



BETTER INFRASTRUCTURE FOR QUEENSLAND

**The LNP's Plan to Build the Roads,
Bridges and Dams Queensland Needs**

Welcome

The LNP will build the roads, bridges and dams Queensland needs.

Better Infrastructure for Queensland plans for the future, addressing challenges like:

- growing congestion in our cities and getting people home safer and sooner
- improving productivity through better freight links, so we can get more products to domestic and overseas markets, faster
- ensuring we have water security so regional industries can grow, and
- guaranteeing families and businesses access to reliable and affordable electricity.

Our plan boosts infrastructure spending by \$2.7 billion to leverage \$5.2 billion of new infrastructure for Queenslanders, creating over 16,500 jobs across Queensland.

We will deliver infrastructure right across Queensland's regions, from the Gold Coast to the Gulf. We understand the need for water infrastructure and safer roads in the north and west and congestion-busting infrastructure in the growing south-east.

In addition to near-term projects addressing today's infrastructure problems, our plan also ensures a pipeline of infrastructure initiatives moving forward.

Better Infrastructure for Queensland

will create jobs across Queensland through:

1. Royalties for Regions
2. Building Regional Roads and Bridges
3. Congestion Busting in the South East
4. A new 10-year Plan for the Bruce
5. Securing our Energy and Water Future
6. Infrastructure to Build Liveable Communities, and
7. Delivering More Infrastructure – Better.

Our plan builds the roads, bridges and dams our state needs.

Only the LNP will **Build a Better Queensland**.



Tim NICHOLLS MP



Deb FRECKLINGTON MP



Scott EMERSON MP



LABOR FAILURE

Under Labor, the infrastructure Queensland needs is not being built. Queensland is stagnating, the community is crying out for leadership and we have a government stuck in neutral.

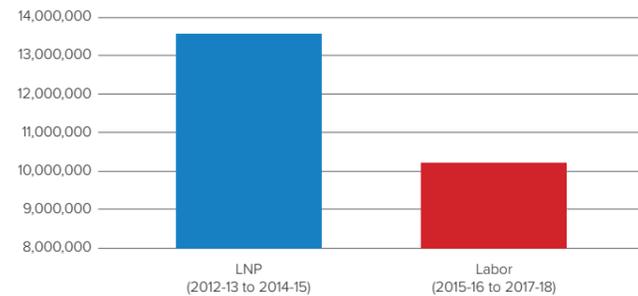
As a result, your daily commute takes longer, primary producers and manufacturers face higher transport costs and the lack of security in our water and electricity supply affects households and businesses alike.

As a percentage of gross state product the Palaszczuk Labor Government has only invested an average of just over 2% in infrastructure.

By comparison, the previous LNP Government invested over 3% in infrastructure, a difference of around \$3 billion a year. This is simply the cost of doing nothing.

Over the Palaszczuk Labor Government's term, infrastructure spending has dropped from \$11.4 billion in 2014-15 to \$10.2 billion in 2017-18.

Average Annual Infrastructure Spend



The last dam built outside of South East Queensland was the Paradise Dam near Bundaberg over twelve years ago.

This means regional Queensland has gone over a decade without any new dams being built, despite the growing demand for water for food and fibre production or for the impending development of the Galilee Basin.

The Palaszczuk Labor Government has refused funding for much-needed water projects, like the Rookwood Weir, a project with a benefit-cost ratio of over three, an environmental impact statement that has been approved and is ready to go. The Commonwealth Government has put half the funding on the table but Anastacia Palaszczuk refuses to progress it.

Queensland received more funding for water infrastructure feasibility studies than any other state, yet the Palaszczuk Government was the last to agree to pass the funding through. Labor do not want to build dams and water infrastructure.

Congestion in Queensland is worsening and Labor has no plan to fix it.

Queenslanders are sitting in growing traffic on the way to work and it's taking longer to get back home to our families each evening.

Meanwhile, in South East Queensland Labor's Rail Fail means more commuters are getting back into their cars because they don't know whether their train will turn up.

Labor's budget statements show in the morning peak 22% of our roads have unreliable travel times, while in the evening 28% of our road network is classed as unreliable.

In the evenings, 33% of our roads are classified as unproductive – congestion is impacting on small businesses and commuters alike.

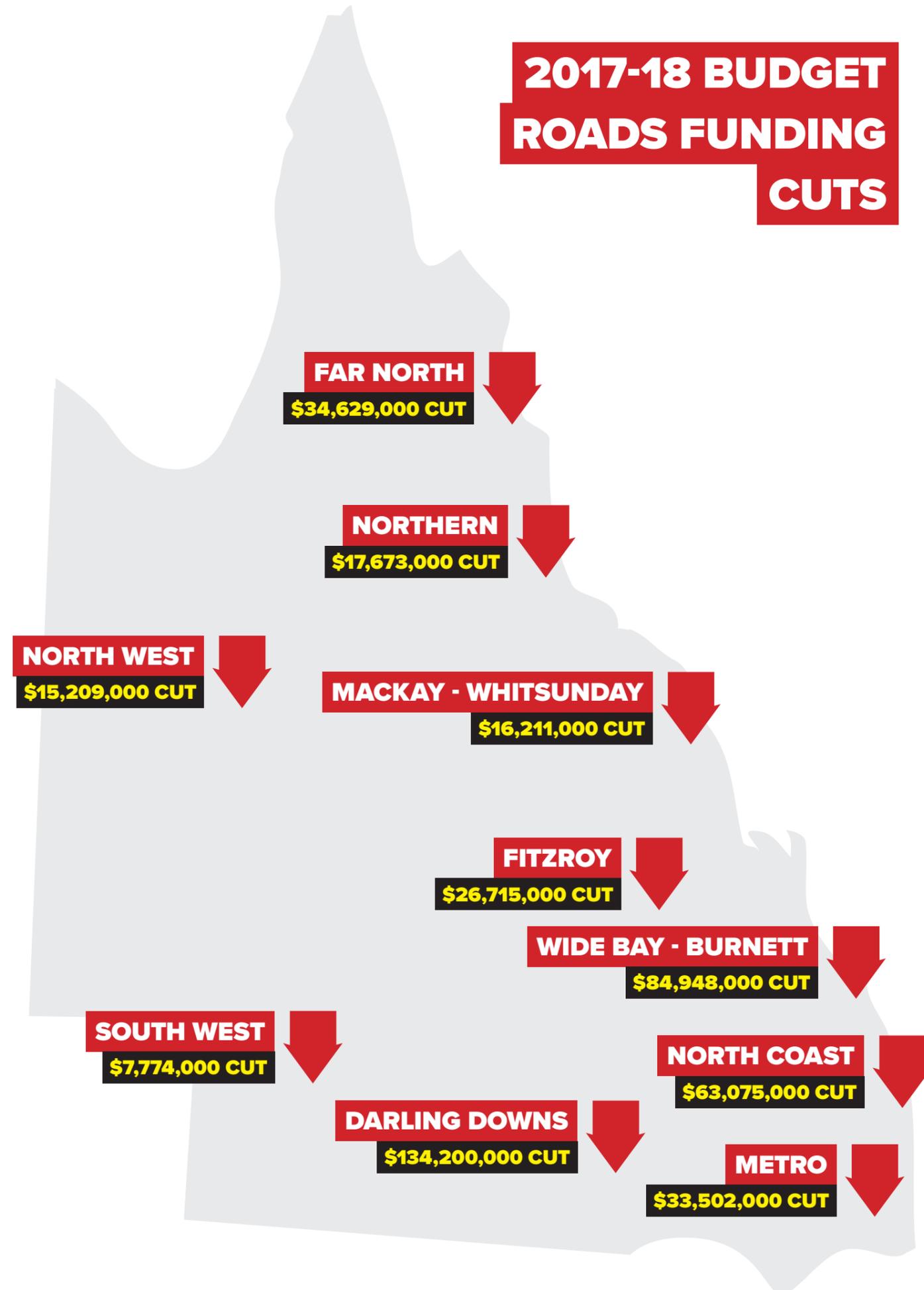
The only explanation for the worsening congestion is that the Palaszczuk Labor Government has cut road funding this year by \$65 million in South East Queensland and \$400 million across the state.

The Finkel Report proved the most affordable electricity is delivered by coal. In Queensland, a number of coal-fired generators are scheduled to be retired over the next decade and we need to be planning for replacements now.

The Labor Government's only plan for energy is based on ideology not outcomes and as a result Anastacia Palaszczuk has refused to build any new coal-fired power stations.

Anastacia Palaszczuk and Labor have no plan to build the infrastructure Queensland needs.

2017-18 BUDGET ROADS FUNDING CUTS



LNP RECORD

The LNP has a strong record in building the infrastructure we desperately need.

As part of an \$8.5 billion, 10 year Action Plan we funded upgrades to the Bruce Highway with projects including:

- Cooroy to Curra upgrades
- Yeppen Floodplain upgrade
- Caloundra Rd to Sunshine Motorway upgrade
- Mackay and Townsville Ring Roads
- Calliope Crossroads, and
- Cairns Southern Access Corridor.

We funded the long-awaited Moreton Bay Rail Link, constructed the Gold Coast Light Rail and completed the rail extension to Springfield and the Northern Busway extension.

After years of delays, the previous LNP Government funded and started the Gateway Upgrade North project and the upgrade of Exit 54 on the Pacific Motorway at Coomera.

Other congestion busting initiatives of the LNP Government included:

- Rail Overpasses at Robinson Road, Geebung and Telegraph Road, Bracken Ridge
- Additional lane to the Western Freeway between Toowong and Indooroopilly
- Additional lanes on the Centenary Highway
- Maintenance program for the ageing Riverside Expressway, and
- Increased capacity by removing T2 lanes on the Pacific Motorway between Klumpp Road and the Gateway Motorway and on the Gold Coast Highway.

We funded and started the Toowoomba Second Range Crossing and put \$600 million into a Warrego Highway upgrade program.

The LNP has a proven track record of working with the Commonwealth Government to deliver the infrastructure Queensland needs without resorting to tantrums and threats.

We also had the vision to start developing an alternative to the Bruce – an Inland Highway – by upgrading existing roads such as the Burnett, Gregory, and Kennedy Highways, and the Kennedy and Gregory Development Roads. We also partnered with Western Mayors and the Federal Coalition to deliver \$24.5 million for the Queensland section of the Outback Way.

Our *Royalties for the Regions* program invested in 147 regional community infrastructure, road and flood mitigation projects with a combined value of more than \$790 million.

Royalties for the Regions delivered:

- Blakey's Crossing floodway upgrade in Townsville
- Levee embankment to better protect Roma from floods
- Marian Water Treatment Plant, and
- Cloncurry Heavy Vehicle Bypass and Flinders Highway upgrades.

Our track record is clear. The LNP delivers infrastructure for Queensland.

1.

ROYALTIES FOR REGIONS

An LNP Government will reinstate a \$500 million *Royalties for Regions* program to ensure our regional communities can once again share in the benefits of the wealth they create.

The upgraded *Royalties for Regions* fund will focus on projects that:

- Foster job creation in rural and regional Queensland
- Lead to more investment in the regions, and
- Help rural and regional communities become economically sustainable.

Under this new scheme, local governments and stakeholder groups will be encouraged to submit their projects.

All projects will need to demonstrate community support and benefits, ongoing viability, value for money and improvements to community infrastructure.

Through *Royalties for Regions*, the LNP will provide liveable communities and build the roads, bridges and dams we need.

Royalties for Regions is our flagship program designed to invest in new and improved community infrastructure, roads and floodplain security projects to benefit people living, working and investing in Queensland's regions.

Royalties for Regions is a competitive grants program that provides support for regional communities to help deliver infrastructure projects that address identified local needs and build regional communities.

For the purposes of the program, regional Queensland comprises all local government areas outside of South East Queensland.

 **1,550 JOBS**



2.

BUILDING REGIONAL ROADS AND BRIDGES

Better Infrastructure for Queensland delivers safer roads and better bridges for regional Queensland. Roads are the economic lifeline of regional Queensland, supporting our agricultural, resources and manufacturing industries.

Our plan invests in road and bridge upgrades which increase safety on long stretches of roads, allows our small businesses and primary producers to access higher productivity routes and makes our road network more resilient in the face of natural disasters.

Cairns Smithfield Roundabout Bypass

The LNP will build a \$152 million 3.8-kilometre bypass road between Yorkeys Knob Road roundabout and McGregor Road roundabout north of Cairns.

This alternative route will improve safety and relieve the significant congestion faced on the Captain Cook Highway in the morning and afternoon. The project will allow local residents easier access in and out of their streets via the existing roundabouts.

Traffic modelling indicates the new road will reduce trip times between McGregor Road and Yorkeys Knob Road by about 63 per cent during the morning peak and 75 per cent during the afternoon peak.

Benefits

- Reduced congestion between Cairns city and Northern Beaches/Smithfield.
- Reduce risk of serious and fatal crashes.
- Improved freight productivity to and from the Cairns Airport and Port of Cairns.

 **470 JOBS**

Beef Roads Program

The LNP's \$60 million Beef Roads Program will improve key economic road links in regional Queensland.

Candidate projects for this program are roads which will allow for the growth of Queensland's livestock and agricultural industries, facilitate the movement of cattle to ports and processing facilities and allow for higher productivity heavy vehicles to support these industries.

Upgrades will also improve flood and disaster resilience on key travel routes in our state.

The Beef Roads Program will fund state government contributions to important agricultural roads in Queensland and complement a similar Commonwealth Government program.

The LNP's Beef Roads Program supports the work undertaken in the Inland Queensland – Roads Action Plan (IQ-RAP) to identify and prioritise these routes and prepare them for investment.

The first round of the Beef Roads Program will deliver productivity upgrades to:

- | | |
|--|---|
| • Oakey Cooyar Road
\$1.5 million | • Peak Downs Highway passing lanes
\$4 million |
| • Bowenville Moola Road
\$1.5 million | • Donohue Highway
\$6.5 million |
| • Oakey Pittsworth and Warrego Highway intersection
\$1.5 million | • Killkivan-Tansey Road widening
\$5 million |
| • Mundubbera-Durong Road
\$15 million | • Alpha-Tambo Road sealing
\$2.8 million |
| • May Downs Road, Middlemount
\$15 million | |

 **180 JOBS**

Cairns Ring Road Concept Study

The LNP will fund a \$100,000 study into a Cairns Ring Road, partnering with Advance Cairns.

The study will look at a ring road linking the Bruce Highway and Kennedy Highways, bypassing Cairns CBD.

This will reduce Cairns congestion and get heavy vehicles out of heavily populated areas, improving freight access to the port and airport.

The study would look at potential corridor options, indicative cost and feasibility for the project.

Benefits

- Reduce congestion in Cairns.
- Remove heavy vehicle movement from city and suburban streets.
- Improve freight access to the Port of Cairns and the Cairns Airport.

Better Bridges Program

The LNP's \$80 million Better Bridges Program will fund improvements to bridges across regional Queensland.

This program will include the replacement of timber bridges, safety works on existing bridges, improved signage for motorists and capacity upgrades to increase bridge load limits.

The Better Bridges Program will complement and fund state government contributions for candidate projects as part of the Commonwealth Government's Bridges Renewal Programme.

The LNP's investment in regional and rural bridges will improve safety outcomes for motorists and increase bridge capacity, delivering productivity outcomes for heavy vehicles.

Investment through the Better Bridges program will increase vehicle loading limits on bridges and deliver safety improvements to decrease the risk of serious and fatal crashes on bridges, especially older, single-lane bridges.

The LNP's Better Bridges Program supports the work undertaken in the Inland Queensland – Roads Action Plan (IQ-RAP) to identify and prioritise these routes and prepare them for investment.

The first round of the Better Bridges Program will deliver:

- | | |
|--|--|
| • Wegners Road Bridge Replacement, North Arm
\$575,000 | • Harpers Crossing Bridge upgrade, Mt Alford Road, Boonah
\$2.5 million |
| • Cran Bridge Reconstruction, Stockyard Creek Road
\$255,000 | • King John Creek Bridge, Elimbah
\$6.5 million |
| • Mount Vexation Bridge Resurfacing, Emerald
\$100,000 | • Cooyar Bridge, New England Highway
\$5 million |
| • Boyne River Bridge Replacement, Mundubbera-Durong Road
\$35 million | • Springton Creek Bridge, Capricorn Highway
\$800,000 |
| • Running Creek Bridge, Woolooga Biggenden Road
5 million | • Tchanning Creek Bridge, Condamine Highway
\$5 million |
| • Coondoo Creek Bridge, Tin Can Bay Road
\$10 million | |

 **250 JOBS**

3.

CONGESTION BUSTING IN THE SOUTH EAST

Better Infrastructure for Queensland identifies road and public transport projects which will relieve congestion on our roads – getting us home safer and sooner.

Our plan invests in clearing well-known bottlenecks around South East Queensland and plans for the future by identifying studies which will be needed in the long-term.

Brisbane Metro

The LNP supports the Brisbane Metro project to ease bus congestion in Brisbane.

An LNP Government will contribute \$20 million worth of state government land in Eight Mile Plains and South Brisbane to ensure the Brisbane Metro is delivered.

The LNP will also invest \$10 million to explore extensions to the Brisbane Metro – a project which addresses the bus congestion crippling Brisbane’s roads and public transport.

Future stages of the project could see extensions of the Metro lines to Springwood, Coorparoo and Chermside. The LNP’s commitment plans for the future and allows for more South East Queensland commuters to benefit from more frequent public transport services.

Brisbane Metro will run over 21 kilometres linking Eight Mile Plains, RBWH and UQ Lakes busway stations using existing Busway infrastructure.

The project upgrades 18 existing Busway stations, converts the Victoria Bridge into a pedestrian and public transport bridge and builds a new underground Cultural Centre station.

Brisbane Metro will provide high frequency services as often as every 90 seconds between Roma St and Mater Hill and will boost busway capacity by up to 22,000 passengers per hour.

Brisbane Metro is a city-changing project – an LNP Government will ensure appropriate approvals are in place to start construction and will invest in more bus services to work with the Brisbane Metro once it is operational.

Benefits

- Reduces the number of buses in the CBD.
- Relieves bus congestion on the Victoria Bridge and the busways.
- Faster travel times and reliable ‘turn up and go’ services.
- Connects growing employment, health, education and cultural hubs.



Centenary Motorway – Sumners Road Interchange

The LNP will duplicate the Sumners Road overpass at the Centenary Motorway.

This \$65 million project will eliminate a major local traffic choke point, relieving congestion and improving safety.

The Sumners Road upgrade will see a second bridge over the Centenary Motorway built and improve connections around the interchange for pedestrians and cyclists.

The project will also improve the Sumners Road on and off ramps for the Centenary Motorway.

Benefits

- Increasing traffic capacity through the interchange.
- Signalised intersections at each end of the bridge will control traffic movements and provide a safe crossing point for pedestrians and cyclists.
- The timing of traffic signal phases can be altered as needed to keep traffic flowing.
- Improved on and off ramps for the Centenary Motorway will help traffic flow in peak times.
- Upgrading the overpass will allow for a future upgrade of the Centenary Motorway.

 **200 JOBS**

Sunshine Coast Rail Duplication

The LNP will build the duplication of the Sunshine Coast rail line from Beerburrum to Nambour.

Beginning with stage 1 the 17 kilometre line from Beerburrum to Landsborough, this duplication will allow an increase in peak capacity of up to 25 per cent from Nambour and 100 per cent between Landsborough and Elimbah.

The upgrade will provide more than 150 extra weekly services, improve transport reliability for more than 330,000 Sunshine Coast residents and take congestion pressure off the Bruce Highway between the Coast and Caboolture.

The 40 kilometre line between Beerburrum and Nambour is currently a single line with poor alignment which results in limited services and often considerable delays.

Track congestion creates bottlenecks, with competing freight and passenger trains making services less reliable.

The LNP has committed a \$300 million contribution to stage 1 of the upgrade. An LNP Government will seek to partner with the federal coalition to deliver this much-needed public transport project for the Sunshine Coast.

An LNP Government will also resume planning for the second stage of the project, upgrading the line between Landsborough and Nambour.

Benefits

- Enable an increase in the number and frequency of passenger and freight services.
- Reduce public transport travel time between the Sunshine Coast and Brisbane.
- Improve rail network access.
- Increase track capacity and reliability.
- Reduce pressure on the Bruce Highway by encouraging public transport usage.

 **1,860 JOBS**

Mount Lindesay Highway Upgrade and Improvement Program

The LNP will invest \$60 million in a program of works to upgrade and improve the Mount Lindesay Highway.

Projects will be chosen based on safety improvements at crash black spots, improving flood resilience and easing congestion from Beaudesert, Greenbank, Jimboomba, Yarrabilba and Flagstone.

In 2016 the Federal Coalition announced \$10 million towards the Mount Lindesay Highway. Despite delays in proceeding from the Palaszczuk Labor Government, the LNP's investment will complement this federal funding.

Benefits

- Reduced congestion in a fast growing corridor.
- Increased safety to help prevent fatal accidents.
- Flood and disaster resilience of the road network.

 **186 JOBS**

Sunshine Motorway – Hospital Link Road

The new Sunshine Coast University Hospital, delivered by the LNP, will continue to put pressure on local roads like Kawana Way, Nicklin Way and the Sunshine Motorway.

The LNP will improve access to the hospital for staff, patients and visitors by delivering a Hospital Link Road between the Sunshine Motorway and Kawana Way. Our \$215 million commitment will partner with the Federal Coalition to deliver vital infrastructure to the Sunshine Coast.

The \$430 million project will also upgrade the existing interchange at the Sunshine Motorway, Nicklin Way and Brisbane Road, known as the Mooloolah River Interchange. This upgrade will improve safety, reduce congestion and complete the duplication of the Sunshine Motorway from Kawana Way to Mooloolaba.

The Sunshine Motorway – Hospital Link Road will:

- Build a new two lane road between the Sunshine Motorway and Kawana Way over the Mooloolah River
- Connect Nicklin Way and Brisbane Road with a new direct access road
- Connect Karawatha Drive and Brisbane Road with a new direct access road, and
- Complete the duplication of the Sunshine Motorway from Kawana Way to Mooloolaba

Benefits

- Provide a new, direct access road to the Sunshine Coast University Hospital.
- Reduce local congestion and improve access between Mountain Creek, Kawana and Mooloolaba.
- Improve safety at a busy motorway interchange.
- Finish four-laning the east-west Sunshine Motorway.

 **1,333 JOBS**

Second M1

The LNP will invest \$250 million in an arterial road for the Gold Coast, Logan and southern Brisbane which will serve as an alternative to the increasingly congested M1 Pacific Motorway.

This 36 kilometre, \$500 million project has previously been known as the Intra-Regional Transport Corridor (IRTC). The South East Queensland Council of Mayors costed the project in their 2015-16 Federal Advocacy Document.

The Pacific Motorway is the busiest road in Queensland, with an average of 145,000 vehicles travelling on the M1 each day.

The alternative M1 could take up to 60,000 vehicles a day off the existing M1, we can't keep adding lanes to the M1. Congestion is getting worse, we need to plan for the future.

The first stage of the alternative M1 will reduce congestion on the southern part of the M1 to get people home safer and sooner.

It is unacceptable that the current motorway is gridlocked or blocked for hours after an accident – motorists need alternative routes.

The project will be a 4-lane arterial road from Nerang-Broadbeach Road to Stapylton-Jacobs Well Road with three stages comprising of:

- Stage 1: Shipper Dr, Coomera to Gold Coast Hwy
- Stage 2: Gold Coast Hwy to Nerang-Broadbeach Rd
- Stage 3: Shipper Dr to Stapylton-Jacobs Well Rd

The project will provide an alternative north-south route to the Pacific Motorway between the Gold Coast and Beenleigh.

The project will reduce traffic pressure and congestion on the Pacific Motorway and provide alternative traffic routes in the case of an accident or severe congestion.

The road will also support the development of high-growth areas around Coomera and the northern Gold Coast.

An LNP Government will seek to partner with the federal coalition to deliver this much-needed road link.

 **1,550 JOBS**



Better M1 Ramps Program

The LNP will deliver a \$100 million program to fund on and off ramp improvement projects on the Pacific Motorway.

The Pacific Motorway between Tugun and Brisbane is the busiest road in Queensland, with an average of 145,000 vehicles per day.

During peak hours, each of the intersections cause traffic to back up onto the motorways from the on- and off-ramps, leading to significant delays and safety implications for drivers. The funding will also tackle local road constraints that contribute to congestion on M1 ramps, making our ramps better.

The Better M1 Ramps program will fund projects to relieve congestion and improve safety on the Pacific Motorway at:

- Exit 41 (Yatala, Ormeau)
- Exit 45 (Ormeau, Jacobs Well)
- Exit 49 (Pimpama, Jacobs Well), and
- Exit 57 (Hope Island, Oxenford).

Benefits

- The projects identified will reduce traffic pressure and congestion on the M1.
- Improve safety at interchanges with short or weaving merges.
- Relieve congested arterial roads which link to these busy highways.



310 JOBS



THE PIPELINE

Mount Cotton Road Duplication Study

The LNP will fund a \$500,000 study into the possible duplication of Mount Cotton Road.

The study would look at potential upgrade designs, indicative cost and feasibility for the project.

It is important that future-planning begins now to make sure existing corridors like Mount Cotton Road can accommodate local growth.

An upgrade of Mount Cotton Road will seek to ease congestion and reduce risks of fatal crashes.

Very Fast Train Business Case

The LNP will progress a \$2.5 million business case for a SEQ Very Fast Train network linking the Gold Coast, Brisbane, Sunshine Coast and Wide Bay. This network could be extended to Toowoomba and the Darling Downs to support a growing region and a major agricultural hub.

We need to plan for future growth in the state's south east – this proposal will open up new employment opportunities, enable Queenslanders to move to regional centres while still commuting to the capital and ease crippling congestion on the Pacific Motorway and Bruce Highway.

Major regional cities including Bundaberg, Gympie, Maryborough and Toowoomba will benefit along with Brisbane, the Lockyer Valley and the Gold and Sunshine Coasts by increased connectivity from a Very Fast Train proposal.

A Very Fast Train network would help realise a 30-minute city concept for South East Queensland – getting commuters home from work sooner.

The LNP's business case will also consider emerging technologies, such as Hyperloop, in progressing high-speed rail for South East Queensland.

In 2017 the LNP wrote to the Federal Coalition seeking support for this study from the Federal Government's Faster Rail Initiative which is encouraging studies just like this.

Where will the stations go?

- There have been no sites or corridors set aside for a project like this in the SEQ Regional Plan. That's why it's so important to get a business case started so we can identify things like possible routes and stations.



SEQ Alternative Routes Study

The LNP will investigate alternative routes for SEQ's major arterial roads such as the Pacific Motorway, Centenary Motorway and Bruce Highway.

Our \$10 million study will start the planning to provide alternative links, so Queenslanders can get home safer and sooner.

A comprehensive audit of existing alternative road corridors hasn't been done in the last decade. The LNP will take a leadership role and work with local councils on an audit to tackle the congestion currently choking SEQ. Many local governments have plans for alternative routes but a holistic regional plan is required.

The Bureau of Infrastructure, Transport and Regional Economics estimates the economic cost of congestion in Australian cities was \$16.5 billion in the 2015 financial year, having grown from about \$12.8 billion for the 2010 financial year. The Bureau of Infrastructure, Transport and Regional Economics estimates this cost will increase to \$30 billion by 2030.

For Brisbane the current economic cost of congestion is \$2.3 billion a year and is expected to increase to \$5.9 billion by 2030. This is a problem we cannot ignore.

The LNP will start the planning to provide alternative routes, so Queenslanders can get home safer and sooner. We can't just keep adding lanes to our main arterial roads, it's time for a comprehensive look at alternative routes.

The first step is getting construction started on the current upgrades which the Palaszczuk Labor Government have dragged their feet on – the Gateway merge and between Mudgeeraba and Varsity Lakes on the Pacific Motorway as well as upgrading the Bruce from Caboolture to Caloundra. Our real solution is needed to address growing congestion issues in the south east.

With congestion worsening on our major highways and the train system unreliable due to Labor's mismanagement, we need to begin planning and building new major transport routes.

South East Queensland needs an alternative to the M1 and the Bruce Highway to ensure motorists can still get to work and home when there's an accident, flooding or congestion.

This long-term planning will support the growth of the region – it's clear that the single routes to the Sunshine and Gold Coasts are reaching breaking point.

Any proposed new routes will be staged, to allow capacity increases to be gradually rolled out in line with growth and need. The community and local government will be consulted throughout the process, this isn't about government just drawing lines on a map.

Only the LNP will plan for the future and build the roads and congestion-busting infrastructure Queensland needs.

What delays are motorists experiencing?

- The RACQ's Travel Time report (August 2017) has shown the Centenary Motorway has recorded the top two slowest motorway sections in the region during both the morning and evening peak periods. Average speeds can get as low as 21 km/h.
- Over the last 10 years congestion on the Centenary Motorway has worsened with average speeds dropping by 10 km/h in the inbound morning peak.
- Heading outbound each evening commuters are also suffering with speeds dropping on Gympie Road by 12km/h to 19km/h and a reduction of average speeds on Sandgate Road by 10km/h to 17 km/h.
- Commuters on the Pacific Motorway experience average speeds as low as 39 km/h in the morning and 38 km/h in the evening. While for commuters coming from the Sunshine Coast and Brisbane's north, the Bruce Highway's average weekday speeds are as low as 48 km/h slower than what would be considered 'free-flowing'.
- Other main arterial roads around the region also suffer from crippling congestion with Jubilee Terrace in the western suburbs recording average speeds of 16 km/h in the mornings and Sandgate Road with average speeds of 18km/h.

Western Suburbs Transport Study

The LNP will fund a \$5 million study into improving transport access to Brisbane's western suburbs and Centenary Suburbs.

This study will help government plan for the future and detail how transport will be integrated across:

- Bus services and routes
- Rail stations and access
- Local and state roads, and
- Active transport (walking and cycling).

We will work with Brisbane City Council and the Commonwealth Government as we undertake this study.

The RACQ's May 2017 Travel Time Report shows actual travel speeds on the Centenary Motorway are significantly slower than they should be and are getting worse. Between May 2016 and May 2017 the following sections of the Centenary Motorway and Western Freeway have had significant drops in average speed. Moggill Road is also listed as one of the Top 15 Overall Slow Points on the road network for the Inbound and Outbound peak periods.

Between May 2016 and May 2017 the following sections of the Centenary Motorway and Western Freeway have had significant drops in average speed.

AM PEAK		PM PEAK	
Warrender St to Sumners Rd	-26%	Moggill Rd to Fig Tree Pocket Road	-15%
Dandenong Rd to Seventeen Mile Rocks Rd	-4%	Toowong Roundabout to Moggill Rd	-23%
Sumners Rd to Dandenong Rd	-7%	Miskin St to Toowong Roundabout	-13%

Brisbane Riverwalks and Crossings Active Transport Study

The LNP will explore future opportunities to extend Brisbane's network of pedestrian riverwalks and cycleways, including additional crossings over the Brisbane River.

These projects will support active and public transport usage, relieving congestion and ensuring Brisbane remains a liveable community.

Our \$3 million study will begin planning for the future and identifying projects which complement the Brisbane River.



5.

A NEW 10-YEAR PLAN FOR THE BRUCE

In 2012, the Liberal National Party inherited a Bruce Highway that was run down and unsafe after more than a decade of total neglect under successive Labor Governments.

The RACQ labelled it the most deadly road in the country.

We needed a plan to make the Bruce Highway safe, flood resilient and able to cope with the state's growth.

We're now starting to see the benefits of the \$8.5 billion Bruce Highway Action Plan the Liberal National Party funded with the Federal Coalition.

From Cairns to Brisbane, projects along the Bruce Highway worth millions of dollars have been delivered are under construction thanks to the former LNP government.

But there's more to be done.

Better Infrastructure for Queensland outlines a new 10-year plan to fix the Bruce Highway.

In addition to the existing Bruce Highway Action Plan, the LNP will deliver:

- Liverpool Creek to Cowley Beach Road Re-alignment - \$30 million
- Bowen Intersection Upgrade - \$20 million
- Collinvale Road Intersection Upgrade, Gregory River - \$3 million
- Proserpine – Shute Harbour Rd Intersection Upgrade - \$20 million
- Mackay Northern Access Upgrade - Stage 2 - \$45 million
- Curve Re-alignment North of Miriam Vale - \$21 million
- Buxton Road Intersection Upgrade - \$3 million
- Gympie Approaches Intersection Upgrades - \$66 million
- Meunga, Sunbeam and Lily Creeks Deviation - \$80 million
- Svensson Road Intersection Upgrade - \$5 million
- Fast track design and planning for the Goorganga Plains Upgrade - \$10 million
- Currajong Creek Bridge Upgrade - \$59 million

 **1,120 JOBS**

NEW BRUCE HIGHWAY UPGRADES





6.

SECURING OUR ENERGY AND WATER FUTURE

Better Infrastructure for Queensland identifies projects which ensure we have water security so regional industries can grow and families and businesses have access to reliable and affordable electricity.

Haughton Channel Upgrade and Ross River Dam Pipeline Duplication

The LNP will invest \$225 million in a plan to secure Townsville's water supply for generations to come.

The project will upgrade the Haughton Channel and duplicate the Ross River Dam pipeline.

The current Haughton Pipeline provides a bulk water supply link to the Burdekin Haughton Water Supply Scheme.

An LNP Government will call for expressions of interest for construction and design contractors within the first 100 days of government.

The upgraded channel and pipeline system will be more efficient than the existing infrastructure with pumping costs per megalitre reduced.

The existing pipeline is capable of pumping 130 megalitres of raw water per day into the Ross River Dam to top up water levels during periods of low rainfall, however up to 30ML/day is lost through evaporation.

The new pipeline will provide an additional 234ML/day of raw water supply, bringing the total capacity to more than 356ML/day.

Benefits

- Within the next five to 10 years, the demand for water will outstrip the capacity of the existing pipeline to top up the dam so a duplicate is needed.
- The duplication provides Townsville with water security.

 **690 JOBS**

Electricity for North Queensland

The LNP will facilitate the development of a coal-fired power station in North Queensland by fast tracking regulatory approvals.

The LNP's Minister for State Development will designate a coal-fired power station built by a private proponent as a 'prescribed project'. A prescribed project is one which is of significance, particularly economically and socially, to the state or a Queensland region.

The purpose of declaring a prescribed project is to overcome any unreasonable delays in obtaining regulatory approvals.

It enables the Coordinator-General, if necessary, to intervene in the approvals process in a number of ways to ensure timely decision-making for the prescribed project.

What is a low emissions, coal-fired power station?

New ultra-supercritical black coal high-efficiency, low-emissions (HELE) power stations produce 40 per cent less emissions than subcritical brown coal power stations. Emissions can be reduced by up to 90 per cent with Carbon Capture and Storage technology. HELE plants operate throughout the world, including in Germany, Italy, India, South Korea, Japan, Poland, Indonesia, the Czech Republic, the Netherlands, Slovenia, the United States, South Africa and China.

 **5,580 JOBS**

Townsville Burdekin Falls Dam (EIS and Design)

The Burdekin Falls Dam project seeks to raise the Burdekin Falls Dam by two metres to increase the storage capacity by 590,000 ML to a total of 2,446,000 ML.

This significant increase in water supply volume is expected to meet the region's future water demand. A number of options are being considered to raise the spillway crest and increase the capacity of the storage.

The LNP will contribute \$10 million towards the Environmental Impact Statement (EIS) and design work for the raising the dam wall project and we will seek a matching contribution from the Commonwealth Government. An LNP Government will seek to partner with the federal coalition to deliver this much-needed project.

Benefits

- Increased water security for the region.
- Will meet potential increases in water demand from proposed mining activities in the Bowen and Galilee basins which could result in a lack of water storage supply capacity in the region.
- Moves the project from a concept to shovel-ready.

Queensland Dam Company

The LNP will establish a Queensland Dam Company, a government-owned entity to be responsible for building the dams Queenslanders need. The head office for the Queensland Dam Company will be established outside of South East Queensland.

The last dam built outside of South East Queensland was the Paradise Dam near Bundaberg more than 12 years ago. That means Queensland has gone over a decade without any new dams built in regional Queensland, despite the growing demand for water for food and fibre production and impending development of the Galilee Basin.

The Queensland Dam Company will provide an investment vehicle for the Commonwealth Government to directly invest in new greenfield dams in Queensland. The new entity will also enable Sunwater to focus on efficient and safe operation of Queensland's existing water infrastructure.

The LNP understands that dams are catalysts for boosting economic production in agriculture, resources and industry, improving regional water security.

Urannah Dam

The proposed Urannah Dam site is located in the upper Broken River Valley, south-east of Collinsville.

The LNP will commence the feasibility study within the first hundred days and will contribute \$10 million to develop an Environmental Impact Statement alongside the Federal Coalition. Once the EIS and feasibility study are complete, we will build Urannah Dam.

Stage 1 of the Urannah Dam will have a storage capacity of 863,000 ML and would yield 146,000 ML/a (after environmental release) - the equivalent of 1.7 Sydney harbours.

Stage 2 of the project will have a storage capacity of 1,500,000 ML and would yield 176,900 ML/a (after environmental release). The estimated cost of the Urannah dam is \$780 million.

Benefits

- The dam would provide water for agricultural development in the Burdekin Basin, industrial and agricultural development in the Bowen region (via a channel from Clare Weir) and mining development in the northern Bowen and Galilee Basins.
- Urannah Dam would facilitate the development of a 20,000 ha irrigated agriculture zone (2/3 the size of the Emerald irrigation area).

Nullinga Dam

The LNP will contribute \$10 million to develop an Environmental Impact Statement to progress the Nullinga Dam in Far North Queensland. We will seek a matching contribution from the Commonwealth Government.

The water restrictions in Mareeba have reignited calls for improved water security. The Federal Coalition Government has provided \$5 million for a feasibility study into the Nullinga Dam from the National Water Infrastructure Development Fund.

The proposed Nullinga Dam site is located on the Walsh River in the Atherton Tablelands and has been proposed as a future water supply to serve growing urban demand in Cairns and to stimulate irrigated agriculture in the region, by supplementing existing supplies.

Rookwood Weir

The Rookwood Weir project is approximately 66 km south-west of Rockhampton.

Stage 1 of the Rookwood Weir would have a capacity of 65,400 ML. Stage 2 would expand this capacity to 117,290 ML.

The LNP will contribute \$130 million towards constructing the weir. With the matching contribution promised by the Commonwealth Government in May 2016, this project will be delivered by the LNP without further delay.

Benefits

- Regional water security and supply for urban populations, industry and agriculture for the Gladstone and Rockhampton regions
- Rookwood Stage 1 delivers a Benefit Cost Ratio of 3.10.

 **800 JOBS**



7.

INFRASTRUCTURE TO BUILD LIVEABLE COMMUNITIES

Better Infrastructure for Queensland identifies key opportunities for an LNP Government to invest in, and support – proposals which deliver infrastructure to make our cities and regions more liveable.

Through our investment in infrastructure projects, market-led proposals framework, exploration through business cases and an integrated resort development process, this infrastructure will provide more liveable communities for Queensland.

Marine Infrastructure Fund

The LNP will invest in Queensland’s Marine Infrastructure Fund – boosting the fund by \$30 million.

Our four year commitment will build better boat ramps, pontoons, floating walkways, artificial reefs and other marine infrastructure across the state.

Investing in marine infrastructure up and down the Queensland coast means investing in liveable communities so that more Queenslanders can enjoy getting out on the water.

The \$30 million Marine Infrastructure Fund Boost will support our tourism industry, one of the key drivers of the Queensland economy, as well as provide opportunities for local businesses.

The next round of marine infrastructure to be delivered will include:

- New double lane boat ramp at Cromarty Creek - \$3 million.
- New rock wall at the Bowen Marina - \$3.5 million.
- All-tide access boat ramp at Monogle Creek - \$5 million.
- \$4 million to ensure public access at Hinchinbrook Harbour.
- Forrest Beach boat ramp improvements - \$1 million.
- \$3 million to open up public marine access at Dungeness and Lucinda.
- New boat launch facility at McEwens Beach - \$400,000.
- All-tide access boat ramp at the Southern end of Russell Island - \$975,000.
- Victoria Point Boating Master Plan.
- Groyne Wall at the Nelly Bay foreshore - \$400,000.

93 JOBS



Brisbane Entertainment and Education Precinct

Brisbane needs a world-class, city-based arena for shows, indoor sporting matches and visiting spectaculars along with another city-based university campus. Currently, arena spectaculars and live shows use non-purpose built stadiums or venues a significant distance from the city centre.

A purpose-built entertainment and education hub located in the CBD will complement the Queens Wharf Development, together with the cultural and arts precinct at South Bank and Suncorp Stadium. The Brisbane Entertainment and Education Precinct will deliver integrated links between these important spaces to create a truly modern and strategically linked city.

The LNP will grant AEG Ogden and their partners an exclusive mandate to develop what they refer to as the ‘Brisbane Live’ project.

The LNP’s vision for this project includes a new university campus, a 17,000 seat arena, film and production studios, a world-class public square, a new commercial and residential precinct, 12 hectares of new public space, a health hub and new pedestrian access to other entertainment spaces in Brisbane City.

The LNP will work with AEG Ogden and their partners to facilitate the delivery of this transformative project through our supercharged Market-Led Proposals (MLP) policy. The LNP will make BEEP a Priority Development Area.

7,750 JOBS

- UNIVERSITY CAMPUS
- 12 HECTARES OF NEW PUBLIC SPACE
- HEALTH AND MEDICAL HUB
- 17,000 SEAT BRISBANE LIVE ARENA
- ENHANCED PUBLIC TRANSPORT CONNECTIONS
- 7,750 JOBS TO BE CREATED
- TIMES SQUARE STYLE PLAZA
- CITY CHANGING DEVELOPMENT
- FILM & PRODUCTION STUDIOS & TV STATIONS

Integrated Resort Developments

Within the first 100 days of an LNP Government we will call for Registrations of Interest for up to two regional casino licences to attract jobs and investment in regional Queensland.

The Regional Integrated Resort Development process started by the LNP has hopelessly stalled under Labor. Developers are interested in building a world-class Integrated Resort Development in regional Queensland but Labor won't even give them a chance.

In government, the LNP released an Expression of Interest (EOI) for two additional casino licences for proponents interested in building Integrated Resort Developments in regional Queensland.

The new Registration of Interest process will be the first step to a potential Expressions of Interest stage and Request for Detailed Proposal stage.

At least one regional casino licence will be reserved for North or Central Queensland.

The LNP will assess Registration of Interest for Integrated Resort Developments against the following criteria:

- must enhance Queensland's tourism industry and Queensland's attractiveness to overseas investors
- provides significant economic benefits to regional Queensland including jobs and opportunities for local businesses during construction and operations, and
- includes significant capital investment with construction starting within 18 months of contractual close.

Investing in Youth Rehabilitation

We will commit \$40 million to fix Labor's youth detention crisis, without any youth bail houses next door to Queensland families, putting their safety at risk.

The LNP will build two new dedicated reintegration facilities in North Queensland and in South-East Queensland. These facilities will provide an additional 90 beds and hold 17 to 25-year-olds in medium security facilities.

The focus of these reintegration centres will be vocational training and providing young prisoners with the support they need to reintegrate into the community on release, breaking the cycle of crime.

Getting young offenders back on track will reduce reoffending rates and reduce crime, providing safe and liveable communities.

 **124 JOBS**

Better Schools Fund

The LNP will improve education outcomes for our students by investing in key school amenities through our Better Schools Fund. Our \$65 million *Better Schools Fund* will empower local school communities and P&Cs across Queensland to invest in key infrastructure such as air conditioning for classrooms, improved CCTV, sports ovals and playground equipment and school halls. We will engage local business and tradies through our *Buy Local* policy to improve our schools.

 **200 JOBS**

Queensland Academy of Sciences

The LNP will deliver a business case to explore an Australian first in Queensland – a world class Academy of Sciences at South Bank.

Within the LNP's first 100 days in office, we will release a request for proposals to kick off a local and international design competition. The design competition will ensure the "living building" captures the history of Australia, Brisbane and South Bank but also the natural elements of Queensland life and the capacity to deliver important research programs, sustainability and conservation work.

The Academy could house a world-class natural history museum to complement the existing Queensland Museum, an aquarium in conjunction with living science displays, a new stand-alone Science Centre, as well as cutting-edge research and educational facilities.

The Academy of Sciences will partner with our universities to ensure it is a world-class educational institution and research facility. It would be used for professional development, school trips, functions and many more activities depending on design. Special resources would be made available for those involved in distance education as well.

A business case for the project will also be delivered after the design competition. This allows for further development of the displays and central features to be established and incorporated from the design phase into the business case.



8.

DELIVERING MORE INFRASTRUCTURE - BETTER

The LNP has outlined a series of policies which will see more infrastructure delivered across Queensland. Better infrastructure for Queensland represents a better way for the Queensland Government to deliver

infrastructure and establishes a strong framework in which we can build the roads, bridges and dams our state needs.

Market-Led Proposals

The LNP will work with the private sector to drive investment and jobs to deliver transformative job-creating projects to build a better Queensland by cutting red tape for business.

The Palaszczuk Labor Government's Market-Led Proposals policy has failed to stimulate innovative private sector projects. Since the Market-Led Proposals framework was announced a year and a half ago, more than 100 private sector proposals have been presented to the Palaszczuk Government, but only one has progressed to contractual close. That's a success rate of less than one per cent and shows something's not working.

The LNP will reform the Market-Led Proposals framework to make it easier to get investment going again in Queensland and eliminate the backlog. We will:

- Commit to a four-month assessment period, to give proponents certainty their proposals will be considered in a timely fashion. We will also commit to publishing the number of submissions received in any year, the types of projects submitted, the number of projects selected for advancement and the reason for not progressing unsuccessful projects.
- Better define the parameters around what types of Market-Led Proposals the government is looking to attract. This will save proponents time by concentrating on certain areas of government focus and save Queensland Treasury time by ensuring proposals match identified infrastructure or service needs.
- Reform the Project Assessment Framework to relax the current uniqueness test and place more emphasis on value-for-money and ability to deliver. It will also include more tender options and opportunities for advancement. Our plan is all about speeding up the approvals process and getting more projects off the ground.

The LNP's reforms will see more proposals approved and delivered, meaning more jobs and better infrastructure.

The Tim Nicholls-led LNP team has already announced the first market-led proposal of an LNP Government – the Brisbane Entertainment and Education Precinct.

Benefits

- Clear criteria.
- Transparency.
- Communication.
- Less delays, lower costs.
- More jobs for Queenslanders.

Ministerial Council on Infrastructure Bidding Costs

The LNP will reduce infrastructure costs by tackling red tape with a Ministerial Council on Infrastructure Bidding Costs within the first 100 days of Government. Bidding cost savings will be re-invested into more and better infrastructure.

The infrastructure and construction sectors continually raise bidding costs on government infrastructure projects as an issue eroding value for money in infrastructure delivery.

In 2014, the Australian Productivity Commission found bidding costs for large complex projects were high, up to one per cent of the project value. When large infrastructure projects cost billions of dollars, these bidding costs can add up and taxpayers end up paying more.

The Council will seek industry representatives from peak bodies, infrastructure and construction companies, professional advisors to the infrastructure industry (legal, accounting and engineering firms) and include the Deputy Premier and Minister for Infrastructure, the Treasurer, the Minister for Transport and Main Roads and the Minister for Housing and Public Works.

The Council will develop a practical plan to reduce infrastructure bidding costs. The Council will look at areas for improvement including:

- Procurement processes
- Contractual arrangements, and
- Standards and specifications.

The practical plan to reduce infrastructure bidding costs will then be implemented and savings will be invested in more infrastructure. This initiative is about cutting red tape, treating taxpayers' money with respect and delivering more and better infrastructure for Queenslanders.

Streamlining Approvals for Major Projects

Under the Palaszczuk Labor Government, approval times for major projects have blown out. This means projects are taking longer to get started, causing uncertainty and adding costs to business and government.

The economic benefits from fast-tracking major projects include job generation and supply opportunities for local businesses. But Labor is stuck in neutral and has scrapped the LNP's "continuous improvement" measures to fast-track major project approvals.

The LNP got Queensland moving by fast-tracking approvals of major projects. From 2012-14, the Coordinator-General issued 150 per cent more statutory approvals than under the previous Labor Government.

The LNP halved Environmental Impact Statement (EIS) timeframes, with the process taking less than two years. We ensured rigorous environmental checks while streamlining processes and removing red tape.

Under the LNP, the office of the Coordinator-General was productive, not a bottleneck – with more than 400 statutory decisions, almost double the total under Anastacia Palaszczuk.

We will reintroduce continuous improvement measures to fast-track approvals for major projects.

The LNP will set the Coordinator-General a performance target to reduce the approval time for major projects. Meanwhile, statutory decisions for other major projects will also be subject to continuous improvement targets.

The LNP will use statutory powers to fast-track private sector developments, whether it's the Brisbane Entertainment and Education Precinct, a high-efficiency, low emission coal-fired power station in North Queensland or the Adani Carmichael Mine because these projects mean more jobs for Queenslanders.



To learn more about Our Plan visit
betterqueensland.org.au