

KEY POINTS

SEQ People Mass Movement Study

Background

- The Council of Mayors (SEQ) is exploring the possibility of an Olympic Games in South East Queensland (SEQ) as a catalyst to accelerate infrastructure investment and economic development for the region.
- A requirement of the Mayors' support of this work is the delivery of long-term transport solutions for the future growth of the region, all of which could be aligned with a future Olympic Games if required.
- In 2017, the Council of Mayors (SEQ) commenced the Olympic Feasibility project. This project is being delivered in three stages, with Stages 1 and 2 culminating in the SEQ People Mass Movement Study.
- All ten member councils are participating in the SEQ People Mass Movement Study: Brisbane, Ipswich, Lockyer Valley, Logan, Moreton Bay, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba councils.
- The purpose of the SEQ People Mass Movement Study is to bring together the existing plans across Federal, State and Local governments to provide a regional and integrated transport solution for SEQ, ultimately proposing a shared vision and delivery road map for the region.
- While this work has been delivered as part of the Council of Mayors' (SEQ) Olympic investigations, it is not reliant on or specifically linked to an Olympic Games. The focus of the SEQ People Mass Movement Study is population growth and transport demand, regardless of any Olympic bid.

Population Growth and Transport Demand

- By 2031, the combination of population and employment growth is anticipated to significantly increase transport demand across SEQ. By 2041, it is anticipated that all major road corridors will be over capacity.
- The SEQ region is currently heavily dependent on private vehicle transport with the private car being the dominant mode across all corridors, ranging from 75 – 92% of all modes (private vehicle, public transport and active transport) across the region.
- High levels of road congestion are forecast in the 2031 network, showing that current planning and investment does not keep up with the projected population growth and future transport demand. Furthermore, public transport growth is anticipated to level off beyond 2032.
- In 2041, all road links across the region show significant congestion, particularly the Pacific Motorway, Mt Lindesay Highway and Centenary Highway.
- Over-capacity congested roads mean unstable traffic flow conditions which will likely result in increased queues and delays. There is evidence that increased congestion can also increase the

likelihood of traffic crashes, with studies consistently showing that rear-end crashes are more likely to occur during unstable traffic flow or ‘stop-start’ operating conditions.

- These outcomes are expected to have negative impacts on the quality of life, economic growth and global competitiveness currently experienced in SEQ. It is clear that additional transport infrastructure and systems are required to support the rate of growth in SEQ.
- Intervention is required, both in terms of investment in the missing ‘gaps’ of the transport networks, and in terms of shifting away from the private car usage towards more sustainable mass transit passenger services.
- Transformative technology will also have an impact on the future of transport and infrastructure delivery in SEQ. The SEQ People Mass Movement Study recommends that the region would still require both a mature road and public transport network to take full advantage of emerging technologies in the coming decades.

Regional vision for transport in SEQ

- By 2041, our major centres will be ½ hour Smart Cities connected within a 45 minute Smart Region. This will mean all urban trips will be within ½ hour and all city-to-city trips within 45 minutes (even in peak times).
- Our world-class transport infrastructure will enable the safe and efficient movement of people and goods. Efficient land use forms that support public transport integration, cycling and walking will also minimise our environmental footprint while maximising community amenity.
- We will have a mature public transport system that is customer friendly, efficient, integrated, reliable and promotes connectivity and future growth while also reducing pressure on the road network and unlocking valuable space for freight, business and other trips.
- By 2041, SEQ’s transport system will have achieved a balance between the provision of high quality public transport (mass transit) and the value of transformative technologies (e.g. Autonomous Vehicles, Connected Vehicles, IoT, AI and Robotics/Drones) and Shared Mobility (e.g. Demand Responsive Transit).

SEQ faster rail network

- Currently, SEQ’s rail system is unable to meet the needs of the region in a satisfactory manner, largely because an essentially urban rail system servicing the Greater Brisbane area is being used to service the wider geographical SEQ region.
- To address this, SEQ should consider the creation of a two-tier system, consisting of urban passenger rail (existing QR Citytrain) and faster rail (new system).
- Faster rail will provide a higher speed mass transit service connecting the major centres with limited stops at major activity centres only. The maximum operating speed is anticipated to be between 200 to 250km/h with an average running speed up to about 150-160km/h.
- An SEQ faster rail network would reduce travel time from Brisbane to the Sunshine Coast by 48 percent, to the Gold Coast by 52 percent and to Ipswich by 66 percent.

Cost of project delivery

- The SEQ People Mass Movement Study takes an in depth look at the projects needed to effectively manage SEQ’s growing population and outlines a prioritised road map of project delivery to guide decision makers across all levels of government.

- The road map pinpoints 47 critical projects across SEQ, determines when these projects are required to meet demand and the estimated cost of project delivery.
- Based on the estimated cost of each project, the proposed level of investment required to deliver all prioritised projects between 2019 – 2041 is about \$2.7 billion per annum (noting that some projects already have committed funding). This equates to a total spend of \$62.4 billion from 2019 – 2041.
- It is emphasised that only major projects of regional significance have been considered for inclusion (above \$100 million per project).
- The annual spend rate on transport infrastructure in SEQ has historically fallen between \$2 billion and \$3 billion per annum. Therefore, the proposed investment is achievable - if all levels of government match and maintain this level of funding.
- It is anticipated that the investment in these projects will add a significant level of economic activity to SEQ to 2041, with an additional \$41.3 billion in business output, \$18.5 billion in value added (GDP) and an additional 144,000 FTE jobs.

List of prioritised projects (in order of proposed delivery)

Project	Description	Cost (\$bn)
Brisbane Metro	Metro 1 Eight Mile Plains to Roma Street, Metro 2 UQ to RBWH, Mass Transit Extension Buranda to Chandler, Mass Transit Extension RBH to Chermside, Mass Transit Extension Eight Mile Plains to Springwood	2.70
Centenary Motorway Upgrade Projects	Moggill Road to Sumners Road Interchange 6 lanes; Logan Motorway to Springfield and Springfield to Yamanto (4 lane upgrade)	1.10
Cross River Rail Project	Dutton Park to Mayne Rail Yards	5.40
Ipswich Motorway Upgrade Projects	Darra to Rocklea (Centenary Motorway to Sherwood Road)	1.90
Mt Lindesay Highway Upgrade Project	Chambers Flat Rd to Woodhill; Browns Plains Road to Compton Road	0.28
North Coast Rail Line Duplication (Beerburum to Nambour Project) (B2N)	Urban Passenger Rail Line Duplication for the Beerburum to Landsborough Section	0.78
Pacific Motorway Upgrade Projects	Gateway Motorway (Eight Mile Plains) to Tugun; 8 lanes Gateway Motorway to Logan Motorway; 6 lanes Varsity Lakes to Stewart Road at Tugun; Interchanges upgrades at Yatala, Ormeau and Pimpama	2.80
Gateway Motorway Upgrade Project	Stage 2 - Old Gateway Motorway to Bruce Highway (six lanes)	0.30
Multi-Modal Transport Corridor (MMTC)	Kawana Town Centre (Main Drive) to Mooloolah River Interchange (MRI); Bells Creek Connection from Aura to the Bruce Highway	0.18
New Rail Stabling Facilities	New Rail Stabling at Robina and Banyo	0.10
Bruce Highway Upgrade Projects	6 lane upgrade Bribie Island Road to Caloundra Road and interchange upgrade at Deception Bay Road	0.82
Inter-Regional Transport Corridor (IRTC)(Coomera Connector)	4 lanes Coomera to Nerang-Broadbeach Rd (Arundell)	1.10
Norman Street Bridge		0.25

Project	Description	Cost (\$bn)
Sunshine Motorway Upgrade Projects	Upgrade to 4 lanes from Kawana Way to the MRI and an Upgrade to 6 lanes from the Mooloolaba Road interchange to the MRI	0.75
Warrego Highway Upgrade Projects	Ipswich (Dinmore) to Toowoomba - 6 lanes Dinmore to Brisbane Valley Highway and 4 lane upgrades (safety, realignment) and interchanges to Toowoomba	1.88
Gold Coast Urban Rail Line Extension Project	Tallebudgera to Coolangatta Airport	0.50
North South Urban Arterial (NSUA)	Pine River Crossing to Boundary Road (remaining sections)	0.80
Open Level Crossing (OLC) Removal Projects	Beams Road (Aspley); Cavendish Road (Coorparoo); Wacol Station Road (Wacol); Boundary Road (Coopers Plains); South Pine Road (Alderley)	0.60
Gold Coast Light Rail Extension	Broadbeach to Coolangatta Airport	1.68
Ipswich to Springfield Rail Line (Springfield to Ripley section)	Urban passenger rail Springfield to Ripley section	0.50
Salisbury to Beaudesert Rail Line (Salisbury to Undullah section)	Urban passenger rail Salisbury to Undullah section, to Beaudesert subject to further studies	0.55
Sunshine Coast Light Rail	Kawana to the Maroochydore CBD via Mooloolaba	1.10
Faster Rail (Brisbane to the Sunshine Coast)	Brisbane to the Sunshine Coast via Moreton Bay Regional Council	4.57
Cleveland Rail Line Duplication	Manly to Cleveland Rail Line Duplication	0.18
North-West Transport Corridor (NWTC)	Urban passenger rail and 4 lane urban motorway from Bald Hills to Stafford Road (road) and Alderley Station (rail)	6.35
Bus Rapid Transit (BRT) Toowoomba to Ipswich		0.10
Logan Motorway Upgrade Project	Ipswich Motorway to Mt Lindesay Highway and Wembley Road to the Pacific Motorway	1.20
Faster Rail (Brisbane to the Gold Coast)	Brisbane to the Gold Coast (at Southport Gold Coast University Hospital)	3.40
Caboolture to Maroochydore Corridor (CAMCOS) Urban Passenger Rail	CAMCOS Urban Passenger Rail (Beerwah to Kawana)	1.20
North-South Link (Inner Western Bypass)	Tunnel corridor linking from Toowong (Centenary Motorway and Legacy Way) to the North-West Transport Corridor at Everton Park	1.80
Park Ridge Connector Stage 1	Logan Motorway / Gateway Motorway Extension to Park Ridge to Granger Road (Park Ridge). 4 lane motorway	0.25
Faster Rail (Brisbane to Ipswich)	Brisbane to Ipswich Central	1.70
Caboolture to	CAMCOS Urban Passenger Rail (Kawana to Maroochydore)	0.60

Project	Description	Cost (\$bn)
Maroochydore Corridor (CAMCOS) Urban Passenger Rail		
Brisbane River Crossing and Green Bridges	Consideration for public and active transport links	0.70
Mass Transit Corridor Extensions	Mass Transit Extension Springwood to the Logan Hyperdome, Mass Transit Extension UQ to Indooroopilly, Mass Transit Extension Chandler to Capalaba	1.95
Sunshine Coast Light Rail	Kawana to Caloundra via Caloundra CBD	0.90
Bus Rapid Transit (BRT) Nerang to Broadbeach	High quality bus corridor (on-road and off-road)	0.55
Open Level Crossing (OLC) Removal Projects	Pumicestone Road (Caboolture); Beenleigh Road (Kuraby); Caloundra Street (Landsborough); Dawson Parade (Keperra); McKean Street (Caboolture); Nathan Road (Runcorn)	0.60
East-West Link	Toowong (Legacy Way) to South East Freeway Tunnel	1.80
Gold Coast Light Rail Extension (Miami to Robina)	Miami to Robina Light Rail Extension	0.50
Western Ipswich Bypass and Cunningham Highway Upgrades	Connecting the Warrego Highway and Cunningham Highways and Upgrades to the Cunningham Highway from Yamanto to Amberley (including the Amberley Interchange)	0.70
Mt Lindesay Highway Deviation (Bromelton North-South Arterial Road)	Woodhill to Bromelton	0.20
Ipswich to Springfield Rail Line (Ripley to Ipswich section)	Urban passenger rail Ripley to Ipswich via Yamanto section	0.90
Park Ridge Connector Stage 2	Granger Road (Park Ridge) to Camp Cable Road (McLean) 4 lane motorway	0.25
Faster Rail (Ipswich to Toowoomba)		3.40
Centenary Motorway Bypass	Summers Road Interchange to Legacy Way at Toowong and linking to North-South Link (Inner Western Bypass) at Everton Park	3.00
Bus Rapid Transit (BRT) Nambour to Maroochydore	High quality bus corridor (on-road and off-road)	0.85