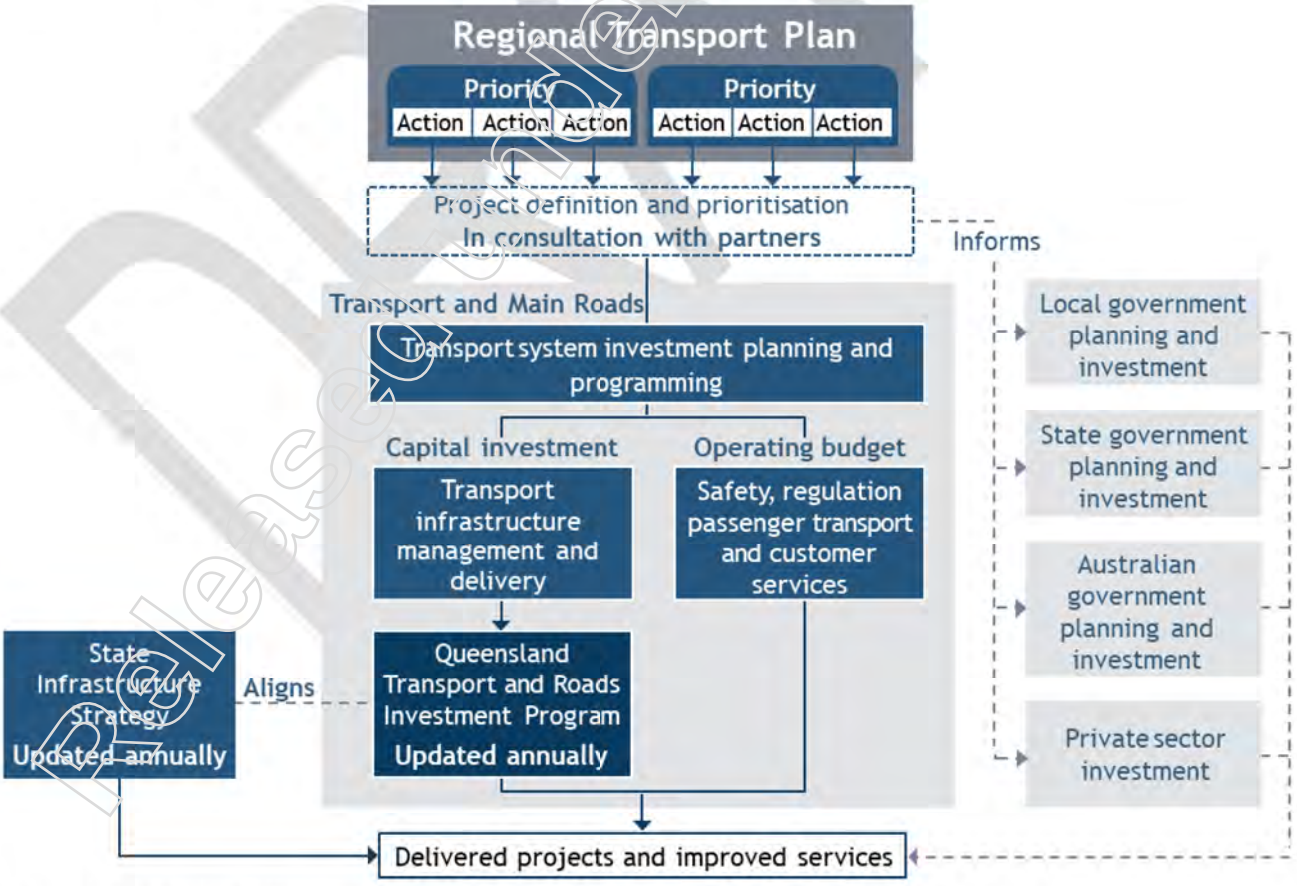

Figure 39 Regional Transport Plans are a critical step in TMRs investment lifecycle

Opportunities will be provided for customers to provide input into planning actions outlined in **SEQ Regional Transport Plans** via the department's website. Information on our projects including planning, studies and construction projects can be found at: www.tmr.qld.gov.au/projects.

TMR and its planning partners are responsible for ensuring the priorities and actions in these **SEQ Regional Transport Plans** are realised. They will be delivered by:

- **Delivering the Transport System Planning Program (TSPP)**

  The TSPP is a rolling program of planning projects across all modes and all regions with projects ranging from network to link level and to investment proposal activities. Demonstrated alignment with Regional Transport Plans is essential for planning projects to be eligible for funding under the TSPP.

- **Informing the Queensland Transport and Roads Investment Program (QTRIP)**

  QTRIP is released annually. It is a funded program of work that will be delivered over the upcoming four years. Projects are listed on QTRIP after having gone through an investment prioritisation process that will be informed by the Regional Transport Plans.

- **Aligning with the State Infrastructure Strategy**

  Regional Transport Plans will inform the program of work within the **State Infrastructure Strategy**. QTRIP informs the **State Infrastructure Strategy** construction pipeline. Regional Transport Plans align planning and investment frameworks with the region's challenges and opportunities.

- **Being considered in local and federal government investment decisions and plans**

  These Plans have been prepared in consultation with other levels of government and considers their strategic planning and policy documents.

7.2 Delivering in partnership

More can be achieved when partnering with stakeholders to deliver shared goals using collective expertise and resources. Throughout the development of the **SEQ Regional Transport Plans**, TMR has built relationships with stakeholders from all levels of government, business and industry.

These relationships will be maintained and built upon to deliver the actions outlined in **SEQ Regional Transport Plans**. Opportunities for partnering include:

- co-development of knowledge by working closely with researchers, universities and education providers
- inviting project development support from individuals or organisations with an interest in the implementation of an initiative or action
- support and encourage private sector investment through project facilitation to accelerate action delivery and realise economic or commercial benefits, for example, through investment facilitation or public-private partnerships
- the movement and place principle of collaboration across jurisdictions to aid identification of potential synergies and efficient resource use
- providing resource support such as human resources, equipment or material.

Cooperative transport planning is the foundation for delivery of Regional Transport Plans. Each Plan will be delivered with a focus on cooperation, coordination and collaboration. This approach builds on the framework for inter-agency cooperation established within the Roads and Transport Alliance (RTA). The RTA is a partnership between TMR and the Local Government Association of Queensland, on behalf of local governments, for the stewardship of Queensland's regional road and transport network. The aim of this alliance is to address challenges and to deliver improved value from all available resources.

Local governments together with TMR form Regional Roads and Transport Groups (RRTGs). These groups are a component of the Roads and Transport Alliance and work collaboratively to regionally plan for and prioritise transport investments.

The priorities and actions outlined in the **SEQ Regional Transport Plans** will help focus the RRTG in their approach to local transport infrastructure investments.

As well as the RTA and RRTGs, strategic partnerships also include:

- **Transport Infrastructure Development Scheme**

  This provides a funding mechanism for TMR to deliver RRTG investment priorities. Investments funded through this scheme are local projects which support Queensland Government objectives.

- **Movement and Place**

  The **Movement and Place Policy and Operational Framework** empowers project teams to develop visions and objectives based on input from other relevant government agencies and jurisdictions, and multi-disciplinary

stakeholders such as designers, engineers, planners and community to achieve multi-value outcomes that benefit our communities. This ensures that outcomes and the steps taken to reach them represent the best possible results responding to government-wide goals and customer needs, and the creation of more connected, liveable and sustainable neighbourhoods, cities and regions for all Queenslanders.

7.3 Measuring success

Overall, the effectiveness of this Plan within the region will be measured against the measures of success outlined for each priority. These align with TMRs **Transport Coordination Plan 2017–2027** and the **ShapingSEQ 2023**, and will allow the department to track if Regional Transport Plans are meeting transport system objectives. These measures align with those identified in the **ShapingSEQ Indicator Dictionary** that highlights the indicators for monitoring the implementation and progress of policies under **ShapingSEQ 2023**, including the 'Connect' theme.

It is important to note that some of the measures of success may be updated as required to ensure they continue to provide an effective measurement of performance. In addition, some measures of success may be relevant to multiple priorities and objectives.

7.3.1 Priority 1: Grow

Desired outcome: A transport system that supports population growth within an urban structure that is consolidated and sustainable.

Measure of success	Indicator	Objective
Commute time	Average commute time for all trip purposes (including work and education trips) for all modes of transport	1.1, 1.2, 1.3
Commute distance	Average commute distance (work and education trips) for all modes of transport	1.1, 1.2, 1.3
Road network reliability	Proportion of the road network with reliable travel times during peak and off-peak periods	1.3

7.3.2 Priority 2: Prosper

Desired outcome: A transport system that supports the region as a globally competitive economic powerhouse

Measure of success	Indicator	Objective
Road network productivity	Proportion of the road network with good productivity during peak and off-peak periods	2.1
Road network congestion	Total cost of excessive congestion for peak and off-peak periods	2.1, 2.2
Public transport accessibility	Proportion of population with good accessibility to activity centres using public transport	2.2
Heavy vehicle travel time	The average travel time for a 10km trip for a heavy vehicle along key freight routes	2.3

7.3.3 Priority 3: Sustain

Desired outcome: A transport system that is resilient and contributes to the ecological sustainability of the region.

Measure of success	Indicator	Objective
Road closures	Frequency and duration of unplanned closures on the state-controlled transport network (other than flooding) Frequency and duration of unplanned closures on the state-controlled network due to flooding	3.1
Public transport and active transport mode share	Proportion of public transport mode share for all trips Proportion of bike riding and walking mode share for all trips	3.2, 3.3
Transport greenhouse gas emissions	Estimate of greenhouse gas emissions from motor vehicles (includes passenger vehicles, motorcycles, buses, light commercial vehicles, rigid trucks, articulated, and other trucks)	3.3

7.3.4 Priority 4: Live

Desired outcome: A transport system that is well designed to support safe, healthy and liveable communities for everyone.

Measure of success	Indicator	Objective
Active transport accessibility	Proportion of population with good accessibility to a range of essential services by walking and bicycles	4.1, 4.2
Public transport disadvantage	Proportion of population in areas of unmet transport need	4.1, 4.2
Public transport patronage	Number of public transport trips per capita per year	4.1, 4.2
Road safety	Number of fatal and hospitalisation crashes per 100 million vehicle kilometres travelled on state-controlled roads	4.2

7.4 Monitoring and review

These Plans will be monitored, periodically reviewed and updated to ensure they remain current and relevant. The **SEQ Regional Transport Plans** were initially published in 2021 and are currently in an early stage of maturity.

In the short term, monitoring will focus on ensuring that the actions put forward are prioritised and progressed through departmental and local planning programs. The refresh of the RTPs has included the monitoring of the actions and identification of new actions in alignment with **ShapingSEQ 2023**. As the **SEQ Regional Transport Plans** mature and planning and delivery is completed, monitoring will focus on tracking progress against objectives and measures of success.

It is intended that a review of the **SEQ Regional Transport Plans** will be carried out every three to five years to maintain its alignment with other government and non-government plans, programs and initiatives. This review will also consider changes to land use, the region's economy, environmental considerations, demography, technological innovations, the progress of significant infrastructure projects and any other factors which may require a shift in the priorities or objectives for the region.