



# WAY TO GROW

## Consultation report

December 2011

*This consultation report covers engagement activities undertaken in relation to the consultation drafts of the Queensland Regionalisation Strategy, the Queensland Infrastructure Plan and the Bruce Highway Upgrade Strategy.*



**Looking forward and delivering now**—integrated planning, strong local government and development for a growing state.

© State of Queensland. Published by the Department of Local Government and Planning, December 2011, 100 George Street, Brisbane Qld 4000.

The Queensland Government supports and encourages the dissemination and exchange of information. However, copyright protects this publication. The State of Queensland has no objection to this material being reproduced, made available online or electronically but only if it is recognised as the owner of the copyright and this material remains unaltered. Copyright inquiries about this publication should be directed to the department's Legal Services division via email [copyright@dip.qld.gov.au](mailto:copyright@dip.qld.gov.au) or in writing to PO Box 15009, City East, Queensland 4002.

The Queensland Government is committed to providing accessible services to Queenslanders of all cultural and linguistic backgrounds. If you have difficulty understanding this publication and need a translator, please call the Translating and Interpreting Service (TIS National) on 131 450 and ask them to telephone the Queensland Department of Local Government and Planning on 07 3227 8548.

**Disclaimer:** While every care has been taken in preparing this publication, the State of Queensland accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.



## Contents

1. Executive summary .....	4
2. Introduction .....	6
3. Background .....	7
4. Consultation program .....	9
5. Way to Grow forums.....	10
6. Submissions .....	11
7. Stakeholder meetings.....	12
8. Public response.....	13
8.1 Submission type .....	13
8.2 Regional distribution.....	14
8.3 Submitter type .....	15
8.4 Submission topic .....	16
9. Key themes .....	17
10. Submission review process.....	18
Evaluation and response to issues .....	18
Step 1: Receipt and registration .....	18
Step 2: Submission review, summary and classification .....	19
Step 3: Strategic issues identification .....	19
Step 4: Strategic issues assessment and decisions.....	20
Step 5: Response to submitters .....	20
11. Strategic issues, assessment and decisions .....	22
Appendix 1 Way to Grow forum summaries .....	55
Appendix 2 Feedback form.....	63
Appendix 3 Postcard.....	67

## Figures

Figure 1 Submission type .....	13
Figure 2 Regional breakdown.....	14
Figure 3 Submitter type .....	15
Figure 4 Submission topic .....	16
Figure 5 Submission review process.....	21

## Tables

Table 1 Forum Attendees.....	10
------------------------------	----

# 1. Executive summary

## Consultation

The consultation versions of the *Queensland Regionalisation Strategy* (QRS), the *Queensland Infrastructure Plan* (QIP) and the *Bruce Highway Upgrade Strategy* (BHUS) were released for public feedback on Tuesday 12 July 2011. An extensive consultation program was undertaken to inform the community about the content of the documents and to gather views and opinions on the actions needed to ensure Queensland's regions would prosper.

As part of the consultation process 13 Way to Grow community and stakeholder forums were held across the state. In total, 453 people attended the forums. Attendees included local and state government representatives, business and industry, residents and community organisations.

In addition to the forums, there were several channels for feedback and ideas to be provided including:

- feedback forms
- 'Dear Premier' postcards
- emails
- online feedback forms, online awareness and feedback channels through the [www.qld.gov.au](http://www.qld.gov.au) portal
- individual and group stakeholder meetings and presentations
- mailing of letters to councils encouraging them to provide feedback on the plans
- establishment of a free-call number and email inquiry service to answer public queries and take RSVPs.

## Feedback

During the consultation period, there were over 5800 visits to the Way to Grow website ([www.waytogrow.qld.gov.au](http://www.waytogrow.qld.gov.au)).

A total of 356 submissions were received up to the close of business on Monday 12 September 2011. Of the 356 submissions, the greatest number was received from Central Queensland and South East Queensland. In total, 22 individual local governments made a submission about one or more of the documents. Submissions were also received from economic, environmental and community groups. Eight submissions were made by government departments, both state and federal.

As the consultation program covered three separate documents, some submissions were relevant to more than one of the documents. Some stakeholders chose to create multiple submissions to provide feedback on each document separately. When the submission figures are aggregated, of the 356 submissions, 227 related to QRS, 181 related to BHUS and 142 related to QIP. It is important to note that all of the 81 postcards received were assigned to QRS as being the primary submission document.

## **Strategic issues**

From the submissions received, a total of 120 strategic issues were identified. These are outlined in Section 12. Several high-level themes also emerged from the feedback across the different documents and regions including:

- skills and training
- attraction and retention of staff
- liveability
- mining boom impacts
- economic diversity
- resilience
- inter-regional accessibility
- service provision.

## 2. Introduction

The Queensland Government has a vision to support and create regions that are great places to live, work and visit and that capitalise on their unique strengths—creating strong, resilient and prosperous centres.

With planning, Queensland can accommodate its growing population and drive investment and economic development while protecting and enhancing the things Queenslanders value about their regions.

To achieve this vision, the Queensland Government has released three separate but related documents for consultation with key stakeholders and the public to support the continued development of a strong Queensland.

These are the:

- *Queensland Regionalisation Strategy (QRS)*
- *Queensland Infrastructure Plan (QIP)*
- *Bruce Highway Upgrade Strategy (BHUS)*.

These documents are collectively known as the *Way to Grow* documents.

Together these documents provide a foundation for regional economic development, prosperity and liveability, supported by sustainable infrastructure provision across Queensland.

This consultation report has been prepared by the Department of Local Government and Planning (DLGP) to summarise the outcomes of the *Way to Grow* community engagement undertaken from 12 July to 9 September 2011.

The purpose of the consultation process was to encourage feedback from community members and stakeholders—local government, industry, community groups, business and industry—about these three related documents to inform the preparation of the final strategies and plan. The feedback was also used to identify specific actions to enhance the economy and liveability for specific regions.

This report summarises the consultation program carried out for the *Way to Grow* documents and provides statistics about the feedback received. It identifies the strategic issues and themes identified for the feedback, contains an assessment of these issues and themes, and outlines the decisions made with respect to them.

The feedback has been used to finalise the three documents and prepare regional actions for the six Queensland regions outside of South East Queensland.

We thank Queenslanders for their feedback and ideas on their region and state.

### **3. Background**

The consultation versions of the QRS, the QIP and the BHUS were released for public feedback on Tuesday 12 July 2011.

The development of the QRS and the QIP were key initiatives arising from the Queensland Growth Management Summit, held in March 2010.

The QRS is focused on building stronger regions and ensuring growth and economic opportunities are shared throughout Queensland. It provides a vision for Queensland's regions supported by regional action plans, and is the overarching strategic framework for regional policy and planning.

The BHUS is one of the statewide actions contained in the QRS.

The QIP has been developed alongside the QRS to ensure that Queensland has the infrastructure to respond to prosperity and quality of life needs as the state's population and economy continue to grow.

Together these documents provide a foundation for regional economic development and infrastructure provision across Queensland. The Queensland Government sought feedback about the plans to ensure they meet the needs and aspirations of Queenslanders into the future.

#### **Queensland Regionalisation Strategy (QRS)**

The Queensland Government has released the QRS to ensure population growth is well managed and its benefits are spread across the state. The QRS aims to encourage economic development across Queensland's regions and strengthen and diversify local economies. To do this, it identifies high-level actions which will be implemented across the state.

These statewide actions are supported by a set of actions for each region. These regional actions will help realise the benefits of growth while responding to the unique challenges of each region.

#### **Queensland Infrastructure Plan (QIP)**

The QIP builds the strategic platform to guide the planning, priorities and sequencing of infrastructure across the state. It identifies the infrastructure needed to support and further encourage growth across Queensland's major regional economic zones.

It outlines infrastructure directions and priorities to meet the needs of Queensland's growing regions and support continued economic development. It will improve the way existing infrastructure is managed and provide a forward program of targeted investment to deliver infrastructure where and when it is needed.

Together the QRS and the QIP will ensure our regions remain great places to live, work and visit by capitalising on their unique strengths.

## **Bruce Highway Upgrade Strategy (BHUS)**

The BHUS provides a long-term vision, a set of clear strategic priorities and a practical plan for the continued improvement and maintenance of the Bruce Highway.

The BHUS provides a clear strategy based around the following key priorities—safety, reliability, capacity, transport efficiency and flood immunity—and outlines potential investments over the next 20 years. To turn this vision into a reality, the Queensland Government has identified 60 short, medium and long-term project priorities.

The BHUS was prepared jointly by the DLGP with the Department of Transport and Main Roads (TMR).

## 4. Consultation program

An extensive consultation program was undertaken to inform the community about the content of the documents and to gather views and opinions on the actions needed to ensure Queensland's regions would prosper. A structured program was implemented over the two-month consultation period to encourage awareness and participation. Activities included:

- The launch of the draft documents by The Honourable Anna Bligh MP, Premier of Queensland and Minister for Reconstruction and The Honourable Paul Lucas MP, Attorney-General, Minister for Local Government and Special Minister of State on 12 July 2011. A simultaneous launch of the BHUS was held in Townsville by The Honourable Craig Wallace MP, Minister for Main Roads, Fisheries and Marine Infrastructure.
- 13 Way to Grow community and stakeholder forums were held across the state, which were advertised in local papers and through invitation to stakeholders.
- A Ministerial networking event with Regional Development Australia committee chairs and executive officers was held on 12 July 2011. The event was hosted by the then Deputy Premier, Attorney-General, Minister for Local Government and Special Minister of State and the Minister for Agriculture, Food and Regional Economies. It provided an opportunity for the chairs and the executive officers to learn more about the Queensland Regionalisation Strategy and the Queensland Infrastructure Plan. Committee members were also encouraged to provide a submission on consultation drafts of the documents and participate in public consultation events.
- Distribution of hard copies of the documents, a summary document and regional fact sheets to explain aspects of the documents.
- Online awareness and feedback channels through the [www.qld.gov.au](http://www.qld.gov.au) portal to the newly established engagement Way to Grow website. During the consultation period, there were over 5800 visits to the Way to Grow website.
- Individual and group stakeholder meetings and presentations.
- Mailing of letters to councils encouraging them to provide feedback on the plans.
- Establishment of a free-call number and email inquiry service to answer public queries and take RSVPs.

## 5. Way to Grow forums

A series of forums were held across the state to encourage people to provide their ideas on the best way to grow resilient and prosperous regions that are great places to live, work and visit.

Date	Location	Attendees
Friday 22 July	Mackay	21
Monday 25 July	Townsville	40
Tuesday 26 July	Cairns	35
Monday 8 August	Gold Coast	50
Tuesday 9 August	Toowoomba	47
Tuesday 9 August	Longreach	11
Monday 15 August	Brisbane	42
Tuesday 16 August	Sunshine Coast	14
Tuesday 16 August	Bundaberg	48
Wednesday 17 August	Gladstone	36
Thursday 18 August	Rockhampton	19
Monday 22 August	Moreton Bay	42
Tuesday 30 August	Mount Isa	48
TOTAL		453

**Table 1 Forum Attendees**

*An additional forum was organised by the Central Highlands Regional Council in Emerald, attended by 29 people and representatives of the department.*

In total, 453 people attended the forums. Attendees included local and state government representatives, business and industry, residents and community organisations. The forums were advertised in local newspapers, information was placed on the DLGP website and invitations were emailed to stakeholders and groups. All forums were hosted by a Minister or, in some cases, more than one Minister was in attendance.

Reports were prepared for each forum and circulated to project managers responsible for the preparation of the draft and final documents. A summary of each will be posted on the DLGP website and is located in Appendix 1.

## 6. Submissions

In addition to the forums, there were several channels for feedback and ideas to be provided:

- Feedback form—a three-page feedback form was prepared featuring questions about each of the documents. The feedback form was distributed in the forum information packs. Reply paid envelopes were provided to facilitate return. A copy of the feedback form is provided in Appendix 2.
- ‘Dear Premier’ postcard—postcards were widely distributed at forums, regional offices and other methods to provide a simple way for people to give feedback about their three most important ideas to strengthen their region. The postcard featured a reply paid address for simple return. A copy of the ‘Dear Premier’ postcard is provided in Appendix 3.
- Email—a Way to Grow email address was established and widely promoted to provide general feedback and other electronic submissions. This email was also used to send invitations and gather RSVPs for the forums.
- Online—via the Way to Grow engagement website linked to the DLGP website ([www.waytogrow.qld.gov.au](http://www.waytogrow.qld.gov.au)). This was also accessed via the whole of government portal ([www.qld.gov.au](http://www.qld.gov.au)). The documents were available on this website in a flipbook format with the opportunity to answer a series of questions (the same as on the feedback form) and provide general comments.
- Letters and written submissions—letters and other more detailed submissions were received electronically and via post. These also included reports, attachments and supporting information.

## **7. Stakeholder meetings**

A specific industry workshop was held in Brisbane to explore the views of peak bodies, industry groups and professional associations. Approximately 20 industry representatives attended the workshop. The workshop sought feedback on the strengths, weaknesses and gaps contained in the documents and the measures that should be addressed in the final versions.

A meeting was also held in August with a range of federal government agencies to present all three documents for consultation. These agencies then reviewed the documents and provided their comments in their formal submissions.

A Ministerial networking event with Regional Development Australia committee chairs and executive officers was held on the evening of 12 July 2011. The event was hosted by the then Deputy Premier, Attorney-General, Minister for Local Government and Special Minister of State and the Minister for Agriculture, Food and Regional Economies. It provided an opportunity for the chairs and the executive officers to learn more about the Queensland Regionalisation Strategy and the Queensland Infrastructure Plan. Committee members were also encouraged to provide a submission on consultation drafts of the documents and participate in public consultation events.

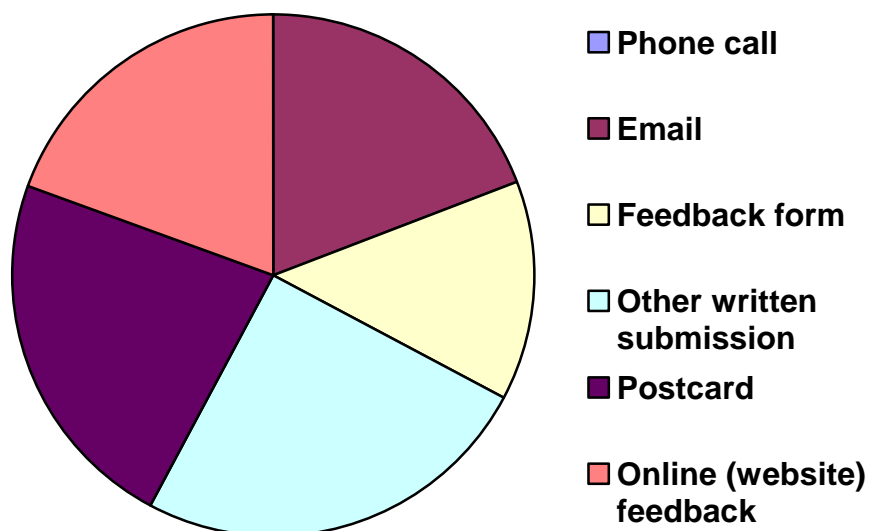
In addition to formal submissions, individual stakeholder meetings were also held with a variety of peak bodies and associations to explore their views.

## 8. Public response

All submissions received up to the close of business on Monday 12 September 2011 were logged, acknowledged and analysed. These submissions and the analysis appear in the figures below. Submissions received after this date were logged and acknowledged and where an extension had been granted or time permitted, analysed.

### 8.1 Submission type

In terms of the types of submissions made, most were written submissions consisting of letters, often with a number of attachments. These types of submissions were most commonly made by local government, peak bodies and industry groups. Other submissions were spread between emails (sometimes with an attachment), feedback forms and postcards. Some 69 people used the new online engagement site [www.waytogrow.qld.gov.au](http://www.waytogrow.qld.gov.au) to provide feedback.



Submission Type	Data
Phone Call	0
Email	68
Feedback Form	49
Other Written Submission	89
Postcard	81
Online (website) Feedback	69
<b>Total</b>	<b>356</b>

Figure 1 Submission type

## 8.2 Regional distribution

Of the 356 submissions, the greatest number was received from Central Queensland and South East Queensland. Thirty-four submissions applied to the entire state, rather than specific regions. Most other regions had between 20 and 30 submissions per region, except for Mackay, Isaac and Whitsunday which provided nine submissions.

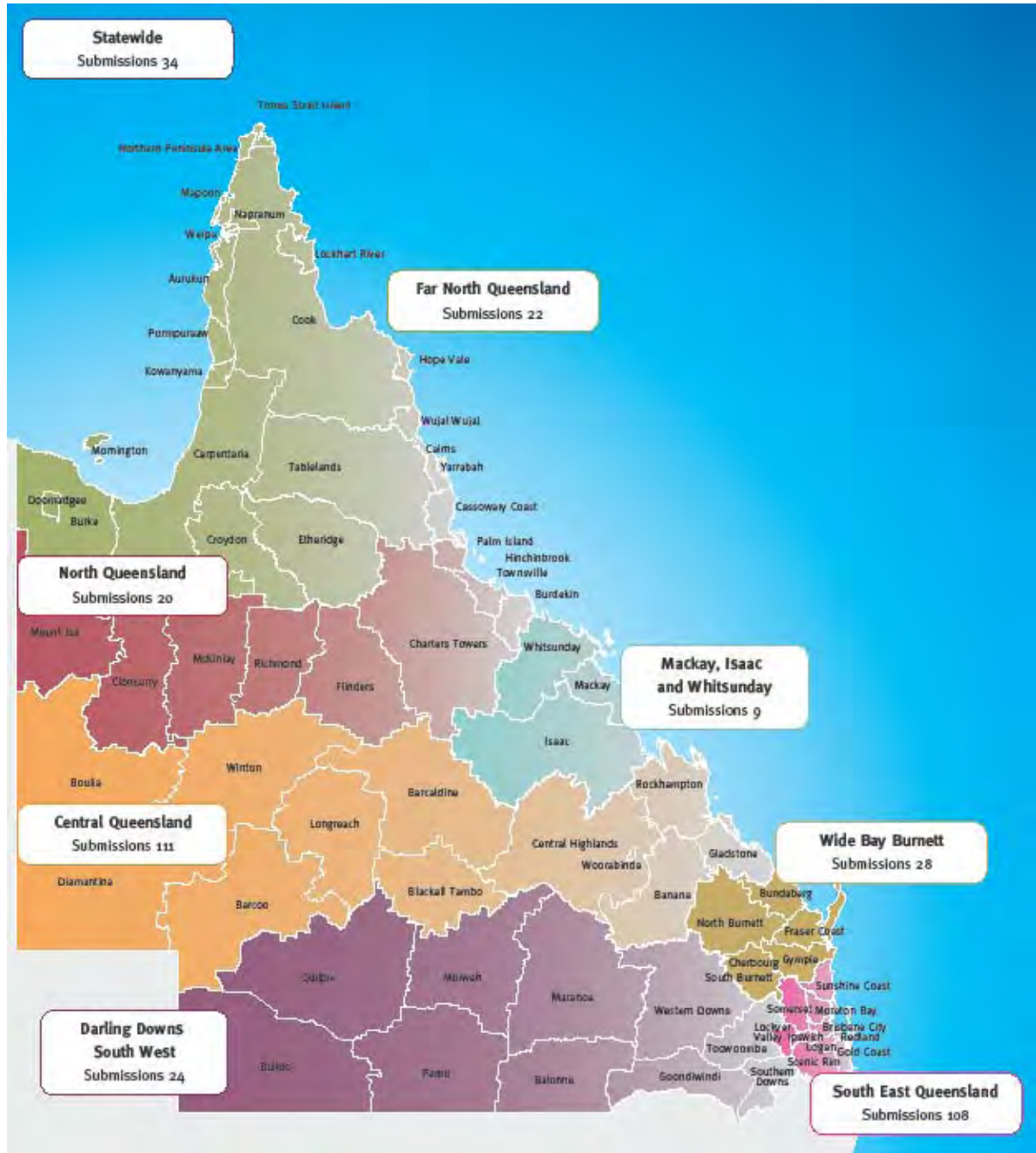


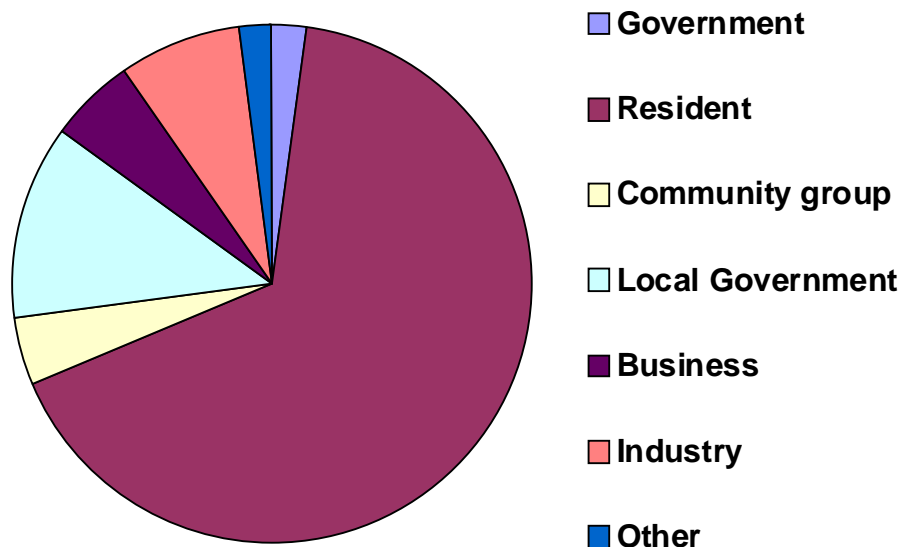
Figure 2 Regional breakdown

## 8.3 Submitter type

The majority of submissions came from residents and general community members. Many residents made submissions via postcards and feedback forms.

Some 44 submissions were received from local governments with several also received from the business and industry sectors. Some of these stakeholders provided one submission with feedback on more than one document, whereas some chose to provide separate submissions for the documents they had an interest in. In total, 22 individual local governments made a submission about one or more of the documents with two of these submissions arriving after the close of submissions date.

Submissions were also received from economic, environmental and community groups. Eight submissions were made by government departments, both state and federal.



Submitter type	Data
Government	8
Resident	236
Community Group	15
Local Government	44
Business	18
Industry	28
Other	7
<b>Total</b>	<b>356</b>

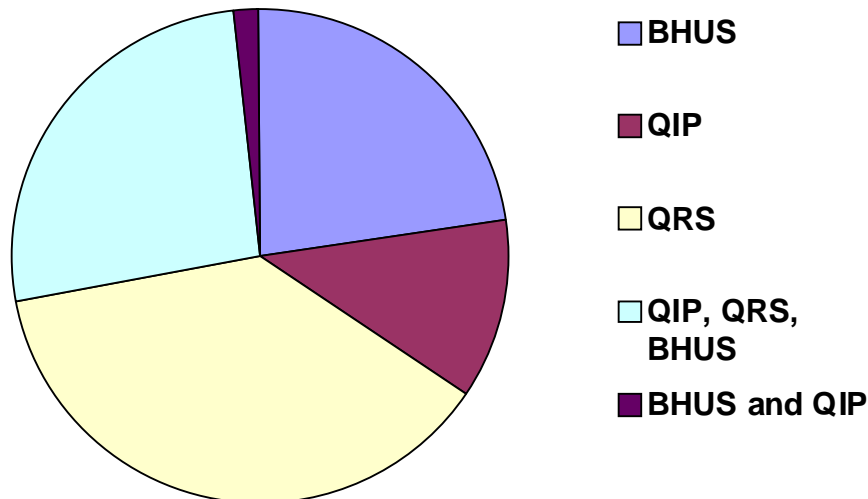
**Figure 3 Submitter type**

## 8.4 Submission topic

As the consultation program covered three separate documents, some submissions were relevant to more than one of the documents. Some stakeholders chose to create multiple submissions to provide feedback on each document separately.

Of the 356 submissions, 133 related specifically to the QRS, 81 related specifically to the BHUS and 42 related specifically to the QIP. The figures below also include those submissions that related to all three documents (QRS, QIP and BHUS) in the one submission and those that related to both BHUS and QIP in the one submission.

It is important to note that all of the 81 postcards received were assigned to QRS as being the primary submission topic. This was due to the question on the postcard being specifically related to stronger regions. However the data received was also relevant to BHUS and QIP and was provided to all teams.



Submission Topic	Data
BHUS	81
QIP	42
QRS	133
QIP, QRS, BHUS	94
BHUS and QIP	6
<b>Total</b>	<b>356</b>

Figure 4 Submission topic

## 9. Key themes

From the submissions received, a total of 120 strategic issues were identified. These are outlined in Section 10. Several high-level themes also emerged from the feedback across the different documents and regions. These included:

### Skills and training

Greater skills development located within regional centres to support the specific needs and opportunities of the region, to provide opportunities for locals and to ensure young people do not have to move to continue their education.

### Attraction and retention of staff

Related to the skills and training point above, this reflects the challenge industries outside the resource sector are experiencing in attracting and retaining skilled workers. This also includes communities trying to reduce fly-in/fly-out and drive-in/drive-out by encouraging people to move with their families to regional centres.

### Liveability

Liveability and quality of life concerns associated with change and growth to ensure that the character and qualities of regional centres are not impacted. This also includes general concerns about how transient workforces fit into communities.

### Mining boom impacts

While bringing many benefits, it is acknowledged that fly-in/fly-out and drive-in/drive-out workforce trends are having a range of impacts on some regional centres. These included housing affordability and availability, provision of services, impact on cost of living and skills drain from other sectors.

### Economic diversity

A key theme was the need to diversify and strengthen local economies and to capitalise on their natural strengths and opportunities. This was particularly strong in areas which are heavily dependent on tourism.

### Resilience

There is a sentiment among regions for general improvement in community resilience in the face of growth and change, natural disasters and economic factors. This is also related to maintaining viability and character.

### Inter-regional accessibility

Providing local public transport, including rail and bus services, as well as concerns about the pricing and availability of air services. This also included road access, particularly dealing with congestion in regional centres brought about by growth, as well as concerns about the safety and amenity impacts of heavy vehicle freight driving through these centres.

### Service provision

There was a need expressed to ensure that infrastructure and services are provided to an appropriate standard and level and that they match demand and growth. This included taking into account transient workforce figures in determining service levels.

# 10. Submission review process

## Evaluation and response to issues

A submission review process was established to ensure effective consideration of all submissions and sources of feedback within the project timeframes. The process provided a transparent and consistent approach to reviewing and analysing feedback across both the Department of Local Government and Planning and the Department of Transport and Main Roads (which was involved in evaluating submissions related to BHUS). As staff from two departments were involved in analysing submissions, a clear and consistent approach was required.

The approach ensured:

- all submissions were logged and given a unique submission number and could be referred to the appropriate content managers for review and analysis
- any duplicates could be identified and only counted once
- staff involved in the preparation of the documents could be directly involved in reviewing and analysing submissions
- all staff used a consistent approach to review and analysis
- submissions that contained issues related to more than one document could be analysed accordingly
- the results of structured feedback such as the feedback forms could be aligned and integrated with the results of unstructured feedback, such as written submissions and emails
- the outcomes of the Way to Grow forums could be given due consideration in the process.

As the Way to Grow documents are not statutory documents, a statutory submission process was not required. However, to ensure transparency and rigour, a similar process was used for logging and analysis to ensure a high level of consideration of issues and ideas raised.

The submission review process is set out in Figure 5 and is described below.

### Step 1: Receipt and registration

All submissions received via online, email, post or other means were forwarded to a central team for receipt, registration and acknowledgement (where required). Where submissions were received via the Way to Grow website or the email address ([waytogrow@dlgp.qld.gov.au](mailto:waytogrow@dlgp.qld.gov.au)), an automated acknowledgement was sent.

On receipt, each submission was registered in a central database and allocated a unique submission number. Information on the region/s the submission related to, the publication/s and the category of submitter were also logged.

Duplicate submissions (including those received via a number of different channels) were only recognised as a single submission. Submissions were received by:

- post and fax
- email and online
- in person (for example at the forums).

As this was not a statutory process, contact details were optional so not all submissions contained contact details.

## **Step 2: Submission review, summary and classification**

After registration, submissions were reviewed by the central team to identify the document/s to which the submission related. The submission was then referred to the appropriate project team for review, classification and summary.

Submissions were reviewed and classified using a standardised process. The purpose of this stage of submissions analysis was to identify and record all comments or issues raised and to assign a classification against each issue. A standard set of issues classifications was prepared for each of the documents to enable classification and to later identify strategic issues and themes.

This review took into account every relevant individual comment raised in a submission. Submissions that included a range of issues received a number of classifications. All issues and classifications were captured in a central database. Where a submission applied to more than one document, it was referred to multiple content managers.

In the case of feedback forms and postcards, the review and analysis was conducted by a central team and the results collated and distributed to the project teams for consideration.

## **Step 3: Strategic issues identification**

The purpose of step three was to identify the strategic issues. All issues and comments were collated, reviewed and analysed to identify major trends, issues and themes in the feedback including region-specific issues to determine a series of 'strategic issues'. This was done by grouping issues raised into similar categories and considering them against the following criteria:

- the issue was raised by a significant number of submitters
- the issue was raised by a local government or a peak body, representing the interests of a number of members
- the issue was strongly relevant to the themes of the documents
- the issue related to a strategic gap or weakness.

An issues grouping may only have needed to meet one of these criteria for future assessment. However, generally, an issue would have met more than one criterion.

The results of the separate analysis of all different types of feedback including outcomes of forums, feedback forms, online and other general feedback was considered in this step. Strategic issues were grouped according to themes and regions.

## **Step 4: Strategic issues assessment and decisions**

For each strategic issue identified in step three, an assessment was conducted. This assessment forms the government response to that issue and outlines how the issue is relevant to the preparation of the final documents. Staff from several departments were involved in the assessment of strategic issues and in determining whether a change in any of the documents was subsequently required.

Recommendations and decisions about changes to the documents were then made for each strategic issue. These assessments and decisions are provided in section 10 and changes were made to the documents as required.

## **Step 5: Response to submitters**

Where submitters provided contact details, they will be advised of the release of the final documents and directed to the consultation report for further information.



**Figure 5** Submission review process

# 11. Strategic issues, assessment and decisions

## STRATEGIC ISSUES—FAR NORTH QUEENSLAND

Strategic issue	Assessment	Decision
<b>Economic</b>		
Need to ensure that the proposed changes to the general aviation precinct at the Cairns airport does not adversely impact the general aviation sector or disadvantage businesses.	The Queensland Government is aware of issues with the aviation sector in Cairns. Options to support the sector are being considered in partnership with industry and councils.	QRS—no change required
Cairns should be developed as a Papua New Guinea-Pacific services hub.	This was identified as an opportunity through the Cairns Economic Future Plan released in 2009. A number of initiatives are underway to support this opportunity.	QRS—included in <i>Actions for a Stronger Region</i>
The FNQ economy should be diversified to reduce reliance on tourism and develop a more resilient economy.	Diversifying regional economies is a strategic issue in multiple regions. Building economic diversity and resilience at a state level is a goal under Q2. Building diversified regional economies is a major focus of the work of DEEDI.	QRS—included in <i>Actions for a Stronger Region</i>
The region should strive for greater self-reliance in food production and supply to reduce the need to import produce and develop regional self-sufficiency.	Addressed through new statewide action 'Food and agriculture industry growth'.	QRS—responded to through a new statewide action

Strategic issue	Assessment	Decision
There needs to be reference to opportunities for Indigenous people in economic development and more infrastructure for Indigenous communities.	<p>Economic opportunities are covered by QRS statewide action 'Building Indigenous capacity' however it is considered appropriate to strengthen this action.</p> <p>QIP includes infrastructure to provide remote and regional access to Aboriginal and Torres Strait Islander communities in Far North Queensland (FNQ).</p>	QRS—included in <i>Actions for a Stronger Region</i>

---

<b>Transport</b>		
An alternative inland transport route to the Bruce Highway should be considered to ensure viability of regions and protect against regular flooding.	The alternative inland route is currently via Charters Towers—Emerald—Roma. This is a priority route for north—south movements and provides an alternative in times of flooding on the Bruce Highway. This route also suffers lengthy closures due to flooding.	Upgrading will require a significant level of funding. The route will be progressively maintained and upgraded over the longer term as funds permit.

Strategic issue	Assessment	Decision
Public transport services in and around Cairns should be improved.	<p>The Cairns Transit Network (CTN) will make it easier for people to move around Cairns on public transport in the future. It will connect Cairns from Palm Cove to Gordonvale and the neighbourhoods in between.</p> <p>The network will improve public transport by giving buses priority with a bus rapid transit system via separate bus or transit lanes or on dedicated bus-only roads.</p> <p>The QIP has funding allocated over the next two years for the construction of James Cook University Bus Station and City Place Bus Station as part of the CTN. Funding is also allocated over the following 5–10 years and beyond for future stages.</p> <p>The QIP also recognises the importance of developing a regional cycle network with funding allocated in 5–10 years and beyond.</p> <p>Development of the Connecting Far North Queensland Integrated Regional Transport Plan is underway and will identify transport deficiencies and plan for improvements across the network.</p>	QRS—included in <i>Actions for a Stronger Region</i>
Wrights Creek Bridge upgrade should be completed earlier.	<p>Cairns Regional Council and the local community see the Wrights Creek Bridge upgrade as a far higher priority than the Mulgrave River Bridge southern approach upgrade.</p> <p>Accordingly, Wrights Creek Bridge has been accelerated from years 5–10 to years 1–4; Mulgrave River Bridge southern approach upgrade has been deferred to 5–10 years to offset this change.</p>	<p>BHUS and QIP—change required to reflect change in priorities</p> <p>QRS—included in <i>Actions for a Stronger Region</i></p>

Strategic issue	Assessment	Decision
Road connections between the Tableland and Cairns should be improved.	<ul style="list-style-type: none"> <li>QIP will address this issue by including 'Cairns regional road network improvements'.</li> </ul>	QIP—reflected in 20-year program
QRS does not adequately address the importance of air transport—regional connectivity is more than just roads.	Airports and airstrips are important for access in many rural and remote regional areas and represent a vital part of the transport network.	QRS—included in <i>Actions for a Stronger Region</i>
Coordinated action is required to establish Cairns as a natural service centre for fly-in/fly-out and drive-in/drive-out workers and their families.	Fly-in/fly-out) and drive-in/drive-out featured prominently as issues across regional Queensland with some regions/communities wishing to decrease the numbers of fly-in/fly-out and others wishing to increase the numbers and become a base for the supply of fly-in/fly-out workers.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Skills</b>		
Additional training opportunities are required to develop skills to match a broadened economic base, provide additional skilled workers, and keep young people in the region.	Skills training across regional Queensland has been repeatedly identified as a key issue. This is reflected in statewide actions relating to regional workforce development and higher education centres of excellence.	QRS—included in <i>Actions for a Stronger Region</i>

## STRATEGIC ISSUES—NORTH QUEENSLAND

Strategic issue	Assessment	Decision
<b>Housing</b>		
Housing affordability issues need to be addressed across North Queensland, including Mount Isa to ensure that people can afford housing. Quality and variety in housing stock is needed.	<p>Access to affordable housing was identified as an issue across all regions except for SEQ. It is linked to statewide actions identified in the QRS including fly-in/fly-out/drive-in/drive-out, 'Assisting local government', 'Marketing regional Queensland' "Regional workforce development" and integrated social services and infrastructure delivery.</p> <p>Addressing this issue will entail a partnership approach, involving multiple state government departments, local government, private industry, as well as the Coordinator-General for example regarding the, <i>Major Resource Projects Housing Policy: Core principles to guide social impact assessment</i>.</p>	QRS—included in <i>Actions for a Stronger Region</i>
Land availability in Mount Isa needs to be addressed to unlock land for industrial purposes and ensure suitable land is available for housing and services.	Refer to response. In addition, this is addressed through QRS statewide action 'Queensland industrial land strategy' and supported by 'Marketing regional Queensland', 'Regional investment attraction', coordination point in government and 'Assisting local government'.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Transport</b>		
Improved public transport is required to move people around Townsville and the coastal region, including better access to the northern beaches and inter-regional networks to encourage commuting from centres such as Ayr.	QIP funding is nominally allocated in the 5–10 year period for public transport improvements across the region. To assist determining funding priorities, the North Queensland Integrated Regional Transport Plan (IRTP) is currently being prepared.	QIP—reflected in 20-year program QRS—included in <i>Actions for a Stronger Region</i>
Passenger rail services should be revisited in Townsville. The train station is too far from the CBD and the old station should be used again as a commuter stop.	The IRTP presents an opportunity to consider this in the context of multi-modal network improvements for the region.	QIP—reflected in 20-year program

Strategic issue	Assessment	Decision
<p>Objection to the Burdekin Deviation and possible impact on strategic cropping land. Refers to public consultation process in 1999 where the option was taken off the table.</p>	<p>The BHUS includes the Burdekin Deviation in the 11–20 year period.</p> <p>Previous planning and extensive consultation on the Burdekin Deviation alignment occurred over 10 years ago. With the increase in growth in the region, there is a need to plan and protect a corridor and remove trucks out of town centres to provide greater protection from flooding and improve freight efficiency. The community will be consulted as part of the planning process.</p>	<p>No change to BHUS</p> <p>QRS—included in <i>Actions for a Stronger Region</i>. Deviation is to proceed.</p>
<b>Education and skills</b>		
<p>Regional centres need to attract and retain appropriately skilled workers.</p>	<p>Skills training across regional Queensland has been repeatedly identified as an issue. This is linked to a statewide action as well as assisting to reinforce the liveability of communities.</p>	<p>QRS—included in <i>Actions for a Stronger Region</i></p>
<b>Economic</b>		
<p>Local businesses and industry in Townsville should be supported to grow new opportunities based around existing strengths (such as proximity to Asia and the rollout of the NBN) and to capitalise on new opportunities such as research.</p>	<p>Diversifying regional economies is a strategic issue in multiple regions. Building economic diversity and resilience is a goal under Q2. Building diversified regional economies is also a major goal of DEEDI.</p>	<p>QRS—included in <i>Actions for a Stronger Region</i></p>
<p>Townsville should be supported appropriately to become Queensland's second capital and the capital of the north.</p>	<p>The <i>Townsville Futures Plan</i> (TFP) is seen as a critical tool in building on Townsville's economic success. The QRS and TFP will complement each other in meeting economic and growth challenges while ensuring the liveability of Townsville and its environs.</p>	<p>QRS—new statewide and included in <i>Actions for a Stronger Region</i></p>
<p>A review of taxation personal zone rebates is required to encourage people to live and work in the region. The existing rebates are not reflective of current and future needs.</p>	<p>This is an issue for the Commonwealth Government. The state government has lobbied the Commonwealth Government to implement tax offset reforms.</p>	<p>QRS—no change required</p>

Strategic issue	Assessment	Decision
<b>Administrative</b>		
Need to progress decentralisation of government departments/staff to NQ and reinstate senior managers within the region for local decision making.	Growth Management Queensland, the Department of Public Works and the Department of Justice and Attorney-General as well as other agencies are working in partnership to establish and/or relocate government offices, work units and functions to regional centres.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Liveability</b>		
Liveability and amenity has been diminished by too much growth.	The QRS recognises that it is important to maintain and protect the things people value about living in regional Queensland and aims to balance growth, liveability and economic development to ensure the long-term sustainability of communities across Queensland.	QRS—included in <i>Actions for a Stronger Region</i>
Land for food production needs to be preserved and urban encroachment avoided.	A new statewide action 'Food and agriculture industry growth' will help address this issue.	QRS—new statewide action
<b>Planning</b>		
North Queensland does not have a regional plan.	While North Queensland does not have a formal regional plan in place, the <i>Townsville Futures Plan</i> may help address this issue. This is also addressed through the 'Regional planning' QRS statewide action, which will continue the rollout and review of regional plans across the state, providing an integrated planning framework for each region.	QRS—no change required

## STRATEGIC ISSUES—MACKAY, ISAAC AND WHITSUNDAY

Strategic issue	Assessment	Decision
<p>Impacts that fly-in/fly-out operations are having on Mackay need to be addressed, including social impacts, increased traffic and congestion, housing costs and liveability issues.</p> <p>A related issue is that government services and infrastructure should be allocated based on the population of the region plus the numbers of fly-in/fly-out/drive-in/drive-out workers to get an accurate picture of demand.</p>	<p>Fly-in/fly-out and drive-in/drive-out featured prominently as issues across regional Queensland, with some regions/communities wishing to decrease the numbers of fly-in/fly-out and others wishing to increase the numbers and become a base for the supply of fly-in/fly-out workers.</p> <p>Residents of Mackay region identified that they wished to reduce the numbers of fly-in/fly-out and that this could in part be achieved through the provision of training and the up skilling of the local workforce to meet the needs of the mining and liquefied natural gas (LNG) industries.</p> <p>Addressed through QRS statewide action 'Resource development workforces'.</p>	<p>QRS—responded to through state-wide action</p>
<p>Better land use and transport planning is required for the region.</p>	<p>A draft regional plan has recently been released for public consultation and the final regional plan is currently being finalised.</p> <p>Developing an Integrated Regional Transport Plan will take a whole-of-network approach to current and future freight and passenger demands outlining improvements to public and active transport. It will help plan for coordinated infrastructure responses to economic and social drivers that respond to growth in the region. This will include an enhanced public transport network that provides a range of passenger transport services and initiatives that could include urban buses, taxis, ferries, long-distance travel and community-based transportation.</p>	<p>QRS—existing statewide action and covered under regional action</p> <p>QIP—reflected in 20-year program</p>
<hr/> <p><b>Liveability</b></p> <hr/>		

Strategic issue	Assessment	Decision
<p>Liveability of the region needs to be protected through adequate social infrastructure. The needs of different industries should be balanced against maintaining lifestyle.</p>	<p>The QRS recognises that it is important to maintain and protect the things people value about living in regional Queensland and aims to balance growth, liveability and economic development to ensure the long-term sustainability of communities across Queensland.</p>	<p>QRS—included in <i>Actions for a Stronger Region</i></p>
<b>Education and skills</b>		
<p>Investment is needed in education facilities within the region so that young people do not need to leave the region to seek training.</p>	<p>This issue was raised across all regions and expressed as a critical step in securing long-term sustainability of communities by meeting the competing labour needs of local resource and manufacturing industries, as well as existing agriculture and retail industries.</p>	<p>QIP—reflected in 20-year program QRS—included in <i>Actions for a Stronger Region</i></p>
<b>Water</b>		
<p>Water supply and security is important for the future of the region.</p>	<p>Water security and supply was identified as a priority for regions and regional communities and is important for economic development and prosperity.</p> <p>DERM undertakes extensive work in developing and implementing Regional Water Supply Strategies (RWSS) over much of Queensland. These strategies focus on ensuring secure water supplies for urban, mining, industrial and agricultural sectors over a 50-year timeframe.</p>	<p>QRS—included in <i>Actions for a Stronger Region</i></p>
<b>Transport</b>		
<p>Consider access to the Bruce Highway outside Proserpine (called Hamilton Plains). This often floods in the wet season preventing tourists from reaching Airlie Beach from either Proserpine Airport or buses up and down the coast.</p>	<p>BHUS includes planning and corridor preservation for the Goorganga Plains Upgrade in the 5–10 year period, with higher-level bridges and road approaches across the floodplain.</p> <p>No additional flood immunity works warranted in the 20-year timeframe at this stage. No change to BHUS in this vicinity.</p>	<p>No change to BHUS</p>

Strategic issue	Assessment	Decision
BHUS lacks sufficient dual carriageway sections of road to allow safe overtaking between the south of Proserpine and the north of Bowen.	The BHUS now includes provision for six extra overtaking lanes from south of Proserpine to Bowen; current traffic projections do not warrant highway duplication in this vicinity over the next 20 years.	BHUS change—addressed through amended text
Greater consideration of flood-proofing of Bruce Highway for this area is also required.	A strategic assessment of flood immunity improvements is outlined on page 8 of BHUS. Specific locations in this region are Goorganga Plains and Sandy Gully, both of which are included in the BHUS in years 5 to 10.	BHUS change—addressed through amended text.

## STRATEGIC ISSUES—CENTRAL QUEENSLAND

Strategic issue	Assessment	Decision
<b>Community and social infrastructure</b>		
Community leisure, lifestyle and recreation facilities are required to enhance the region and make it more attractive for people to relocate. This includes provision of social infrastructure for mining communities.	The importance of social and community infrastructure has been recognised within the regional actions for Central Queensland. This will help support sustainability of communities.	QRS—included in <i>Actions for a Stronger Region</i>
Housing in the region needs to be more affordable, including making available more vacant land and easing pressure on rents and availability. This is particularly important for Gladstone and Emerald.	<p>Access to affordable housing was identified as a significant issue across all regions except for SEQ. It is linked to statewide actions identified in the QRS, including FIFO/ DIDO, 'Assisting local government', 'Marketing regional Queensland', regional workforce development and integrated social services and infrastructure delivery.</p> <p>Addressing this issue will entail a partnership approach, involving multiple state government departments, local government, private industry, as well as the Coordinator-General for example regarding the <i>Major Resource Projects Housing Policy: Core principles to guide social impact assessment</i>.</p>	QRS—included in <i>Actions for a Stronger Region</i>
Health, hospital and other social services (such as child care) across the region (Gladstone) must keep pace with the growth associated with the mining boom and take into account fly-in/fly-out statistics, not just resident population, in planning for services.	Access to primary and specialist health services has been a common issue raised in many submissions. Also raised in conjunction with this issue was that government planning for demand take into account impacts at a local level of fly-in/fly-out and drive-in/drive-out workers and their families.	QRS—included in <i>Actions for a Stronger Region</i>

Strategic issue	Assessment	Decision
Most projects (in QIP and QRS) are concentrated near the coast and there is a lack of projects when you move inland.	QIP focuses on catalytic and significant works and does not include all specific projects within a region. QIP focuses on investment to support growth and as such the bulk of projects are focused on these areas which are experiencing growth pressures.	QIP—no change required
QIP includes progressive upgrade of roads across the region.		
<b>Transport</b>		
Better connectivity (via air, road and rail) is required across the region from east to west, linking inland centres and economic zones with coastal ports and towns. This should include better use of rail and upgrades to the Dawson and Capricorn Highways.	<p>There are a number of QIP projects listed in the tables over the 1–10 year period that address this issue, including:</p> <ul style="list-style-type: none"> <li>• Dawson Highway Calliope Range Deviation</li> <li>• Capricorn Highway overtaking lanes</li> <li>• Capricorn Highway Gracemere Industrial Access project</li> <li>• Gladstone Road Access upgrade</li> <li>• Gladstone Port Access Road</li> <li>• Capricorn Highway restoration works</li> <li>• Galilee Basin road access upgrades</li> </ul>	QIP—reflected in 20-year program
The commencement of the Calliope Crossroads upgrade (near Gladstone) should be brought forward and measures put in place to improve safety in the meantime.	<p>Planning for this project is already underway and it has been identified in both BHUS and QIP for delivery in the next four years.</p> <p>In consultation with the police, the speed limit has been reduced from 80km/hr to 60km/hr to improve safety at the intersection.</p>	BHUS—The project is currently funded in the existing Nation Building Program, with tenders for construction to be called in early 2012.
The road network in and out of Rockhampton requires improvement to increase capacity and reduce the duration and extent of flooding.	<p>The BHUS and QIP includes the following projects in 1–10 year period which will improve capacity and flood immunity:</p> <ul style="list-style-type: none"> <li>• Yeppen Lagoon upgrade (years 1–4)</li> <li>• Yeppen Floodplain upgrade (years 5–10)</li> <li>• Rockhampton Bypass planning and land acquisitions (years 5–10)</li> <li>• Rockhampton northern access upgrade – stage 1 (years 5–10)</li> </ul>	QIP—reflected in 20-year program

Strategic issue	Assessment	Decision
The regional transport network should be upgraded by improving road and rail freight movement and inter-regional highways connections.	Refer to above responses. In addition the QIP also proposes upgrades to: <ul style="list-style-type: none"> <li>• Landsborough Highway</li> <li>• Fitzroy developmental Road</li> <li>• Kennedy developmental Road</li> </ul>	QIP—reflected in 20 year program
<b>Economic</b>		
The impact of the ‘two-speed’ economy should be addressed. This trend is causing a shortage of workers for many industries which cannot compete with mining industry demand.	One goal of regionalisation is to encourage the movement of workers from areas of surplus to areas where there are shortages. A Skills and Workforce Development Plan is being prepared to identify priorities for government investment in skills, qualifications or workforce development. Government actions also include the Work for Queensland summit and job expos which will occur across the state.	QRS—responded to through a regional action
Rockhampton needs to diversify its economy and look towards new opportunities and innovations.	Diversifying regional economies is a strategic issue in multiple regions. Building economic diversity and resilience at a state level is a goal under Q2. Building diversified regional economies is a major focus of the work of the Department of Employment, Economic Development and Innovation (DEEDI).	QRS—included in <i>Actions for a Stronger Region</i>
Broadband technology should be used to enhance health services (particularly in inland centres such as Emerald and Longreach) and improve economic opportunities.	Using the digital economy and broadband technology to improve economic opportunities is a goal of DEEDI.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Skills and employment</b>		

Strategic issue	Assessment	Decision
Skills development should be available within Rockhampton and Longreach to retain young people and provide appropriate skills for local industries.	This issue was raised across all regions and expressed as a critical step in securing long-term sustainability of communities by meeting the competing labour needs of local resource and manufacturing industries, as well as existing agriculture and retail industries. This is addressed through the statewide action higher action education providers as centres of excellence.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Utilities</b>		
Water supplies in the region need to be secured for both domestic and industrial use.	Water security and supply is important for economic development and prosperity. The Department of Environment and Resource Management (DERM) undertakes extensive work in developing and implementing Regional Water Supply Strategies (RWSS) over much of Queensland. These strategies focus on ensuring secure water supplies for urban, mining, industrial and agricultural sectors over a 50-year timeframe.	QRS—revised statewide action and addressed through regional action
<b>Planning</b>		
Develop Rockhampton to become a service centre for fly-in/fly-out workers (and their families).	Fly-in/fly-out and drive-in/dive-out featured prominently as issues across regional Queensland, with some regions/communities wishing to decrease the numbers of fly-in/fly-out and others wishing to increase the numbers and become a base for the supply of fly-in/fly-out workers.	QRS—included in <i>Actions for a Stronger Region</i>
There are no regional plans for the Fitzroy Statistical Area.	Statewide action is 'Regional planning'. The intention is to continue the rollout of regional plans across the state.	QRS—no change required
<b>Lifestyle</b>		
The lifestyle of individual towns (e.g. Longreach) should be retained and not compromised by changes brought about by mining expansion.	The QRS recognises that it is important to maintain and protect the things people value about living in regional Queensland and aims to balance growth, liveability and economic development to ensure the long-term sustainability of communities across Queensland.	QRS—included in <i>Actions for a Stronger Region</i>

## STRATEGIC ISSUES—WIDE BAY BURNETT

Strategic issue	Assessment	Decision
<b>Community and social infrastructure</b>		
Health and specialist services need to be more accessible across the region.	Access to primary and specialist health services has been a common issue raised in many submissions, including the provision of aged care.	QRS—included in <i>Actions for a Stronger Region</i>
Need to respond to the needs of a growing and ageing population and the demands this places on health services, housing and social transport.	QIP includes several health-related projects across the region that will help address this issue. Characteristics of regional demographics (and needs) have been captured by <i>Wide Bay Burnett Regional Plan 2011</i> .	QRS—included in <i>Actions for a Stronger Region</i>
<b>Economic</b>		
An investigation should be conducted into the potential of the Bundaberg Port to expand and take advantage of the growth in the resources sector. This should include consideration of rail and road infrastructure to access the port.	This is within the scope of the Gladstone Port Authority as the owners of Bundaberg Port and is ultimately a commercial decision. The way forward on this issue should be clarified by the Queensland ports strategy, which is a statewide action in the QRS. A Queensland ports strategy is being prepared which will consider the opportunities associated with ports across Queensland.	QRS—no change required
The economy of the region should be diversified beyond its heavy reliance on agriculture and to take advantage of proximity to the Surat Basin.	Diversifying regional economies is a strategic issue in multiple regions. Building economic diversity and resilience at a state level is a goal under Q2. Building diversified regional economies is a major focus of the work of DEEDI.	QRS—included in <i>Actions for a Stronger Region</i>
Create a new Wide Bay Burnett service corridor as a gateway, service centre, supply chain and accommodation centre (fly-in/fly-out to support energy and gas corridors over next 20 years).	Recognised as a significant priority for the region and has been included as a specific action in the Wide Bay Burnett <i>Actions for a Stronger Region</i> .	QRS—included in <i>Actions for a Stronger Region</i>
<b>Skills and employment</b>		

Strategic issue	Assessment	Decision
Need to address youth unemployment, which is very high in the region.	Specific actions have been indentified for Wide Bay Burnett which will target youth unemployment and the upskilling of the labour force to support the region become a service and labour gateway for the emerging gas and energy corridor.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Transport</b>		
The transport network in and around the region needs to be improved, including better east–west connections and access around Bundaberg.	<p>The BHUS and QIP identify a number of improvements to the Bruce Highway. The QIP identifies the following relevant projects in the 1–10 year period:</p> <ul style="list-style-type: none"> <li>• urban intersection upgrades (including upgrades in Bundaberg)</li> <li>• freight network upgrades including links to Surat Basin and Gladstone</li> <li>• public transport improvements</li> <li>• regional cycle network</li> <li>• National Disaster Relief and Recovery Arrangements improvements.</li> </ul>	QIP—reflected in 20 year program
The completion of the Cooroy to Curra Bruce Highway should be brought forward.	<p>Cooroy-Curra upgrade—Section B (north of Cooroy) is currently under construction.</p> <p>Cooroy-Curra upgrade—Section A (Cooroy interchange-Sankeys Road) is the key BHUS priority for Queensland.</p> <p>The BHUS has been amended to bring forward Cooroy to Curra Section C to 5–10year period; Walker Street interchange in Maryborough has been deferred to 11–20 years to partially offset these costs.</p> <p>Cooroy to Curra Section D is included in the BHUS in years 11–20.</p>	<p>QRS—included in <i>Actions for a Stronger Region</i></p> <p>QIP—fast-tracking of Section A in year 4, Section C in 5–10 year period and bring forward planning of Section D in 5–10 year period..</p>
<b>Administrative</b>		

Strategic issue	Assessment	Decision
The region would like to partner with the state government regarding decentralisation of government employees into regional Queensland.	Growth Management Queensland, the Department of Public Works and the Department of Justice and Attorney-General as well as other agencies are working in partnership to establish and/or relocate government offices, work units and functions to regional centres	QRS—no change required
<hr/> <b>Social</b>		
Measures are needed to retain young people and encourage families to settle in the region.	By supporting local industry and providing the necessary social and community infrastructure, the QRS will help ensure the economic sustainability of regional communities while protecting the unique characteristics that make regional communities a viable and indeed a preferred option for young families.	QRS—included in <i>Actions for a Stronger Region</i>

---

## STRATEGIC ISSUES—SOUTH EAST QUEENSLAND

<b>Planning</b>		
Services should be provided to support increased density around key activity centers.	A new statewide action 'Creating sustainable communities' has been included—supporting the creation of transit-oriented developments, diverse housing stock and affordable housing options to house the increasingly diverse Queensland community of the future and improve liveability in urban and regional environments	QRS—new statewide action
SEQ residents perceive that they may be at a disadvantage if government investment is redirected away from SEQ to other regions.	It is the intention of the QRS to spread the benefits of growth across all regions. The QRS is a guide to government investment which not only meets the needs of communities, but manages the impact of growth across Queensland.	QRS—no change required
<b>Transport</b>		
An improved transport network is required (bus and rail), including better capacity on rail facilities and increased frequency of services.	The QIP identifies a number of projects that will improve rail capacity and service frequency including: <ul style="list-style-type: none"> <li>• new passenger rolling stock</li> <li>• TransLink sub-regional station upgrades</li> <li>• Cross River Rail</li> <li>• rail capacity upgrades stages 1 and 2</li> </ul>	QIP—reflected in 20-year program.
Strategic road networks should be improved, including bringing forward upgrades of the Bruce Highway between Brisbane and the Sunshine Coast and upgrading the Gateway Motorway, north of the Brisbane River.	The BHUS and QIP identifies a number of projects that will improve strategic road networks, including: <ul style="list-style-type: none"> <li>• Cooroy-Curra Section B (years 1–4) under construction</li> <li>• Pine River to Caloundra Interchange upgrades (years 1–4)</li> <li>• Cooroy-Curra Section A (years 5–10)</li> <li>• Gateway Motorway to Caboolture – Managed Motorway upgrades (years 5–10)</li> <li>• Caboolture to Caloundra—Managed Motorway upgrades and long-term six-laning of the Bruce Highway (years 11–20)</li> </ul>	QIP—change required to reflect fast tracking of Cooroy to Curra Section A in year 4, Section C in 5–10 year period and planning of Section D in 5–10 year period  QIP—reflected in 20-year program  BHUS— Within likely available federal and state funds, major works have been scheduled to meet current and emerging traffic demands; no change to BHUS.

<p>Public and active transport services across the region should be improved for better inter-regional movement.</p>	<p>The QIP includes:</p> <ul style="list-style-type: none"> <li>• Moreton Bay Rail Link, a catalytic project to significantly improve public transport network connections within and across the region. This will then present multi-modal integrated opportunities to improve connections throughout the region.</li> <li>• The narratives refer to the CSEQ2031 IRTP, which identifies key public and active transport improvements for the region.</li> <li>• Sub-regional cycle network for the 1–10 year period</li> <li>• QIP includes CSEQ2031 projects in 11–20 year period.</li> </ul>	<p>QIP—reflected in 20 year program</p>
<p>The Gold Coast requires higher-occupancy and higher-frequency public transport services.</p>	<p>The QIP identifies the following key public transport projects for the Gold Coast region:</p> <ul style="list-style-type: none"> <li>• Gold Coast Rapid Transit stage 1</li> <li>• Coomera to Helensvale track duplication</li> <li>• Kuraby to Loganlea third track</li> <li>• The narratives refer to the CSEQ2031 IRTP, which identifies key public and active transport improvements for the region.</li> <li>• Subregional cycle network for the 1–10 year period</li> <li>• QIP includes CSEQ2031 projects in 11–20 year period.</li> </ul>	<p>QIP—reflected in 20-year program</p>
<p>The Sunshine Coast requires affordable and frequent public transport.</p>	<p>The QIP includes:</p> <ul style="list-style-type: none"> <li>• Caboolture-Beerburrum-Landsborough track duplication</li> <li>• Multi-modal transport corridor</li> <li>• The narratives refer to the CSEQ2031 IRTP, which identifies key public and active transport improvements for the region.</li> <li>• Subregional cycle network for the 1–10 year period</li> <li>• QIP includes CSEQ2031 projects in 11–20 year period</li> </ul>	<p>QIP—reflected in 20 year program</p>

Land use and transport planning should be integrated across areas within the region.	This will be delivered through the <i>SEQ Regional Plan</i> and <i>Connecting South East Queensland 2031</i> (CSEQ2031). All major public transport projects in the QIP have been informed by various planning studies that aim to integrate land use and transport infrastructure projects. QIP includes CSEQ2031 projects in 11–20 year period.	QIP—no change required
<b>Roads</b>		
Exit 54 of the Pacific Highway at Coomera should be upgraded, including the north and south highway exits.	The QIP address this issue with the following two projects: <ul style="list-style-type: none"> <li>• Pacific Motorway Coomera interchange (Foxwell Rd) stages 2 &amp; 3</li> <li>• Pacific Motorway additional Coomera interchange</li> </ul>	QIP—reflected in 20-year program
<b>Economic</b>		
The Gold Coast should be developed as a fly-in/fly-out hub and a centre for regional workforce development.	Fly-in/fly-out and drive-in/drive-out featured prominently as issues across regional Queensland, with some regions/communities wishing to increase the numbers and become a base for the supply of fly-in/fly-out workers.	QRS—existing statewide action amended to support opportunities for regions like the Gold Coast
A more diverse business and industry base is required across the region including Gold Coast and Sunshine Coast.	Diversifying regional economies is a strategic issue in multiple regions. Building economic diversity and resilience at a state level is a goal under Q2. Building diversified regional economies is a major focus of the work of DEEDI.	QRS—statewide actions under ‘Business’ will support economic diversification
<b>Administrative</b>		
SEQ region should be broken down into sub-regional areas (like SEQIPP) to provide better definition and description between sub-regions.	In relation to population numbers these regions are much larger than some of the remote regions in Queensland and have complexities that cannot be generalised to the SEQ region as a whole. However, QIP is a high-level document and it is not practical or appropriate to further divide regions based on internal differences. The region is well represented in the regional plan in relation to the long-term vision.	QIP—no change required

<p>Concerns that significant detail contained in SEQIPP is now 'lost' for SEQ.</p>	<p>As QIP is a statewide plan it is focused at a higher level than previous regionally based infrastructure plans. Much of the concern around the lack of detail in the QIP for consultation related to the lack of inclusion of projects beyond the 4-year forward estimates period. The extension of the program period in the final QIP has helped to alleviate many of the concerns raised about program detail.</p>	<p>QIP—reflected in 20-year program</p>
<p>Regional boundaries SEQ</p> <ul style="list-style-type: none"> <li>• SEQ should be recognised in the final QRS as an economic zone in its own right.</li> <li>• SEQ should be removed from QRS, as strategy is meant to shift people away from SEQ.</li> <li>• Sunshine Coast and Gold Coast should be regarded as separate regions.</li> </ul>	<p>Current regions represent appropriate divisions and no changes are planned at this time. Some sub-regional detail is included in the QIP, particularly in the south east. QRS regional actions plans include specific projects.</p>	<p>QRS and QIP—no change required</p>

## STRATEGIC ISSUES—DARLING DOWNS SOUTH WEST

Strategic issue	Assessment	Decision
<b>Transport</b>		
A second range crossing is required for the Toowoomba Range as a matter of priority and work needs to be progressed on this proposed project.	The Queensland Government has previously submitted the Toowoomba second range crossing project to Infrastructure Australia seeking federal funding support; a further submission was made in November 2011.	Included in QIP QRS—included in <i>Actions for a Stronger Region</i>
Warrego Highway upgrade west of Toowoomba	The need for improvements to the Warrego Highway is well documented and federal government support for this program of work has been requested. The QRS has a state-wide action to develop east–west upgrade strategies.	QIP—includes investment in the Warrego Highway over the 20-year period with immediate work underway jointly funded by the state and federal governments in the 1–4 year period. The programmed work in the QIP beyond this period will require further federal government funding support.
Improved access and increased rail availability will reduce impacts on road networks across the entire region.	The current work on the Surat Basin Rail Corridor and upcoming work on the Melbourne–inland rail project will address this strategic issue.	QIP—addressed by the inclusion of Surat Basin rail and Melbourne–inland rail project.
<b>Economic</b>		
SDRC to be a base for fly-in/fly-out/drive-in drive-out workers and their families.	Fly-in/fly-out and drive-in/drive-out featured prominently as issues across regional Queensland with some regions/communities wishing to increase the numbers and become a base for the supply of fy-in/fly-out workers.	QRS—included in <i>Actions for a Stronger Region</i>
Maintaining a strong agricultural sector.	New statewide action ‘Food and agriculture industry growth’ will help address this issue.	QRS—new statewide action and included in <i>Actions for a Stronger Region</i>
The region’s growth of coal seam gas and coal sectors is making it difficult to manage the cumulative impacts of growth	The Surat Basin Future Directions Statement (SBFDS) addresses some of the issues associated with rapid growth. The cumulative impacts of development will be reviewed by the Coordinator-General’s department and mitigation measures will be implemented and regularly monitored.	No changes required—addressed through statewide action

Strategic issue	Assessment	Decision
Local businesses need to capitalise on the opportunities that the National Broadband Network (NBN) will bring to the region.	The NBN rollout plan is currently being finalised for the region. DEEDI will promote opportunities and possibilities for the introduction of new technologies as a result of the NBN rollout.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Employment and skills</b>		
Economic growth in the region is being constrained by skills and labour shortages. There is an immediate need to : develop skills to match a broadened economic base and attract and retain appropriately skilled and unskilled workers.	Skill training across regional Queensland has been repeatedly identified as an issue. This is linked to a statewide action as well as assisting reinforce the liveability of communities.  A Workforce Development Plan for the Surat Basin has been developed as part of the SBFDS to address these issues.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Water</b>		
Water security and supply (irrigation) for Granite belt as SDRC water catchment is very small to serve current population.	A statewide action ‘Water security’ addresses this.  DERM undertakes extensive work in developing and implementing Regional Water Supply Strategies (RWSS) over much of Queensland. These strategies focus on ensuring secure water supplies for urban, mining, industrial and agricultural sectors over a 50-year timeframe.	No change required— addressed in statewide action
<b>Lifestyle - Community and social infrastructure</b>		
The liveability and uniqueness of regional towns needs to be retained during times of growth.	The QRS recognises that it is important to maintain and protect the things people value about living in regional Queensland and aims to balance growth, liveability and economic development to ensure the long-term sustainability of communities across Queensland.	QRS—included in <i>Actions for a Stronger Region</i>

Strategic issue	Assessment	Decision
Community and social infrastructure services, hospital, police, ambulance and child care needs to keep pace with growth in the region. Fly-in/fly-out statistics, not just resident population, need to be considered for planning for services.	Access to community services and primary and specialist health services has been a common issue raised in many submissions.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Housing</b>		
The availability of houses and general housing affordability issues need to be addressed across the Surat Basin. Recent rapid growth has increased rental prices, with availability of stock reducing significantly.	Access to affordable housing was identified as a significant issue across all regions except for SEQ. It is linked to statewide actions identified in the QRS 'Resource development workforce', 'Assisting local government', 'Marketing regional Queensland', 'Regional workforce development' and integrated social services and infrastructure delivery. Addressing this issue will entail a partnership approach involving multiple state government departments, local government, private industry, as well as the Coordinator-General for example regarding the <i>Major Resource Projects Housing Policy: Core principles to guide social impact assessment</i> .	QRS—included in <i>Actions for a Stronger Region</i>
<b>Planning</b>		
Toowoomba, Southern Downs, Western Downs and Goondiwindi are not currently part of a regional planning area.	Statewide action 'Regional planning'. The intention is to continue the rollout of regional plans across the state.	QRS—included in <i>Actions for a Stronger Region</i>
<b>Administrative</b>		
Relocate government staff/positions to DDSW region.	This is addressed under statewide action 'Location of government employees'.	QRS—no change required

## STATEWIDE ISSUES

Strategic issue	Assessment	Decision
<b>Planning</b>		
Prime agriculture land needs to be protected and Queensland needs to look beyond mining.	New statewide action 'Food and agriculture industry growth' will help address this issue. This is also being addressed through a government policy on strategic cropping land.	QRS—new statewide action
All identified regions should have statutory regional plans developed.	Statewide action is 'Regional planning'. The intention is to continue the rollout of regional plans across the state.	QRS—included in <i>Actions for a Stronger Region</i>
The connection between the QRS, the QIP and the BHUS needs to be clearer as does the connection to other government plans and planning frameworks.	The simultaneous release of multiple draft documents may have contributed to a lack of understanding in the intent of each document and in how they connect to each other.	QRS—addressed through amended text
<b>Economics</b>		
Assess the impact of fly-in/fly-out on local economies, infrastructure and services.	Project proponents are required to assess and mitigate the impact of their workforce as part of the social impact assessment under the Environmental Impact Statement (EIS) process. An action related to fly-in/fly-out issues is already in the QRS.	QRS—no change required
<b>Community and social infrastructure</b>		
Planning for community services in regions needs to take into account the cumulative effects of increased temporary or long-term populations.	A social impact assessment is conducted by project proponents as part of the EIS process in Queensland. This includes assessing the potential demographic changes to the community, as well as identifying and managing potential impacts or opportunities. An action related to fly-in/fly-out issues is already in the QRS.	QRS—no change required QRS—included in <i>Actions for a Stronger Region</i>

Strategic issue	Assessment	Decision
<b>Transport</b>		
Overall, the BHUS received widespread support, although people wanted to see all of the proposed works in the BHUS done earlier.	<p>Forum participants accepted there were limits to funding everything earlier. Key changes made to the final BHUS include:</p> <p>Far North Queensland:</p> <ul style="list-style-type: none"> <li>• Project 57—Wrights Creek Bridge Upgrade to be moved from years 5–10 to years 1–4, subject to federal minister’s approval.</li> <li>• Project 54—Mulgrave River Bridge Southern Approach Upgrade to be moved from years 1–4 to years 5–10, subject to federal minister’s approval.</li> </ul> <p>Wide Bay Burnett:</p> <ul style="list-style-type: none"> <li>• Project 8— Cooroy to Curra Section C moved from years 11–20 to years 5–10</li> <li>• Project 11—Walker Street Interchange moved from years 5–10 to years 11–20 years</li> </ul> <p>Gympie—Cairns</p> <ul style="list-style-type: none"> <li>• An extra 50 overtaking lanes identified in the document (fully funded).</li> </ul>	BHUS—addressed through amended text
BHUS lacks sufficient dual carriageway sections of road to allow safe overtaking.	<p>The BHUS comprises 340km of highway duplication over a 20-year timeframe.</p> <p>An extra 50 overtaking lanes between Gympie and Cairns have now been included in the BHUS in the year 1–4 period to provide increased safer overtaking opportunities.</p>	BHUS—addressed through amended text
The requirement for increased travel time reliability, improved safety, overtaking opportunities and road condition.	<p>The overall BHUS addresses these issues within limits of available funding via the various projects listed.</p> <p>Note also that an extra 50 overtaking lanes between Gympie and Cairns have now been included in the BHUS in the 1 to 4 year period in response to this issue.</p>	BHUS—addressed through amended text.

## GENERAL ISSUES – QRS

Strategic issue	Assessment	Decision
Missing from the QRS is how regions will attract private sector investment and reduce dependence on a single resource sector.	This will be addressed through an array of regional and statewide actions. Creating more robust and sustainable communities will be the result of a number of diverse and in some instances regionally specific action.	QRS—included in <i>Actions for a Stronger Region</i>
QRS needs to ensure the protection of regional communities.	This issue was rated as important by the majority of submissions. This is related to preservation of land for agriculture, housing affordability, workforce supply and liveability. The text of the QRS reinforces that the ultimate focus of the QRS is about people and their communities.	QRS—included in <i>Actions for a Stronger Region</i>
QRS does not link to or mention the regional Natural Resource Management plans.	This issue is related to statewide action ‘Common regional boundaries’. Any changes to regional boundaries should be as a result of a whole-of-government decision which would balance the long-term needs of key stakeholders including all levels of government, industry and Queenslanders.	QRS—no change required
The actions in the QRS are too broad, and it is not clear what actions actually represent new commitments rather than existing objectives. Need performance measures and timelines.	Stakeholders are seeking real and measurable strategies and outcomes within designated timeframes, what is going to be done in their region or community, why is it happening, what will be the impact and when will it be delivered.	QRS—included in <i>Actions for a Stronger Region</i>
Agriculture is not given a high enough priority or recognition, particularly how government is going to support job and skills development and growth within the industry.	A new statewide action ‘Food and agriculture industry growth’ will help address this issue.	QRS—new statewide action
QRS has few references to protecting environment and responding to climate exchange.	Include new statewide action for environmental sustainability to minimise and offset impacts areas of ecological and biological significance.	QRS—new statewide action

Strategic issue	Assessment	Decision
The importance of local government and its contribution needs to be recognised.	A common theme to emerge from local government submissions was the role and importance of local government, both in the planning and delivery of essential services and in the creation and attainment of a long-term vision for their communities. Related to this was the request for the state to engage in open dialogue with local government so that the unique aspects of their respective communities can be fully considered. A final aspect of this issue was ensuring that the QRS and QIP documents adequately represent all local governments and that demographic and economic data is both current and truly representative.	QRS—included in <i>Actions for a Stronger Region</i>
Include local government as a partner in developing regional employment creation plans.	Local government is a key partner in ensuring success of the implementation of QRS. Importance of the local government role and the necessary partnership with state could have been represented better in draft QRS.	QRS—included in <i>Actions for a Stronger Region</i>
Draft QRS does not demonstrate capability to affect settlement patterns.	Purpose of draft QRS and the consultation process was to test ideas, get new ideas and continue conversations. The QRS now articulates an array of achievable actions to help manage Queensland's growth into the future.	QRS—no change required

## GENERAL ISSUES – QIP

Strategic issue	Assessment	Decision
<p><b>Theme: Alignment of QIP with other plans</b></p> <p>Concern that the alignment between QIP and key strategic planning activities such as Regional Development Australia Roadmaps, the <i>Townsville Futures Plan</i>, community plans and regional plans is not strong enough or unclear.</p>	<p>There is a need to better articulate the alignment between the different levels of strategic planning activities undertaken.</p>	<p>QIP—addressed through amended text</p>
<p><b>Theme: Growth pressures</b></p> <p>Concern the QIP does not adequately address future challenges such as food production, climate change, peak oil and water security.</p>	<p>QIP is an infrastructure plan. While the broader issues raised are considered they are addressed in more detail by complementary policy initiatives such as:</p> <ul style="list-style-type: none"> <li>• ClimateQ: Towards a greener Queensland</li> <li>• Climate Change: Adaptation for Queensland Issues Paper</li> <li>• water resource planning and regional water supply strategies</li> <li>• Queensland Food Policy</li> <li>• regional plans</li> </ul>	<p>QIP—addressed through amended text</p>
<p><b>Theme: Level of investment</b></p> <p>QIP contains insufficient investment for smaller communities, particularly inland communities.</p>	<p>Statistically, it is difficult to show that remote communities are 'growing' which is the premise for infrastructure investment for QIP—'infrastructure relating to growth'. QIP is focused on growth-related infrastructure.</p>	<p>QIP—no change required</p>

Strategic issue	Assessment	Decision
<p>Rural and remote communities are struggling to get teachers as a result of lack of affordable or available housing for educators—this should be a priority for future planning. This particularly needs to be addressed in DDSW, CQ, MIW and FNQ.</p>	<p>The issues of housing affordability, particularly in resources communities is being addressed by a number of initiatives including declaration of Urban Development Areas in regional areas and Major Projects Housing Policy.</p> <p>QIP identifies new employee housing projects across the state including accommodation for health and police workers.</p>	<p>QIP—no change required</p>
<b>Theme: Indigenous Infrastructure</b>		
<p>There is insufficient investment in infrastructure for Indigenous communities—particularly infrastructure to support sustainable employment and provide basic services.</p>	<p>QIP contains significant investment in infrastructure to support remote Indigenous communities including the statewide Remote Indigenous Housing Program and services for Indigenous communities (integrated social infrastructure).</p>	<p>QIP—no change required</p>
<b>Theme: Environment</b>		
<p>Concern that there is insufficient protection of agricultural land in QIP.</p>	<p>A new statewide action 'Food and agriculture industry growth' will help address this issue.</p>	<p>QIP—no change required</p>
<p>Insufficient focus on projects to enhance the resilience of Queensland against natural hazards such as flooding.</p>	<p>While recognising that the number one short-term infrastructure priority for Queensland is recovery from the 2010–11 natural disasters, the QIP is focused on the long-term infrastructure needs which are related primarily to managing growth.</p> <p>The BHUS and many other infrastructure projects in the QIP will improve flood immunity over time.</p>	<p>QIP—addressed through amended text</p>

Strategic issue	Assessment	Decision
<p>Insufficient focus on green infrastructure and clean energy in QIP.</p>	<p>It is acknowledged that green infrastructure significantly contributes to the 'liveability' of regions, particularly those under growth pressures. Clean energy projects are currently incorporated in QIP and will continue to be represented where there is a project to represent.</p> <p>The potential for consideration of the infrastructure services provided by the environment in future editions of QIP.</p>	<p>QIP—no change required</p>
<p>Concerns over the impact on the environment of infrastructure investments.</p>	<p>QIP establishes infrastructure planning directions which clearly state the importance of managing the impact of climate change and achieving sustainability through infrastructure.</p> <p>The planning directions of QIP have been expanded with increased focus on sustainability and environmental impacts of infrastructure. It is considered that this component of QIP could be built upon in future editions.</p>	<p>QIP—addressed through amended text</p>

Strategic issue	Assessment	Decision
<b>Theme: Engagement</b>		
Limited ability for local governments and communities to influence government infrastructure investment priorities.	Given the impact of natural disasters on local government resourcing, a deliberate decision was made to exclude local government information from the QIP for consultation. This has been rectified in QIP.	QIP—addressed through amended text and 20-year program which will also include local government infrastructure investment priorities
<b>Theme: Infrastructure principles</b>		
Support for the infrastructure principles provided in QIP—requests for further detail on these principals and linkages to the projects delivered.	Noted. Infrastructure directions have been expanded upon in the final QIP.	QIP—addressed through amended text
Decision making and prioritisation of investment is too greatly influenced by the political sphere. Creation of an independent advisory body for QIP to provide advice in relation to priority, sequencing etc supported by a framework and evidence for decision making.	Noted. These issues have been removed from the QIP.	QIP—addressed through amended text
What is the best model to fund and deliver social infrastructure in resource communities.	Substantial work is underway to identify methodologies to service the social infrastructure needs of resource communities. These include: <ul style="list-style-type: none"> <li>• Major Projects Housing Policy</li> <li>• Resource Town Housing Affordability Strategy</li> <li>• New requirements for Social Impact Assessments of major projects.</li> </ul>	QIP—addressed through amended text
<b>Theme: Relating to the QIP publication</b>		
Four-year investment program is not sufficient to present industry, community and government with a pipeline of investment. Requires more detail.	Agreed. Goal is to present a 10-year program supported by a 20-year plan in the narrative.	QIP—reflected in 20 year program

Strategic issue	Assessment	Decision
Better/more acknowledgement of local government contribution to infrastructure in Queensland.	Noted. Agreed that the QIP for consultation does not reflect local government to a substantial degree. Given the impact of natural disasters on local government resourcing, a deliberate decision was made to exclude local government information from the QIP for consultation. This has been rectified in the final QIP.	QIP—addressed through amended text: 20-year program will also include local government infrastructure investment priorities
The 5 to 10 year projects in BHUS should be reflected in QIP.	The draft QIP included only 1 to 4 year projects. The final QIP includes additional timeframes.	QIP—reflected in 20-year program

# Appendix 1 Way to Grow forum summaries

## *South East Queensland region*

### *Brisbane meeting summary*

The Brisbane Way to Grow forum was held on 15 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- the need for improved public transport
- retention of greenspace and better natural asset planning
- provision of social infrastructure.

Some of the main points raised in the workshops included:

- Public transport
  - strengthen communities in Queensland with more connected public transport
  - build the Cross River Rail to improve public transport in Brisbane
  - deliver a fatality free transport system by improving the public transport system and upgrading the road infrastructure.
- Density
  - identify and apply the right level of density through engagement with the community
  - undertake planning to preserve corridors, farmland, social infrastructure, green zones, parkland and areas of cultural and natural heritage. Achieve this by setting aside natural resource areas in urban areas and implement a plan for their long-term use.
- Levels of government
  - build on state and local government synergies—integrate local government and state government interests
  - build partnerships across federal, state and local levels of government in areas such as integrated transport, particularly the public and active networks.
- Connect planning to responsive and agile industry-base (people and community).
- Invest in social capital and community infrastructure—build a stronger sense of community.
- Make Queensland more desirable through diversity. Invest in cultural and urban experiences so we attract a high-quality workforce who have housing and employment options.

### ***Sunshine Coast meeting summary***

The Sunshine Coast Way to Grow forum was held on 16 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- diversify the economy to introduce agribusiness, cultural and knowledge precincts
- improve public transport and make it more accessible and affordable.

Some of the main points raised in the workshops included:

- Diversify the economy through broadband and e-commerce which will help to maintain the Sunshine Coast lifestyle.
- Move beyond the boom/bust industries to more knowledge and creative based industries. Build regional knowledge and cultural precincts, as well as education and business hubs to attract new industries and build the lifestyle— especially in agribusiness, research and development, health, information technology (IT) and creative industries.
- Public transport is critical and needs to be effective and affordable. Investigate the possibility of light rail up the Bruce Highway and around the coast, and shuttle buses that are free or \$1 per trip for locals and tourists.
- Need infrastructure funding for the Sunshine Coast (for the airport, an entertainment centre and public transport) to support diversification of the economy.
- Need employment opportunities for entry-level and highly skilled workers.
- Investigate attracting major events to the coast (e.g. golf and cycling).

### ***Gold Coast meeting summary***

The Gold Coast Way to Grow forum was held on 8 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- importance of prioritising infrastructure projects on the Gold Coast so they move from concept to construction
- the need for a balance of projects across the Gold Coast region
- the need to manage growth in urban and coastal areas, while encouraging growth in regional areas.

Some of the main points raised in the workshops included:

- Renewable energy opportunities—provide incentives to businesses and households to find alternative sources, and incorporate these into regional planning and design.
- More connected communities—through integrated planning, improved public transport and facilitation of community involvement.
- Liveability—protecting the Gold Coast lifestyle.
- Education— providing a connection to industry.
- Development of local high-value technology such as telecommunications and medical services. Upskill employment generation on the Gold Coast.
- Re-prioritise funding from roads to public transport. Improve land use to provide public transport integration.
- Secure employment in the face of a volatile economy.

## ***Moreton Bay meeting summary***

The Moreton Bay Way to Grow forum was held on 22 August.

The following key issues were raised by stakeholders and community members who attended the forum:

- build a regional identity
- create a place where people can live, work, play and raise a family; by creating jobs in the region, people can work near where they live—this will build sense of community and ease congestion
- address transport issues between Moreton Bay and Brisbane.

Some of the main points raised in the workshops included:

- Implement integrated, interconnected and intermediate statewide planning.
- Address and learn from current town planning needs—plan for the future by learning, scheduling and anticipating demand.
- Shape new identity and branding for the Moreton Bay region through new, smart industries and cultural, leisure, education and tourism opportunities.
- Create transport hubs across the region, including new forms of emerging/micro-transport and multi-modal facilities (i.e. bus, train, bike) to help prevent congestion between Moreton Bay and Brisbane.
- Education and employment generation in the Moreton Bay region i.e. university/learning centre.
- Preserve a sustainable environment through linkages to residential, economic and urban growth to ensure biodiversity is maintained or improved.

## ***Darling Downs South West region***

### ***Toowoomba meeting summary***

The Darling Downs South West Way to Grow forum was held in Toowoomba on 9 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- the need for a second range crossing
- the importance of balancing investment between Brisbane and the regions
- the need to invest royalties from resource projects within the region
- the need for infrastructure in Western Downs Regional Council area
- implementation of strategies to attract employees who live locally, rather than fly-in/fly-out or drive-in/drive-out workers
- upgrading the Warrego Highway.

Some of the main points raised in the workshops included:

- Investing in regionalisation—decentralising high-earning employment into the regions e.g. Darling Downs South West not Ipswich.
- Identify key infrastructure projects such as Gladstone/rail corridors, Port of Brisbane, Warrego Highway.
- Range crossing—we want Queensland Government's 100 per cent support to progress and to start the work now.
- State government business incentives—regional planning of industry, business, employment and environment. Ensure we have sustainable communities after the mining boom.

- Improve liveability by improving community infrastructure in health and education, as well as improving transport links and investment in social fabrics.
- Improved communication for day-to-day activities, and importantly in emergency situations.

## **Wide Bay Burnett region**

### ***Bundaberg meeting summary***

The Bundaberg Way to Grow forum was held on 16 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- the need for connectivity and linkages in and across the region, particularly in relation to the Bruce Highway
- the importance of retaining the region's character and lifestyle, while also growing a region that is vibrant, active, and sustainable.

Some of the main points raised in the workshops included:

- Promoting liveability including the diversity of the region.
- Developing new regional partnerships for the delivery of services e.g. transport and education.
- Creating a vibrant, active, sustainable region full of opportunities.
- Developing a regional investment fund to build on existing infrastructure, industry and skills and to attract new investments and people using the Western Australian Royalties for Regions as the funding model.
- Important for all levels of government to work together as a region to plan for, and achieve, a unified vision for the Wide Bay Burnett region.
- Achieving connectivity by road, air and via communication.
- Improving linkages to the rest of the state but also within the region.
- Taking a long-term view to infrastructure development projects (roads/rail/ports/air) so they are linked to the long-term economic opportunities.
- Attracting and developing a more balanced age structure for the workforce that will help develop and capture regional economic opportunities.

### ***Gladstone meeting summary***

The Gladstone Way to Grow forum was held on 17 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- identifying and delivering infrastructure requirements for the region
- housing affordability and availability
- upskilling the region to meet the demands of new industry
- ensuring health services match population requirements.

Some of the main points raised in the workshops included:

- Housing—ensure the provision of affordable housing.
- Health—important to be self-sufficient rather than needing to travel outside the region for health services.
- Improved roads and transport (public and active) to support community needs.

- The need for infrastructure, health, roads, housing and education services to meet growth now. Gladstone will not survive in five years time without increased services.
- The Calliope Crossroads upgrade—staged project needs to start immediately.
- Better support for small businesses, especially recruitment, retention and training.

## ***Mackay, Isaac, Whitsunday region***

### ***Mackay meeting summary***

The Way to Grow Mackay, Isaac and Whitsunday forum was held in Mackay on 22 July 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- affordability and liveability
- mining royalty spending
- minimise future growth in Mackay.

Some of the main points raised in the workshops included:

- Affordability and liveability—council rates are quite high, the mining industry has made everything too expensive and those not in the industry are struggling to keep up financially.
- Consider lessons of rapid growth to prepare a strategy for anticipating infrastructure and services demand for future growth, particularly in Mackay region.
- Reinvest mining royalties in the region to build sustainable and liveable communities including resource communities and surrounding major regional centres that support them.
- Invest in building local skills, knowledge and education to provide locals with the opportunity to meet employment and labour demands before importing labour.
- Capture and export innovations developed in the region's mining and sugar industries.

## ***Central Queensland region***

### ***Rockhampton meeting summary***

The Rockhampton Way to Grow forum was held on 18 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- improving transport, road, rail and infrastructure linkages
- enhancing liveability—health, education and recreation opportunities
- diversifying the region's economic base.

Some of the main points raised in the workshops included:

- Transport—in the short to medium-term roads are acceptable, however thought needs to be given to alternatives such as rail for freight and passengers for longer-term transport options.

- Diversify the region's economic base—improve image, lifestyle, industry, education, clean energy to secure our future. Ensure there is no reliance on one industry (i.e. not being seen solely as the beef cattle capital).
- Improving health, education and recreation services for improved liveability.
- Infrastructure, in particular improved highway systems. There is a requirement for better access to, and utilisation of, rail to reduce the impacts on the road networks.
- Improving regional transport (air, road and rail) networks to regional towns to improve accessibility and liveability (i.e. ability to easily access services on the coast).
- Attracting people to regional areas to ensure the viability of the town's economy (small business, child care, etc), and ensure lifestyle affordability.

### ***Longreach meeting summary***

The Longreach Way to Grow forum was held on 9 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- developing the inland highways into alternatives to the Bruce Highway and/or having a good-quality highway link to the Bruce Highway from the west
- improving medical and general health services and making it more accessible for rural communities to make living in rural areas more attractive
- not losing track of what is different and special about rural Queensland during economic and population growth.

Some of the main points raised in the workshops included:

- Sustainable growth—maintain promotion of regional lifestyle.
- Review the delivery of health services—stabilisation of communities by having doctors in small and remote communities.
- Resoluation of National Broadband Network issues including e-health and e-education.
- Renewable energy produced and used in the region to become self-sustainable.
- Decentralisation to all parts of Queensland.

## ***North Queensland region***

### ***Emerald meeting summary***

The Emerald Way to Grow forum was held on 22 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- improve regional connectivity with the implementation of transportation and communication infrastructure
- develop inland areas and improve the region's liveability to retain existing community members as well as attracting new people to the area.

Some of the main points raised in the workshops included:

- Better connectivity—including roads (both east-west corridor and within the region), transport, communication and information technology.
- Better education across all levels and all fields, especially in the medical area, as well as additional school infrastructure.

- Liveability—we need to manage the social issues that attract and retain residents such as housing (including affordable housing that enables growth), access to health, child care, aged care, youth activities, sporting and community facilities and programs.
- Increase state government services and deliver these services by consulting with the local community.
- There should be more of a focus on developing inland areas, moving away from the coastal areas.

### ***Mount Isa meeting summary***

The Mount Isa Way to Grow forum was held on 30 August 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- maintaining liveability
- zone rebate and incentive scheme to encourage people to live and work in the region
- more affordable housing.

Some of the main points raised in the workshops included:

- Making it a liveable, self-sufficient region through affordable housing, better infrastructure that allows movement between and within the region, addresses social amenity issues (e.g. crime, safety, youth boredom, public drunkenness) and provides services for families.
- The importance of government support for local and regional infrastructure. This could be achieved by the decentralisation of government departments.
- Improving local education and training to upskill local workers.
- Taxation reviews so that incentives are created for people to live and work in the region. Personal zone rebates.

### ***Townsville meeting summary***

The Townsville Way to Grow forum was held on 25 July 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- growth impacts
- environmental concerns
- airport planning
- retaining unique regional identity and lifestyle
- ensuring support for skills creation consistent with job requirements
- public transportation.

Some of the main points raised in the workshops included:

- Model the region's growth so we know the realistic final size of Townsville. Ensure our existing and planned infrastructure and services are able to sustain this growth.
- Remain engaged with the community.
- Transport
  - urban and regional—both freight and people
  - lifestyle connectivity

- busways and possible light rail between Townsville and the Northern Beaches, and surrounding towns such as Ingham and Charters Towers
- need to be connected by a good transport system
- consider a ferry service for the river
- plan appropriate public transport to service growth.
- Employment—need jobs to sustain population. Townsville needs to have jobs.
- Townsville needs to be a stand-alone city with its own personality and identity.
- Full water cycle management.
- Decentralising the region by growing capacity in regional centres sustainably e.g. Ayr, Home Hill and the Burdekin.
- Capitalise on diversity by building on the strengths of our identity.
- Implement a 50-year planning horizon with consultation and communication with the community.

## ***Far North Queensland region***

### ***Cairns meeting summary***

The Way to Grow Far North Queensland forum was held in Cairns on 26 July 2011.

The following key issues were raised by stakeholders and community members who attended the forum:

- general aviation issues associated with Cairns Airport
- regional sustainability
- diversifying the regional economy.

Some of the main points raised in the workshops included:

- Sustainability—actions/projects include renewable energy, tropical expertise, water management planning, future capacity for all new infrastructure.
- Climate adaptability—proactive in dealing with, as well as becoming leaders, of natural disaster planning, disaster community recovery, sea level rising in Torres Strait (climate change and adaptation).
- Self reliance in food, energy, culture and infrastructure to maintain a skilled workforce.
- Improved transport links and infrastructure in the region.
- Regionalise procurement:
  - businesses benefit from government business
  - reduce food miles
- One-stop shop for small business
- Transport:
  - road
  - rail
- Communications
  - National Broadband Network
  - better engagement/red tape reduction to facilitate business.
- Attract the Navy. Ensure the Commonwealth Government sees Cairns and Far North Queensland as a first-choice destination to increase naval defence capacity.

# Appendix 2 Feedback form



## Feedback form

- > Queensland Regionalisation Strategy
- > Queensland Infrastructure Plan
- > Bruce Highway Upgrade Strategy

Please take the time to give us your views about the consultation documents. Your feedback will help us finalise the plans.

If you do not wish to comment on all three documents, please leave the relevant sections blank.

QUEENSLAND REGIONALISATION STRATEGY (QRS)						
	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Don't know /need more information
It is important to encourage population and economic growth outside of South East Queensland. (✓)						
What are the top three things we could do to make your region a better place?	1.					
	2.					
	3.					
In growing Queensland regions what is the one thing that should be preserved in your region?						
Do you have any further comments in relation to the Queensland Regionalisation Strategy?						



### QUEENSLAND INFRASTRUCTURE PLAN (QIP)

	Infrastructure	Priority
<p>What infrastructure do you see as a priority for your region?</p> <p>Please number 1 to 9 (with 1 being the highest priority)</p>	Education and training (e.g. schools, training centres)	
	Public transport (e.g. rail, busways)	
	Roads (e.g. upgrades, bridges)	
	Community services (e.g. arts)	
	Social services (e.g. parks, recreation)	
	Health (e.g. hospitals, clinics)	
	Utilities (e.g. water, electricity)	
	Community safety (e.g. police, ambulance)	
	Industrial (e.g. ports, industrial precincts)	
	Other:	
<p>What existing infrastructure, service or projects have most benefited your region?</p>		
<p>What do you see as the most important future infrastructure projects for your region?</p>		
<p>How do you think infrastructure can be better used in your region?</p>		
<p>Do you have any further comments in relation to the Queensland Infrastructure Plan?</p>		



## BRUCE HIGHWAY UPGRADE STRATEGY

Performance		Priority
What are the top priorities for improved Bruce Highway performance? (Rank from 1-4, where 1 is the highest priority and 4 is the lowest priority).	<b>Efficiency</b> – improve highway capacity to manage traffic volumes	
	<b>Improving safety</b> – reduce serious and fatal accidents	
	<b>Reliability</b> – consistency in travel time between centres	
	<b>Flood immunity</b> – reduce number and duration of closures due to flooding	
What do you think is the most critical highway project/s that your region needs?		
How often do you travel on the Bruce Highway? (✓)	Daily	
	2-3 times a week	
	Weekly	
	Rarely	
	Never	
	Other	
What type of works do you consider to be the top four priorities (where 1 is the highest priority)?	<b>Works</b>	<b>Priority</b>
	Improve existing highway condition (e.g. pot holes, condition of road surface)	
	Widening existing highway	
	More overtaking opportunities	
	More rest stops	
	More median strips to separate different directions of traffic	
	Bypass of built up areas	
	Higher level bridges and road approaches for improved flood immunity	
	Improve existing intersections	
	Vegetation management on roadsides	
Improve line marking and signage		
Are there other Bruce Highway upgrade needs that have not been captured?		



Thank you very much for your feedback. To assist in analysing the responses we get from this survey, please complete the following questions about yourself.

**Submitter type: (✓)**

- Resident Postcode: \_\_\_\_\_
- Community group
- Local government
- Business
- Industry
- Other

**Region: (✓)**

- Far North Queensland
- North Queensland
- Central Queensland
- Mackay, Isaac and Whitsunday
- Wide Bay Burnett
- Darling Downs Southwest
- South East Queensland

City/town of residence: \_\_\_\_\_

**Personal Details (optional):**

Name: \_\_\_\_\_

Postal Address: \_\_\_\_\_

Email Address: \_\_\_\_\_

**Privacy Statement:**

Any information collected as part of this project will be used solely for the purposes of developing state planning strategies. This information will be accessible only to Department of Local Government and Planning and Department of Transport and Main Roads project team members and consultants undertaking project activities on their behalf. This information will not be disclosed to any third party without your consent unless required by law.

**waytogrow**

Department of Local Government  
and Planning  
tel 1800 093 903 free-call  
email waytogrow@qld.gov.au  
www.qld.gov.au

## Appendix 3 Postcard



 Growth Management Queensland

Dear Premier,

I live in \_\_\_\_\_ and my postcode is \_\_\_\_\_

These are my three ideas to strengthen my region:

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

Yours sincerely, \_\_\_\_\_



Attention:  
Way to Grow team

Growth Management  
Queensland

Po Box 15009

City East QLD 4002

Visit [www.qld.gov.au](http://www.qld.gov.au) to find out more about the Queensland Regionalisation Strategy, Queensland Infrastructure Plan and Bruce Highway Upgrade Strategy.



**Department of  
Local Government and Planning**  
PO Box 15009 City East Qld 4002 Australia  
**tel** +61 7 3227 8548  
info@dlgp.qld.gov.au  
**www.dlgp.qld.gov.au**