



SCENIC RIM REGIONAL COUNCIL 10 POINT PLAN FOR 2020 STATE GENERAL ELECTION

The Scenic Rim Regional Council local government area encompasses 4,243km² of spectacular landscapes and is home to strong industry sectors including agriculture, construction and tourism.

According to the Queensland Government's projections, the Scenic Rim's population is set to rise from 44,754 in 2021 to 67,290 in 2041, with Beaudesert East and Mundoolun on the north-eastern fringe considered suitable for future urban growth. The main town centres of Beaudesert, Boonah and Tamborine Mountain/Canungra make up more than 75 percent of the region's population.

Council continues to pursue and support new industries to help diversify, grow and improve the resilience of our regional economy. These efforts are underpinned by our *Scenic Rim Regional Prosperity Strategy 2020-2025*, which aims to create valuable jobs for local people and ensure the ongoing vibrancy of our communities. As part of our strategy we seek to partner with existing and new business entrants to bring innovative ventures and expansion to the region.

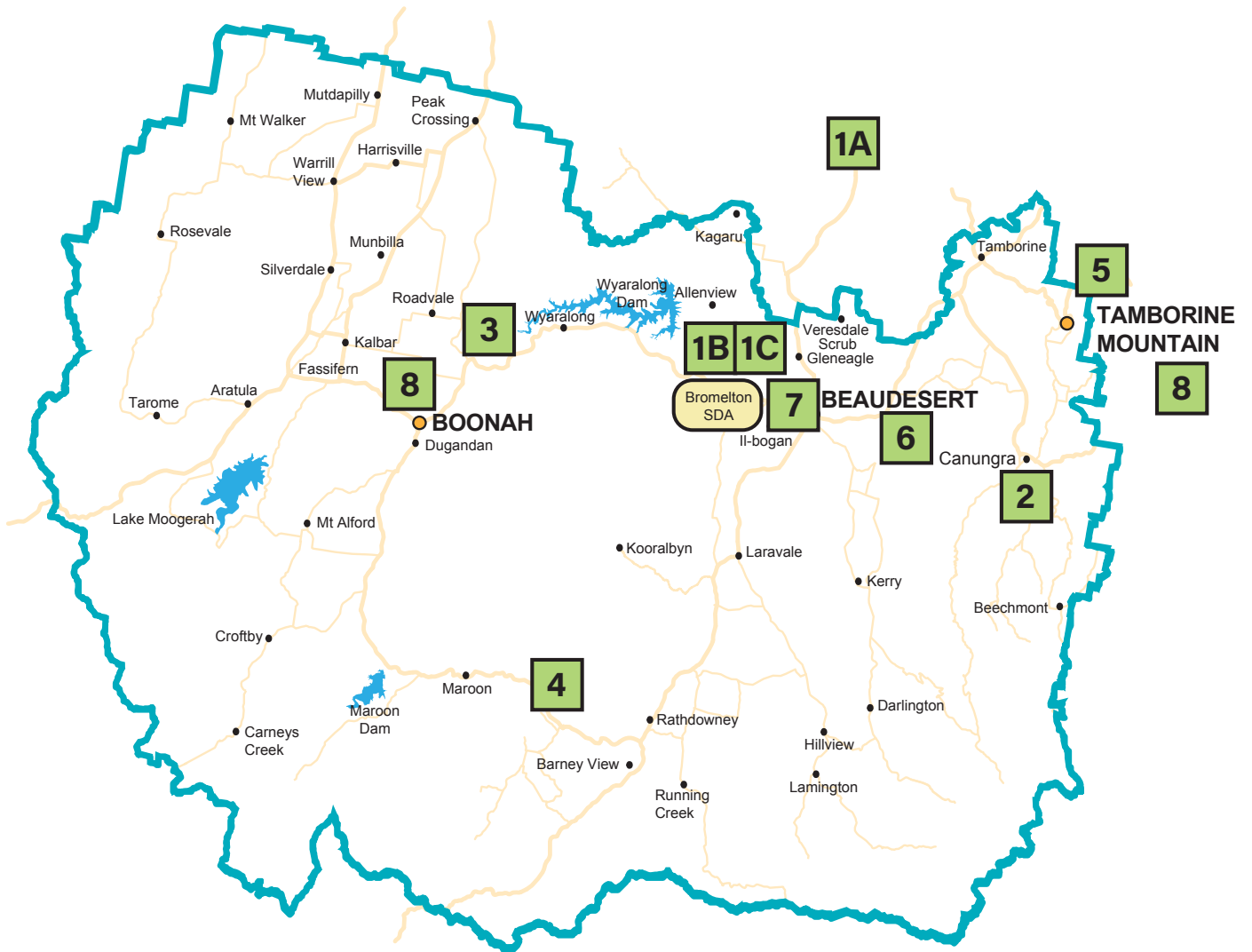
Local Government raises 3% of taxes, yet manages 38% of all public infrastructure and 75% of all roads.

For the Scenic Rim to continue to play a sustainable part in the Queensland economy and for our residents to have fair access to an equitable quality of lifestyle, securing ongoing support and commitment from the Queensland Government is imperative. This support should recognise the critical need for an integrated South East Queensland to operate seamlessly and efficiently. In particular this 10 Point Plan focuses on transport connectivity, reasonable access for community amenity, and ongoing financial sustainability for service and infrastructure support.

SCENIC RIM LOCAL GOVERNMENT AREA		
	COUNCIL-OWNED ASSETS*	STATE-OWNED ASSETS
Sealed roads	961km	562km
Unsealed roads	793km	15km
Major culverts	494	87
Concrete floodways	328	Data not available
Concrete bridges	63	35
Timber bridges	69	18
Stormwater pipes	78km	Data not available

*as at 30 June 2020





LEGEND	
1A	Mount Lindesay Highway/Bromelton connections: Browns Plains to Woodhill
1B	Mount Lindesay Highway/Bromelton connections: Woodhill/Bromelton/Josephville Heavy Vehicle bypass design
1C	Mount Lindesay Highway/Bromelton connections: Woodhill/Bromelton/Josephville Heavy Vehicle bypass construction
2	Canungra Town Bypass
3	Coulson Crossing of the Teviot Brook
4	Upgrade/restore Boonah Rathdowney Road
5	Cook Road Bypass (Tamborine Mountain)
6	Beaudesert - Nerang Road - Rogers Flat Section
7	Passenger rail connection to Beaudesert
8	Public transport (bus) services east and west - two-year development programs
9	Review of State Financial Assistance Grants distribution
10	Review of tied and untied grants programs

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10 POINT PLAN FOR 2020 STATE GENERAL ELECTION



TRANSPORT AND LOGISTICS CONNECTIVITY

Covering 4,243km², the Scenic Rim is made up of many towns and villages dispersed across the region. This means every economic activity relies on safe effective road-based transport connectivity for industry logistics, commuter travel and our visitor economy.

Council is committed to the ongoing systematic upgrade of its own road and bridge infrastructure, however the pressing need for Queensland Government investment in critical State-controlled transport infrastructure to serve a modern economy has now become paramount.

In 2018, an analysis of average travel times between Beaudesert and Browns Plains showed major freight and logistics operators experienced greater than 25% time delays on every load.

Additional sets of traffic lights have since been added to this corridor, and more are planned in the future, which will further increase travel time and cost millions of dollars in lost efficiencies to these businesses each year.

1. MOUNT LINDESAY HIGHWAY/BROMELTON CONNECTIONS	
1A. BROWNS PLAINS TO WOODHILL	
CURRENT ISSUE:	The current highway is inefficient for the growing freight task.
DESIRED OUTCOME:	Full grade separated dual carriageway south from Browns Plains to Woodhill by 2027.
ESTIMATED COST:	\$1.2 billion
Why it's important:	
<ul style="list-style-type: none"> Efficient logistics movements are a fundamental foundation for a thriving economy. The Mount Lindesay Highway, south from Browns Plains, was recently included in Infrastructure Australia's National Infrastructure Priority List, recognising the critical role this corridor is already playing, and needs to continue to play, in the national and Queensland economies. This inclusion is welcome, however belated. The most recent 'safety upgrades' on the corridor have resulted in additional signalised intersections and reduced speed zones, which indicate a concerning movement to integrate this corridor to serve a 'local traffic' focus. While they benefit local traffic, it is inefficient for loaded heavy vehicles to stop and start. The stated goals of the Bromelton State Development Area, which relies heavily on an efficient logistics network for it to grow, contradict the current situation. 	
1B. WOODHILL/BROMELTON/JOSEPHVILLE HEAVY VEHICLE BYPASS DESIGN	
CURRENT ISSUE:	Currently traffic travelling on the Mount Lindesay Highway has to slow down through towns of Woodhill, Veresdale, Gleneagle, and then Beaudesert to access the Bromelton State Development Area, making it inefficient for the freight task.
DESIRED OUTCOME:	Design and secure corridor for Woodhill/Bromelton/Josephville Heavy Vehicle bypass by 2024.
ESTIMATED COST:	\$15 million
Why it's important:	
<ul style="list-style-type: none"> The Bromelton State Development Area has been identified and supported by the Queensland Government as a strategic location to house a range of industries to facilitate the ongoing growth of the greater Brisbane basin. The planned Australian Rail Track Corporation Inland Rail Project implementation will see increasing opportunity and expectation placed on this precinct. Without a suitable connection for heavy vehicles to a future high-performing Mount Lindesay Highway, the optimal activation of this precinct is at risk. This connection has previously been identified, however no detail has been developed to progress this to reality. 	
1C. WOODHILL/BROMELTON/JOSEPHVILLE HEAVY VEHICLE BYPASS CONSTRUCTION	
CURRENT ISSUE:	Currently traffic travelling on the Mount Lindesay Highway has to slow down through towns of Woodhill, Veresdale, Gleneagle, and then Beaudesert to access the Bromelton State Development Area, making it inefficient for the freight task.
DESIRED OUTCOME:	Construction of Woodhill/Bromelton/Josephville Heavy Vehicle bypass in 2 stages. Stage 1: Woodhill to Bromelton delivered by 2027 Stage 2: Bromelton to Josephville by 2032
ESTIMATED COST:	Stage 1: \$185 million Stage 2: \$185 million
Why it's important:	
<ul style="list-style-type: none"> The Bromelton State Development Area is a strategic State Development Area. Construction of this bypass is compatible with the growth of this precinct, efficiency of logistics and liveability of Beaudesert, which is expected to increase in population over the long-term. 	

2. CANUNGRA TOWN BYPASS

CURRENT ISSUE:	Increased heavy vehicle traffic in the Canungra township poses significant safety risks for pedestrians and motorists.
DESIRED OUTCOME:	Stage 1: Business case, design and preservation of corridor by 2024 Stage 2: Construction of bypass by 2032
ESTIMATED COST:	Stage 1: \$8 million Stage 2: \$80 million

Why it's important:

- The rapid growth in neighbouring Gold Coast, and the ongoing invigoration of the Bromelton State Development Area means this east-west corridor is coming under extreme load for freight, and is also inefficient for long-haul trucking movements.
- The growth in heavy vehicle movements through the town centre is incompatible with safe amenity for locals and visitors alike.
- The expansion of Canungra's residential footprint, along with the absence of meaningful public transport means this east-west corridor is coming under extreme load for commuters.

3. COULSON CROSSING OF THE TEVIOT BROOK

CURRENT ISSUE:	The crossing floods regularly during wet weather and heavy rain cuts off this key road corridor in the region.
DESIRED OUTCOME:	Upgrade of this crossing to achieve an acceptable duration of outage due to flooding (likely one in 50 year event), by 2024.
ESTIMATED COST:	\$15 million

Why it's important:

- The crossing is a strategic east-west connector between the Cunningham and Mount Lindesay Highways for industry logistics, the region's growing visitor economy, and is a significant connection for Beaudesert and Boonah's local economies for retail service and employment related travel.
- The Bromelton State Development Area and major logistics hub adjacent to Beaudesert is essential for economic growth and certainty for investment, so ensuring reliability through this corridor (across the significantly changeable seasonal cycles evidenced over recent years) is critical.

4. UPGRADE/RESTORE BOONAH RATHDOWNEY ROAD

CURRENT ISSUE:	The current surface of this road is sub-standard and poses significant safety risks for all users.
DESIRED OUTCOME:	Stage 1: Upgrade of underperforming sections of Boonah - Rathdowney Road to an acceptable standard (indicatively 8 metre seal width) by 2024. Stage 2: Increase of maintenance allocation to ensure service level across full corridor is maintained.
ESTIMATED COST:	Stage 1: \$25 million Stage 2: increase 50% on current investment with annual condition review.

Why it's important:

- This State-controlled road is a vital connector for agriculture, tourism, and community service access within our region.
- The 2019 bushfire events emphasised the critical role this corridor needs to serve for community safety under emergency conditions with heavy vehicles and equipment needing to rapidly deploy.
- Sections of this road, particularly between Maroon and Rathdowney are in need of significant upgrade to meet a suitable standard for the level of road use, vehicle mix and community reliance on this corridor.
- The overall state of paving along this corridor has not been maintained to a reliable standard for some time, transferring the risk to all road users for vehicle damage and road incidents.
- Restoring a reasonable service level to pavement maintenance will support safe use, and will also contribute to better overall service life for this arterial.

5. COOK ROAD BYPASS (TAMBORINE MOUNTAIN)

CURRENT ISSUE:	Heavy vehicle traffic through the busy Gallery Walk precinct on Tamborine Mountain poses significant safety risks to pedestrians and motorists.
DESIRED OUTCOME:	Construction of the connection road between Macdonnell Road and Eagle Heights Road via Cook Road by 2024.
ESTIMATED COST:	\$18 million

Why it's important:

- Currently the State-controlled road runs from Macdonnell Road to connect with Eagle Heights Road via the 'Gallery Walk' precinct on Tamborine Mountain.
- This precinct is a heavily trafficked corridor with a mix of visitor/commercial traffic, local resident movements, and significant interface with pedestrian traffic.
- With the ever increasing popularity of all tourism/visitor locations across the Scenic Rim, including this iconic precinct, this road section has been stretched well beyond its original design capacity over recent years.
- A bypass of this street section away from the high pedestrian trafficked area would allow safe movement of commercial, visitor and residential through traffic.
- If the bypass was in place, redevelopment of the Gallery Walk section as a pedestrian friendly precinct will enable strong economic and social returns.

6. BEAUDESERT - NERANG ROAD - ROGERS FLAT SECTION

CURRENT ISSUE:	Regularly floods during rainfall events.
DESIRED OUTCOME:	Upgrade of this crossing to reduce frequency of outages due to flooding (likely one in 50 year event), by 2024.
ESTIMATED COST:	\$3 million

Why it's important:

- This road plays a vital east-west connection across the Scenic Rim, however experiences regular flooding, during even relatively small rainfall events, which has major implications for Scenic Rim communities and commuters, and significant economic impacts for commercial sectors.

SUPPORT FOR REASONABLE ACCESS FOR COMMUNITY AMENITY

Council acknowledges and respects the shared challenge at all levels of government for reviewing and improving the cost effectiveness of service delivery. At a State level, this has led to a long-term consolidation of services to higher population density centres. The nett effect of this has seen Scenic Rim communities miss out on the parallel investment in public transport that should fairly support reasonable and close access and amenity to services. This means additional costs and risks have shifted to Scenic Rim community members, both in the form of increased direct personal travel costs, loss of access for those unable to self-transport and missed educational, health and social amenity.

The majority of Scenic Rim communities have no effective public transport access. This means for many residents there are limited options to participate in employment, education and social opportunities, while also facing significant limitations for accessing health and medical services.

7. PASSENGER RAIL CONNECTION TO BEAUDESERT	
CURRENT ISSUE:	There is no direct public transport to Brisbane
DESIRED OUTCOME:	Finalisation of business case, design and preservation of a confirmed corridor by 2026.
ESTIMATED COST:	\$35 million

Why it's important:

- The long mooted passenger rail connection from Salisbury to Beaudesert via Greater Flagstone is recognised as a key enabler to support employment opportunities and commuter movements through this corridor.
- With the Bromelton State Development Area recognised as a strategic economic and employment generation precinct, and the strong population growth current and anticipated through this corridor, the development of a clear plan and preservation of a suitable corridor are essential steps to enable this rail connection to be achieved.
- A passenger rail service will need to be able to meet modern service expectation with an optimal corridor to allow effective speeds for timely commuting.
- While the Australian Government has committed \$10 million towards progressing the business case as part of the Inland Rail Bi-lateral Agreement with the Queensland Government, and the corridor has been identified in various Queensland Government planning publications including the South East Queensland Regional Plan 2017 - ShapingSEQ, the timely investment to finalise and secure a suitable corridor, minimises the high risk that such a corridor could be permanently impaired by intervening developments .
- With the additional access capacity enabled by the Cross River Rail investments, development of this rail corridor will provide additional return on that investment via the activation of this corridor for services.

8. PUBLIC TRANSPORT (BUS) SERVICES EAST AND WEST – TWO-YEAR DEVELOPMENT PROGRAMS	
CURRENT ISSUE:	Limited public transport in growing region
DESIRED OUTCOME:	<p>Outcome 1: State sponsored implementation of an agreed schedule of public bus services via a suitable provider to service the Tamborine Mountain Precinct for both local connections and inter-regional access to connect with the Helensvale Transport Interconnection Hub for an initial two-year development program.</p> <p>Outcome 2: State sponsored implementation of an agreed schedule of public bus services via a suitable provider to service the Boonah Community via Kalbar for both local connections and inter-regional access to connect with the Ipswich Transport Interconnection Hub for an initial two-year development program.</p>
ESTIMATED COST:	\$ 400,000

Why it's important:

- Due to topography the Scenic Rim has three main hubs - Beaudesert, Boonah and Tamborine Mountain - that need efficient connectivity for commuter, business, health and educational outcomes.
- Only Beaudesert currently has a basic level of public transport to connect north to the Queensland Rail/Translink networks.
- Boonah and Tamborine Mountain residents (and their surrounding communities) face extreme challenges to effectively participate in, and gain access to, the resources they are meant to rely on. All of these are based outside of the Scenic Rim, typically in the Gold Coast, Logan, Brisbane or Ipswich.
- Without the availability of reliable public transport connections, youth are disenfranchised from participating in tertiary education, personal and professional development options, and employment opportunities. In addition, they miss out on the opportunities to extend their social engagement with other areas within South East Queensland.
- While similar impacts are evident for all age groups to varying degrees, those in senior age groups in the Scenic Rim are perhaps most at risk. Census data shows Tamborine Mountain and Boonah communities are strongly represented in these senior age groups.
- Research affirms it is highly desirable for seniors to be supported to maintain independent living circumstances. Without fair access to public transport services their ability to do so is often greatly curtailed.
- Seniors are often most reliant on access to a wide range of health related services outside of their local community, and are most at risk by not being able to maintain independent travel capabilities. .
- A minimum two-year trial period of public transport services, which involved a community steering group to develop schedules, review performance and uptake could then be properly assessed to inform further opportunities.
- This connectivity of services will allow Scenic Rim communities to fairly participate as citizens of South East Queensland.

As a local government area that is in close proximity to major urbanised centres such as Brisbane, Logan, Gold Coast and Ipswich, there is increasing expectation for our community to meet the service level expectations of urban rather than rural precincts. This is further exacerbated by the nature of our communities being small population centres scattered across the region with high legacy infrastructure burdens per capita and limited opportunities for consolidation.

Like many regional councils, Scenic Rim Regional Council relies heavily on raising its revenue via rates and charges to service both recurring and capital expenses. The effect of this is further compounded by the limited commercial and industrial sectors within that structure and, further, the limitations on alternate revenue raising through other commercial service activities, such as parking centres and commercial properties, which are readily available to more urbanised centres.

Through the South East Queensland Regional Plan 2017 - ShapingSEQ, the State of Queensland has also placed significant expectations on the Scenic Rim to limit a number of growth opportunities that would otherwise allow further diversification of revenue, while at the same time articulating expectations to preserve critical environmental and rural assets for the good of the greater region.

While Council is committed to fulfilling its obligations to ensure its infrastructure and asset base is relevant and sustainable for the future, balancing this with maintaining financial sustainability and affordability for ratepayers is a constant challenge. Council greatly appreciates the availability of tied grant programs to support (mostly) capital improvements or developments, however the uncertainty of these arrangements leads to inefficiency in capital planning and difficulty in strategic program sequencing for such works.

9. REVIEW OF STATE FINANCIAL ASSISTANCE GRANTS DISTRIBUTION

CURRENT ISSUE:	Scenic Rim Regional Council is at the lower end of general purpose grants and lower end of identified road grants.
DESIRED OUTCOME:	Review of State Financial Assistance Grants distribution formula to better recognise the widening gap between major growth centres and regional councils capacity to support infrastructure and service delivery expectations.

Why it's important:

- The basis for the current formula has been in place since 2011 with minor changes to the calculation since then.
- It is timely to review the suitability of the current process to ensure viability of smaller Councils across the State.
- In 2020-21, Scenic Rim Regional Council received the second lowest allocation of all Category 3 councils.
- The current program is heavily weighted to population statistics without due consideration to essential cost factors such as distribution per square kilometre of population requiring service amenities related infrastructure duplication to sustain distributed communities (eg, library duplication, swimming pool duplication, road length per capita)
- The Financial Assistance Grants funding is the only recurring untied funding available for application to operational and service delivery programs (general revenue context).

10. REVIEW OF TIED AND UNTIED GRANTS PROGRAMS

CURRENT ISSUE:	Scenic Rim Regional Council has been excluded from consistent access to some programs. The way programs are managed causes difficulty for good planning for Council's budget cycles, efficient long-term planning for community and infrastructure needs.
DESIRED OUTCOME:	Certainty and stability of tied and untied grant programs, including ongoing participation in funding programs specifically aimed at local job creation/support through delivery outside of council resources.

Why it's important:

- Grants programs are essential to deliver community infrastructure, improve amenity and safety, and support growth in regional employment.
- Providing certainty around the overall quantum, access requirements and guidelines in a sequence and timing to complement Council (and State) budget cycles would allow for best efficiency and strategic value capture on behalf of Scenic Rim communities and fellow Queenslanders.
- In addition, outside of the COVID-19 Works for Queensland funding, Scenic Rim Regional Council has not been eligible for Works for Queensland funding because it is located in South East Queensland, however 11 of the 14 Category 3 Councils across Queensland are eligible to access this additional funding.

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