

Question on Notice

No. 1

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to Page 121 of BP3, can the Deputy Premier provide an update on the station upgrade program and explain how it will benefit commuters in SEQ?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government is committed to improving access to train stations for all customers, including those with disabilities, parents with prams, the elderly and anyone with mobility issues.

In 2015, the \$212 million to deliver the Station Accessibility Upgrade Program was announced to deliver accessible stations and 3,500 construction jobs for Queenslanders. This is not the only funding source available for improving stations across the Queensland Rail network.

The core purpose of the Station Accessibility Upgrade Program is to provide independently accessible stations, in accordance with the requirements of the Disability Discrimination Act 1992 but it has broader benefits.

From a broader public transport perspective, upgrading stations will improve transport options for people with accessibility requirements and help ensure all customers can travel on our network safely and easily.

Each station upgrade can include new footbridges and lifts, raised platforms in core boarding zones for step-free train access, accessible parking and toilets, extended waiting shelters and accessibility features, such as hearing aid loops, tactile layouts and lower ticket counters. These upgrades also include security improvements such as new lighting and CCTV.

This program is well and truly underway, with Nambour and Dinmore station upgrades completed earlier this year in April and July 2017 respectively.

Construction at Graceville, Alderley and Newmarket stations will be finished by the end of this year, weather and construction conditions permitting.

Detailed design work for Strathpine, Morayfield and Boondall stations are underway with early works commencing in late 2017 at Strathpine and Morayfield, and in early 2018 at Boondall.

The Auchenflower station feasibility study was completed this year and geotechnical investigations and survey work are underway to identify the best option for upgrade works.

Design works are also underway for the upgrade of Dakabin station, and early works will start on the heritage restoration of Shorncliffe station in July 2017.

The former government planned to close down stations for upgrade works for months at a time, inconveniencing thousands of commuters and leaving them without a train station to get to and from work, study and family commitments.

The Palaszczuk Government stepped in and ensured Queensland Rail directed significant effort towards developing safe construction methodologies that would minimise impact to customers. This can include the installation of temporary platforms and staged construction.

As a result of this innovative approach, all stations have remained operational during upgrades to allow commuters to continue to use their local station during construction works.

Question on Notice

No. 2

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to Page 121 of BP3 can the Deputy Premier provide an update on the Helensvale to Coomera rail duplication and why it is critical to a successful Commonwealth Games?

ANSWER:

I thank the Committee for the question.

The 2018 Commonwealth Games is a once-in-a-generation event that will focus the world's attention on Queensland, and in particular the Gold Coast.

Queensland Rail is working closely with the Department of Transport and Main Roads to ensure an integrated and coordinated transport solution for the thousands of athletes, officials, staff, volunteers and spectators who will attend this world-class event.

In December 2015, the Palaszczuk Government announced the \$163 million duplication of the rail line between Coomera and Helensvale to significantly improve train service capacity and reliability on the Gold Coast line, both for the Commonwealth Games and beyond. The duplication is critical to ensuring more frequent train services can be introduced during the Games to meet the anticipated passenger demand.

Construction of the rail formation and eight duplicated rail bridges (ranging from 15 metres to 860 metres long) is now complete. Current works include laying ballast and track, overhead line equipment and signalling systems.

The project is on schedule for completion in late 2017, weather and construction conditions permitting.

Question on Notice

No. 3

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

QUESTION:

I refer to page 9 of the SDS, and ask the Deputy Premier what the \$10M allocated over two years for strategic environmental assessment and land supply monitoring in SEQ will deliver?

ANSWER:

While the South East corner is currently home to 3.4 million residents, it is forecast to reach 5.3 million by the year 2041, growing by an estimated 76,000 people per year for the next 25 years. South East Queensland (SEQ) is also projected to accommodate 950,000 new jobs by 2041.

To ensure we sustainably manage this growth and protect the region's unique identity and lifestyle for current and future generations, the Palaszczuk Government released the new draft regional plan for SEQ – *ShapingSEQ* – on 20 October 2016 for public consultation.

ShapingSEQ takes a more visionary approach to managing growth in the region by providing a 50-year vision. This new horizon builds on the legacy of award-winning growth management initiatives delivered by previous Labor Governments.

We are also delivering on the policy of *ShapingSEQ* by providing \$10 million in funding over two financial years to advance two key actions, being a strategic environmental assessment and land supply monitoring in SEQ.

Within SEQ, the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) approval and offset requirements have been identified by the development industry as frustrating the delivery of new urban areas, adding costs and delays to urban development.

At the same time, industry and environmental groups are telling us that the current approvals and offsets regime is not delivering the effective biodiversity outcomes for the region, and that things could be done better.

To address these concerns, the Palaszczuk Government has committed \$5 million to undertake a strategic assessment under the EPBC Act for SEQ.

I was lucky enough to travel to Melbourne in 2015 with the Property Council of Australia to see first-hand their regional planning process in action – including their use of strategic assessments.

This trip highlighted for me how effective a strategic assessment is in providing a holistic, regional scale response to the assessment, management and protection of significant environmental areas and species.

For the first time a strategic assessment for SEQ will provide for upfront and streamlined assessment to avoid later delays when housing developments progress under the EPBC Act. Approved strategic assessments can be valid for up to 40 or 50 years. These timeframes provide increased certainty for both the community and development industry on where urban development can and, just as importantly, can't proceed.

A strategic assessment process for SEQ is an exciting prospect and undoubtedly a "win-win" for the region as it has potential to reduce development costs and improve housing affordability while also better protecting our environment.

We will continue to work closely with the Commonwealth in the early stages of planning to ensure all relevant environmental issues are considered from the start.

Secondly, we have committed \$5 million over two years to a SEQ Growth Monitoring Program to monitor land supply and development issues, in consultation with local government and industry experts and make sure that we are managing housing supply so it does not place upward pressuring on housing affordability in SEQ.

This housing affordability measure is necessary for effective decision-making and land supply and development, and is being reinstated after it was carelessly cut by the former LNP Government.

It is clear that housing affordability and improved environmental protection are at the centre of the Palaszczuk Government's \$10 million boost to support the implementation of *ShapingSEQ*.

Question on Notice

No. 4

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to Page 16 of the SDS, can the Deputy Premier please advise the total savings for SEQ commuters since the introduction of Fairer Fares and the take up of new concessions for job and asylum seekers?

ANSWER:

I thank the Committee for the question.

The Palaszczuk Government's Fairer Fares package was rolled out on 19 December 2016.

For the 2016–17 financial year, it is estimated that just over 77 million trips across the SEQ public transport network were eligible for savings from the Fairer Fares package, saving public transport users an estimated \$33 million.

Since the new concessions for job and asylum seekers were introduced, it is estimated that more than 3060 job seekers and 351 asylum seekers have been approved for concession fares during 2016–17, saving an average of \$1.25 for each trip taken. It is estimated that in the 2016–17 financial year these groups will save over \$115,000 and conduct over 92,000 trips.

Question on Notice

No. 5

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to page 12 of BP3, and ask the Deputy Premier if she can provide an update on the New Generation Rollingstock project?

ANSWER:

I thank the Committee for the question.

There are 15 New Generation Rollingstock (NGR) trains in Queensland. The first NGR trains are due to enter passenger service on the network in 2017.

The Department of Transport and Main Roads (TMR), Queensland Rail and Qtectic are working around the clock to ensure that the NGR trains enter passenger service as soon as possible, without compromising safety.

Testing of the NGR trains in Queensland continues with five currently undergoing on-track testing on the rail network. On-track testing is the final testing stage before the trains are commissioned and able to safely carry passengers. The safety of customers, train crew and infrastructure is the first priority for the Queensland Government.

Queensland Rail is supporting the NGR train testing and commissioning program by providing train test crews and access to the rail network.

The delivery of further NGR trains from India has been placed on hold.

To date, no payments have been made by the State to the supplier for any NGR trains. Payment will only be made by the State upon the acceptance of each train.

Question on Notice

No. 6

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to page 13 of the SDS and ask the Deputy Premier if she can provide an update on progress in implementing the recommendations of the Train Crewing Practices Commission of Inquiry?

ANSWER:

I thank the Committee for the question.

On 8 March 2017, the Palaszczuk Government released *Fixing the trains*. This is an action plan which incorporates the 36 recommendations contained in the *Queensland Rail Train Crewing Practices Commission of inquiry* (Strachan Inquiry) and outlines our strategy for transforming the delivery of rail in Queensland. The plan calls for Queensland Rail, the Department of Transport and Main Roads, and the Citytrain Response Unit to work together to stabilise, recover and transform rail in Queensland.

In the first 100 days, we have made good progress against the *Fixing the trains* action plan, including the 36 Strachan Inquiry recommendations.

Progress has included accelerating recruitment practices and commencing the overhaul of driver and guard training. For example:

- of the 200 driver positions to be filled, Queensland Rail has already selected 107 trainee drivers
- since October, 77 guards and 28 drivers have completed their training and are working on the rail network

In addition, there has been the delivery of a new state of the art train simulator, the appointment of an additional 50 driver mentors since October, and an increase in class sizes for trainee drivers.

There has also been significant progress in improving the customer experience such as:

- commencing Commuter Catch-Ups to listen and engage with our customers
- supporting the creation of our Customer Ambassador program with the rollout of technology allowing station staff to access real-time operational updates on platforms
- boosting resources for real-time updates at Central station, as well as providing extra customer service leaders in peak periods
- updating signage at stations for planned network disruptions to be simpler and more useful for customers
- boosting our social media resources and presence to provide online help for our customers seven days a week
- updating the MyTransLink app to provide an improved user experience

- shortly commencing nearly \$6m in upgrades to facilities at ten stations
- nearing completion on accessibility upgrades at Newmarket, Alderley, Dinmore and Graceville, as part of a \$212 million program to provide access for all at stations.

In addition, in stabilising operations, Queensland Rail has:

- assessed the sustainability of the current timetable and confirmed that it will remain in place
- improved demand and supply forecasting to better predict stress in the timetable and improved train crew management tools to better manage resourcing, particularly in times of stress.

We acknowledge there will be a number of periods over the next year when isolated changes to the timetable may be required to ensure the availability of train crew and reliability of services. However, with the ability to forecast and manage these periods of stress on the network, customers will receive notice of changes so that they can better plan their journey.

Question on Notice

No. 7

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) –

QUESTION:

An Innovation and Improvement Fund is referenced on page 9 of BP5, which is described as grants to local governments that will ‘lift the bar’ for outcomes delivered for the community through the new planning system. Can the Deputy Premier please give details of this fund and how it is being used?

ANSWER:

The new planning legislation, which commenced on 3 July 2017, has provided an opportunity for the state to enable planning innovation and improvements across the state.

As part of the \$5.47 million local government Innovation and Improvement Fund, \$4.5 million of grant funding is being made available to councils to enable new and improved ways of delivering planning and engage with the community and industry. This was established to provide the opportunity for all councils to look at how they can innovate and improve their planning systems and practices.

While local governments are the recipients of the funding when their application is successful, the improvement and innovation proposals have been required to demonstrate how they will contribute to better planning in Queensland and the local community.

I opened round one of the Innovation and Improvement Fund in March this year, and applications were received for proposals involving more than 40 councils.

Since round one closed on 26 May 2017, the applications received have been reviewed with the assistance of an advisory group comprising representatives from the Local Government Association of Queensland, the South East Queensland Council of Mayors and the Planning Institute of Australia.

Given that \$320,000 has been spent since July 2015 to establish and launch the fund, a total of \$5.15 million remains.

I recently approved 33 round one applications benefiting 40 councils, totalling \$2.55 million of funding, to be acquitted during 2017-18.

There will be a further funding round later this year, and a third round in 2018 depending on the level of interest and funds expended in each round.

Extensive support has also been provided in 2016-17 to ‘lift the bar’ on outcomes for the new planning system, including transitioning local schemes over to the new system.

Development assessment system transition support and improvement was facilitated by the state’s release to councils of a business readiness tool that assisted councils to review their business operations and identify transition needs, including support from the state.

This work informed direct funding to councils in 2016-17 of \$1.44 million across the 36 councils that presently maintain and use vendor-supported IT systems for their development assessment processes. For the councils without these IT systems, a development application 'tracker' program has been produced with state funding and made available to those councils at no cost. The state has also provided the ability for proponents to prepare their applications electronically at no cost to councils.

A further \$399,000 has been expended by the state in assisting councils with scheme transition. This includes providing a tool to help councils to review their planning schemes and identify changes desirable under the new planning framework.

The scheme transition tool helped councils to determine the extent of the necessary changes and the need for support to make these changes including, as necessary, from the state. To further support councils, the state established and funded a panel of providers which were available to councils, at their choosing, to review their local planning schemes and suggest amendments to align their schemes with the new system. The panel of providers was also available to councils to peer review the work done in-house by councils for transition.

Councils were further supported in their transition efforts by ensuring there were departmental officers dedicated to delivering scheme transition tools, advice and assistance, including across each region in the state.

Councils have been further supported through a range of tools and training opportunities to aid transition and to identify opportunities to improve their systems and practices in the context of the new framework. This included an online portal to put questions to subject matter experts in the Department of Infrastructure, Local Government and Planning, an extensive suite of fact sheet material, guidance and videos, online learning modules, access to dedicated officers in each region, and education and training through several series of workshops conducted across the state over the last couple of years. A community consultation toolkit has also been prepared to help councils engage more closely with their communities on planning and development matters.

Question on Notice

No. 8

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

QUESTION:

Referring to page 7 of Budget Paper No. 3, which indicates that the government has increased the Works for Queensland program by \$200 million over the next two years. Can the Deputy Premier outline the success of this program and how the additional funding will support jobs in the Cairns region and in Barron River specifically?

ANSWER:

The Palaszczuk Government's initial \$200 million Works for Queensland program was established during 2016-17 to undertake job-creating maintenance and minor infrastructure projects. The Works for Queensland program has been an outstanding success and, at this year's budget, was expanded by a further \$200 million over the next two financial years, giving a total value of \$400 million. The program has been specifically targeted to the 65 local governments outside South East Queensland.

The initial Works for Queensland program spend saw more than 700 council projects approved, which councils advise will support almost 6,000 jobs across rural and regional Queensland.

Eligible councils in the Cairns region and Barron River electorate include Cairns Regional Council, Cassowary Coast Regional Council, Douglas Shire Council, Mareeba Shire Council and Yarrabah Aboriginal Shire Council.

The councils in these areas have estimated over 160 jobs would be created or supported through the delivery of 23 unique projects, growing the local economy, improving local infrastructure and providing the community with job opportunities. Councils have reported 140 jobs have already been supported to date.

Some of the funded projects in the Cairns region and Barron River areas include:

- The Yorkey's Knob Esplanade project, which, at completion, will provide an improvement of the Varley Street entrance, a new toilet block, turf and landscaping, parking, play facilities, tree decking, picnic facilities and vehicle barriers. At a cost of \$2 million, Cairns Regional Council has estimated the project will support over eight jobs.
- Replacement of an existing sewerage pump station in Innisfail. The project will improve capacity of essential sewerage infrastructure with funding of \$1.1 million, which Cassowary Coast Regional Council reports will create or support eight jobs.
- In the Barron River region, the Mona Mona Road Bridge renewal project will secure residential and forestry access. Renewal of the bridge involves timber girder replacement/restoration, new timber deck, kerbs and asphalt wearing course, new concrete abutments. This project is being delivered for \$200,000, with the Mareeba Shire Council estimating nine jobs created or supported.

- The Jeffrey Road Bridge Renewal project in Kuranda will provide secure road access where previously there was no alternative route available. Mareeba Shire Council estimates this project will create or support eight jobs, with Queensland Government funding of \$100,000.

These are just a few examples of the Palaszczuk Government's continued commitment to fund critical maintenance and minor infrastructure works for job creation throughout regional Queensland under the Works for Queensland program.

Question on Notice

No. 9

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) –

QUESTION:

I refer to page 40 of the SDS. Can the Deputy Premier update the committee on the reconstruction effort after ex-STC Debbie?

ANSWER:

STC Debbie was an extraordinary event that had wide-ranging and far reaching impacts on Queensland communities, as well as the farming, tourism, environment and resources sectors. Damage estimates to public infrastructure are in the order of \$1.1 billion, with a \$450 million impact to agriculture and over \$150 million in losses to the tourism industry.

From Bowen to the border, over more than 1200 kilometres, 36 local government areas were activated for Natural Disaster Relief and Recovery Arrangements (NDRRA) funding. In the immediate aftermath of the cyclone, approximately 11,000 rapid damage assessments were completed and more than 83,000 calls for State Emergency Service assistance to the Community Recovery Hotline were received along with 300 requests for Emergency Housing Assistance.

The recovery and rebuilding of Queensland communities affected by the disaster has been a top priority for the Queensland Government.

I am pleased to be able to inform the Committee that we were prepared to commence the recovery from the impacts of STC Debbie even before the cyclone crossed the coast.

The Queensland Reconstruction Authority (QRA) deployed teams to support communities in the cyclone's path and be ready to assist with damage assessment, provide advice and help councils to fast track funding submissions as soon as practically possible.

QRA staff were on the ground faster than ever before, embedded into the Local and District Disaster Management Groups in the hardest hit areas including Whitsunday, Burdekin, Mackay and Rockhampton.

QRA's Regional Liaison Officers were able to provide local governments with immediate help with damage assessment, which enabled faster access to NDRRA Counter Disaster Operations (CDO) financial assistance and a fast-tracked submission process for the Restoration of Essential Public Assets.

QRA approved funding totalling approximately \$980,000 for Mackay Regional Council just 8 weeks after the cyclone crossed the coast. This compares with 12 weeks before the first NDRRA approval following TC Marcia in 2015.

There is no doubt that having engineers and technical experts on the ground immediately after the cyclone passed and the flood waters receded, working with councils to help them assess damage and pull together a solid report to back their case for NDRRA funding, has allowed communities to accelerate their recovery.

Using new technology and streamlined processes developed through its experience of recovery from multiple events since 2011, QRA has focused on building councils' capability and awareness of NDRRA, which has resulted in improved quality of submissions and faster approval times.

As at 30 June, QRA has delivered more than \$62 million in NDRRA payments to councils and state agencies for relief and recovery measures. These measures have reached communities in Whitsunday, Mackay, Rockhampton, Isaac, Gold Coast, North Burnett, Banana, Charters Towers, Logan, Scenic Rim, Goondiwindi, Livingstone and South Burnett council areas.

This \$62 million includes more than \$1.4 million approved for clearing green waste in Whitsunday and approximately \$920,000 for the restoration for Sichtler Street at Sarina south of Mackay, which suffered severe flooding damage. In addition, more than \$1.8 million has been approved for Scenic Rim Regional Council for the restoration of Haack and Steinhardt Bridges, which had sections washed away by floodwaters.

In addition to the support provided to councils around NDRRA, the QRA also worked collaboratively with State Recovery Coordinator Brigadier Chris Field, along with Australian Defence Force and Queensland Fire and Emergency Services personnel to develop the State Recovery Plan 2017-19: Operation Queensland Recovery. The Plan supports a community-led approach to recovery, led by local governments with assistance from Queensland Government agencies.

The QRA, Brigadier Field and his team engaged with impacted communities in the development of Local Recovery Plans for the eight most impacted local government areas of Whitsunday, Mackay, Isaac, Logan, Scenic Rim, Gold Coast, Rockhampton and Livingstone.

Local governments and the communities they support are best placed to know their own requirements as they work to recover and rebuild. Operation Queensland Recovery delivers on that and the Queensland Government is standing with those communities every step of the way.

We are determined that no one will be left behind and that those in need of assistance will receive it.

As at 30 June 2017, \$31.33 million had been paid under NDRRA funding for individuals, with more than 155,000 people already assisted and 18,816 people receiving personal support through outreach visits.

In addition, \$6.1 million has been paid under NDRRA Category B and C loans and grants. This includes the approval of Category C grant assistance to 235 small businesses, 599 primary producers, and 35 non-profit organisations.

On 11 May 2017, the Queensland Government called on the Commonwealth to partner in a \$220 million jointly-funded NDRRA Category D program to help communities impacted by STC Debbie get back on their feet and rebuild stronger and more resilient to natural disasters.

Queensland's detailed submission to the Commonwealth followed extensive consultation with the most heavily impacted councils who put forward their priority projects to be included in the business case – projects they knew would have the most positive impact on their communities, industries and economies.

On 14 July 2017, the Prime Minister advised the Premier and Minister for the Arts that the Commonwealth had approved (NDRRA) Category D assistance in response to STC Debbie.

Unfortunately the total funding package is just \$58.6 million and will be cost-shared on a 50:50 basis between the Commonwealth and Queensland Governments. The package includes \$40 million for infrastructure (Betterment), \$15 million for environmental recovery, \$2.1 million for economic recovery and \$1.5 million for local councils.

The Palaszczuk government is disappointed that after a significant delay, the Federal Government has decided to allocate such a small amount of funding to North Queensland communities, who have suffered so badly.

We are continuing to closely monitor the recovery effort, and just last week, QRA and Department of Communities, Child Safety and Disability Services commenced inspection of 2900 properties impacted by STC Debbie as part of a post-event, three-month damage assessment in eight of the hardest hit areas.

Inspectors used the state-of-the-art the Damage Assessment and Reconstruction Monitoring System (DARMSys) to enable a street-by-street, house-by-house assessment of affected communities and track the pace of recovery. It also provides an opportunity to check in on residents and remind them of the assistance available in their region.

Recovery from STC Debbie will be a long term process, but it is well in hand and we will continue to work closely with local governments and communities to rebuild.

Question on Notice

No. 10

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

QUESTION:

I refer to page 55 of the SDS for DILGP, can the Deputy Premier detail how the Advancing our Cities and Regions policy is benefiting regional communities across Queensland.

ANSWER:

Since the Advancing our cities and regions (AOCR) strategy was announced by the Palaszczuk Government on 6 October 2016, considerable progress has been made in identifying projects that will deliver economic and community outcomes for Queensland, particularly in the regions.

Economic Development Queensland (EDQ) within the Department of Infrastructure, Local Government and Planning has been tasked with delivering select projects that will generate jobs and economic growth, and deliver community benefits through the renewal and repurposing of surplus and underutilised government land.

Property Queensland (PQ) within the Department of State Development is working with government land owning agencies to identify surplus and underutilised sites that can deliver on government priorities and generate economic development and community outcomes.

Eight economic and community development zones have been identified where EDQ will lead the delivery of projects. Two of these zones, 'Regional liveability precinct' and 'Regional cities urban renewal precinct', have a specific regional focus while many other zones provide great opportunities for regional development.

As part of the Regional liveability precinct, EDQ is progressing Ageing in Place pilot projects in Ayr, Barcaldine, Cloncurry and Ravenshoe to deliver homes aimed at keeping senior citizens within their communities close to family and friends. The purpose of the pilot is to show the development and construction industry that there is a market for adaptable and accessible housing in regional areas.

Development management agreements are now in place or significantly progressed for each of the sites. The project is expected to generate seven jobs and support up to 20 people per town in a range of local trades and businesses including builders, electricians, plumbers, painters, landscapers, consultants, sales agents and council staff.

In Palm Island, EDQ is working on a number of projects in conjunction with the Palm Island Aboriginal Shire Council including a new retail and business precinct, sports precinct and town square rejuvenation. The town centre rejuvenation, including landscape construction works, was completed in April 2017.

A planning submission for the retail and business precinct site is also being progressed and EDQ has successfully assisted the council to acquire \$830,000 in grant funding for the sports

precinct to upgrade essential services, clubhouse facilities and netball courts under two state government funding programs.

In Yarrabah, EDQ had been working with the Yarrabah Aboriginal Shire Council to identify a number of projects to generate employment opportunities and economic development for the community. Projects being considered include a sporting precinct rejuvenation, public space beautification, repurposing and renewing existing spaces, and community development opportunities including social enterprise.

Two projects in central Queensland have been identified as part of the Regional cities urban renewal precinct. The Yeppoon heritage railway precinct will re-utilise the beautiful old heritage railway building and create a local hub on the surrounding land with residential and retail development, and parkland.

In Rockhampton, the CBD urban renewal project is a joint venture with Rockhampton Regional Council to develop an eight storey building in the heart of the CBD into a vibrant mixed-use residential, retail and commercial development designed to complement the surrounding heritage buildings and market lanes.

EDQ is also partnering with the Department of Housing and Public Works to help deliver its \$1.8 billion Queensland Housing Strategy as part of the Housing renewal and integration precincts. EDQ officers have also been talking to industry about potential housing renewal projects including in Townsville, Cairns and Toowoomba as part of the Housing Construction Jobs program.

A significant renewable energy project is currently being progressed at Aldoga, near Gladstone. Located on approximately 1,200 hectares of government land within the Gladstone State Development Area, the Aldoga project seeks to deliver economic development outcomes for the region by transforming underutilised state land into a high value renewable energy facility for the next 30-35 years.

The project could support hundreds of jobs during construction, and has the potential generational capacity of 450 megawatts of renewable energy. This could power over 130,000 homes which would support the domestic electric market for an area larger than the Sunshine Coast.

An expression of interest was released to the market in April 2017 and EDQ is currently evaluating the submissions received. EDQ has publicly stated that three to five proponents will be invited through to the Request for Proposal (RFP) stage which is anticipated to be released in August 2017.

Since the AOOCR strategy was announced, more than 40 local governments outside South East Queensland have taken up the opportunity to meet with EDQ about possible opportunities in their areas and more councils are keen to discuss what could be done in their regions.

Question on Notice

No. 11

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to page 78 of BP4, can the Minister detail, for each year since 2014-15, the number of staff employed by Queensland Rail, by function?

ANSWER:

I thank the Committee for the question.

Queensland Rail FTE staff numbers by business area are set out below.

	30 June 2012	30 June 2013	30 June 2014	30 June 2015	30 June 2016^	31 October 2016	30 June 2017^
Operations*	3,542	3,231	2,974	2,982	3,069	3,101	3,254
Safety, Assurance and Environment	153	106	91	84	61	60	62
People and Culture	260	167	143	125	152	156	173
Commercial and Strategy	584	398	345	322	326	331	341
Legal and Governance	62	38	35	36	40	38	39
Project Delivery	127	83	82	96	136	167	223
Network	2,575	2,423	2,168	2,115	2,164	2,229	2,421
CEO	5	3	4	4	3	4	4
Response and Recovery Project Management	0	0	0	0	0	0	5**
Career Transition Centre	0	39	36	14	7	5	0

* The historical figures for Operations will not match the figures provided in previous years as they have been manually adjusted to account for the restructure and transfer out of Safety, Assurance and Environment.

^ Due to rounding, the sum of the business units as at 30 June 2016 and 2017 does not equal the Enterprise total.

** Response and Recovery Project Management was set up to coordinate the implementation of the recommendations from the Strachan Inquiry.

Question on Notice

No. 12

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to the Capital Statement for Transport and Main Roads (BP3), Regarding the New Generation Rollingstock, can the Minister advise the number of units that have been delivered, and for each unit:

- The date of arrival;
- The number of testing hours undertaken by the unit;
- The expected date the unit will enter into revenue service; and
- The original date the unit was scheduled to enter revenue service?

ANSWER:

I thank the Committee for the question.

There are 15 New Generation Rollingstock (NGR) trains in Queensland.

When each train arrives in Queensland, they undergo a testing and commissioning program that includes:

- Static testing (not moving on the network)
- Dynamic testing (moving on the network)
- Train crew training (static and dynamic).

The hours of testing each train goes through (static and dynamic) is not specifically quantified. What is quantified however, is the distance each train has travelled on the South East Queensland (SEQ) network. The distance each train has travelled to date (6 July 2017) is outlined in the table below.

Train	Date of arrival	Distance travelled on the SEQ network as at 6 July 2017 (in kilometres)
1	15 February 2016	24,427
2	1 June 2016	18,545
3	24 June 2016	6141
4	11 August 2016	2607
5	29 September 2016	5946
6	1 December 2016	0
7	2 December 2016	0
8	8 January 2017	0
9	8 January 2017	0

Train	Date of arrival	Distance travelled on the SEQ network as at 6 July 2017 (in kilometres)
10	12 February 2017	0
11	12 February 2017	0
12	18 February 2017	0
13	18 February 2017	0
14	16 April 2017	0
15	16 April 2017	0

An NGR train can only enter revenue service after it receives provisional acceptance from the State. Provisional acceptance is the second of three stages of approval each NGR train must go through and is granted when the State is confident that a number of safety, engineering, operational and aesthetic requirements have been met by the train supplier.

After the train receives provisional acceptance, Queensland Rail can then determine when it will enter revenue service. The project deed between the state and Qtectic provides set dates for provisional acceptance but not revenue service.

Question on Notice

No. 13

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to the Capital Statement for Transport and Main Roads (BP3), the following station upgrades, can the Minister detail the original budgeted cost and the final cost of completion (or latest revised budget if station is not yet complete):

- a. Graceville
- b. Dinmore
- c. Alderley
- d. Newmarket
- e. Nambour
- f. Strathpine
- g. Boondall
- h. Auchenflower
- i. Morayfield
- j. Dakabin
- k. And “Other station upgrades’ funded on P133 of the Capital Statement (listing each project)

ANSWER:

I thank the Committee for the question.

The Government has committed \$212 million in the Station Accessibility Upgrade Program. This is not the only funding source available for improving stations across the Queensland Rail network.

The following stations have been announced for upgrades and are at different stages varying from design work to completion of construction.

Station	Estimated Project Cost
Graceville	\$20.4 million
Dinmore	\$17.3 million
Alderley	\$15 million
Newmarket	\$14.6 million
Nambour	\$13.8 million
Strathpine	\$17.9 million

Station	Estimated Project Cost
Boondall	\$15.6 million
Morayfield	\$16 million
Dakabin	\$30 million
Shorncliffe	\$6.9 million

The Auchenflower station feasibility study was completed this year and geotechnical investigations and survey work are underway to identify the best option for upgrade works.

Additional stations are being assessed for project feasibility before advancing to design and construction phases.

The original budget allocation of \$212 million for the Station Accessibility Upgrade Program was based on an indicative estimated cost per station, and was established before comprehensive site investigation, project scoping, design or development of construction staging methodology which is required to maintain station operations during the works, was undertaken.

During the concept planning and design phases which took place in 2015, it became apparent that the former government planned to close down stations for upgrade works for months at a time, inconveniencing thousands of commuters and leaving them without a train station to get to and from work, study and family commitments.

The Palaszczuk Government stepped in and ensured Queensland Rail directed significant effort towards developing safe construction methodologies that would minimise impact to customers. This can include the installation of temporary platforms and staged construction.

Queensland Rail in consultation with key stakeholders and customers, refined the scope of works at each station to maximise customer safety, access and amenity. In collaboration with construction industry experts, detailed construction staging plans were also developed, which influences the timeframe and cost of each project.

As a result of this innovative approach, all stations have remained operational during upgrades to allow commuters to continue to use their local station during construction works.

Question on Notice

No. 14

Asked on Friday, 30 June 2017

The Infrastructure, Planning and Natural Resources Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) —

QUESTION:

I refer to page 15 of the Transport and Main Roads SDS, can the Minister advise the actual public transport patronage figures each financial year since 2006–07, by mode and compared to the target figure in each year?

ANSWER:

I thank the Committee for the question.

Modal target figures were only published from 2011–12 in the Transport and Main Roads SDS.

As actual figures for 2016–17 financial year are not finalised, a 2016–17 estimated actual figure has been provided.

	2011-12 Actuals	2011-12 Target	2012-13 Actuals	2012-13 Target	2013-14 Actuals	2013-14 Target	2014-15 Actual	2014-15 Target	2015-16 Actual	2015-16 Target	2016-17 Est Act *	2016-17 Target
South-east Qld	178.3	186.1	175.7	181.5	175.9	176.4	176.26	180.48	179.85	179.74	177.94	183.21
Bus	120.3	125.4	119.8	123.9	118.7	118.4	113.13	117.69	114.11	115.81	111.99	115.79
Rail	52.8	55.1	50	52.5	49.8	51.07	50.42	49.52	51.1	51.1	51.24	52.55
Tram	0	0	0	0	0		6.28	5.7	7.68	6.81	8.03	7.8
Ferry	5.2	5.6	5.9	5.1	7.4	7.00	6.43	7.57	6.96	6.02	6.68	7.07

Patronage prior to 2011–12 was overstated due to paper ticket multipliers. Paper ticket allocation by mode also overstated Rail while understating Bus. With greater go-card usage from 2011–12 onwards we now see a truer picture of where these trips should have been allocated and all past multipliers have been removed from the system with the removal of periodical paper tickets (Daily, Weekly, monthly and so on)

Between 2006–07 and 2010–11, targets were only produced at the total South East Queensland level. During this period, patronage was in a state of significant change moving to the integrated public transport system in SEQ. In the integrated public transport system and with moving into the go card ticketing system, patronage measurement has become far more accurate over time with all paper ticket assumptions being removed from the system and actual passenger travel behaviour being captured in the ticketing system.

	2006-07 Actuals	2006-07 Target	2007-08 Actuals	2007-08 Target	2008-09 Actuals	2008-09 Target	2009-10 Actuals	2009-10 Target	2010-11 Actuals	2010-11 Target
South-east Qld	162	163	169.4	168	181.9	178	181.8	191	178.6	188
Bus	100.9	-	105.3	-	114.4	-	117.9	-	119.2	-
Rail	55.1	-	57.9	-	60.9	-	57.6	-	55	-
Tram	0	-	0	-	0	-	0	-	0	-
Ferry	6.0	-	6.3	-	6.6	-	6.4	-	4.3	-

Question on Notice

No. 15

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (Ms Trad):

QUESTION:

I refer to the Service Delivery Statement for the Department of Infrastructure, Local Government and Planning and the projected staff of 120 full-time equivalents (FTEs) for the Cross River Rail Delivery Authority in 2017/18:

- a. How many of these FTEs will be performing roles including media, communications, stakeholder engagement, community engagement, government relations, external affairs functions?

ANSWER:

Cross River Rail is a \$5.4 billion project which will transform Brisbane and South East Queensland. It will positively affect the lives of millions of Queenslanders, create thousands of jobs, and open economic investment opportunities to a global audience. The complexity of Cross River Rail project and the many associated development opportunities are of interest to a broad group.

Across the region there will be many directly and indirectly interested stakeholders and this interest is stretching internationally now that we have started work on delivering Cross River Rail.

Allowing information to reach the largest number of prospective bidders for various packages of works, as well as reaching those interested in significant opportunities in project precincts, will ensure the best development opportunities are realised along the rail corridor.

Presently there are 4 FTEs undertaking the management of stakeholder engagement and communication services. These people are being supported by contracted specialist advisors.

Question on Notice

No. 16

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD):

QUESTION:

I refer to the Service Delivery Statement for the Department of Infrastructure, Local Government and Planning and the functions of Building Queensland. How many detailed business cases did Building Queensland complete in the 2016/17 financial year and for which projects did the detailed business cases relate?

ANSWER:

During the 2016/17 financial year Building Queensland completed a total of three business cases, two of which were detailed business cases.

The Detailed Business Cases related to the Beerburrum to Nambour Rail Upgrade and the Smithfield Transport Corridor Upgrade.

A Preliminary Business Case was completed for Nullinga Dam.

During 2016/17 Building Queensland has continued to lead a number of detailed business cases which are due for completion in 2017. These include:

- Public Safety Regional Radio Project
- Arthur Gorrie Correctional Centre
- Lower Fitzroy River Infrastructure Project
- Burdekin Falls Dam Saddle Dam and Monolith Improvement Project and
- Townsville Eastern Access Rail Corridor.

Building Queensland also assists agencies with the development of proposals, and during 2016/17 has provided assistance on projects including:

- North Lakes Secondary School
- Capricornia Correctional Centre and the Southern Queensland Correctional Centre
- Port of Townsville - Channel Capacity Upgrade
- Port of Gladstone - Clinton Vessel Interaction
- Additional Secondary Schooling Capacity in Ripley Valley
- Additional Secondary Schooling Capacity in Townsville's Northern Beaches
- Additional Secondary Schooling Capacity in the Gladstone Region
- Science Computing - Business Change and Data Accessories for the Department of Science, Information Technology and Innovation
- New Performing Arts Venue
- Integrated Client Management System Replacement for the Department of Communities, Child Safety and Disability Services and
- Counter Terrorism and Community Safety Centre.

Building Queensland also prepared two Infrastructure Pipeline Reports of priority proposals in 2016/17, with the December 2016 Report released in January 2017 and the June 2017 Infrastructure Pipeline Report to be released this month.

The Infrastructure Pipeline Report provides a list of priority proposals for government consideration, to inform further proposal development and ultimately government investment decision-making.

Building Queensland also released an updated Business Case Development Framework in December 2016. The Framework consists of a suite of documents that provides guidance for Queensland Government entities to develop best practice, robust business cases, including guidance on cost benefit analysis and social impact evaluation.

Question on Notice

No. 17

Asked 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) –

QUESTION:

I refer to page 56 of Budget Measures in relation to regional planning program and ask-

- a. How is this funding being distributed;
- b. What organisations are being funded;
- c. How is this program being monitored and reported on?

ANSWER:

Labor governments have a strong legacy of successful and award-winning growth management initiatives and regional planning projects across Queensland.

South East Queensland (SEQ) is the state's most populated region and home to 3.4 million residents, which is forecast to reach approximately 5.3 million by the year 2041.

To ensure we sustainably manage this growth and protect the region's unique identity and lifestyle for current and future generations, the Palaszczuk Government continued this legacy through the release of the draft South East Queensland Regional Plan - *ShapingSEQ* - on 20 October 2016 for public consultation.

I am proud to say that *ShapingSEQ* has been recognised nationally by industry experts as a 'blueprint for our cities' that 'should be used as a model for future plans by other cities'.

To support the best practice policy in *ShapingSEQ*, the government is also delivering on its implementation by providing \$10 million in funding over two financial years to advance two key actions, being a strategic environmental assessment and land supply monitoring in SEQ.

Firstly, the government will commence a strategic assessment for the SEQ region under the *Environment Protection and Biodiversity Conservation Act 1999*. This project will deliver a more coordinated approach to resolving environmental assessment and deliver regional biodiversity outcomes as well as certainty to the development industry.

The Department of Infrastructure, Local Government and Planning (the department) will be tasked with managing the \$5 million budget allocation over the two years (including the use of internal and external resources) and working with the Commonwealth Government and other stakeholders to deliver the strategic assessment for SEQ.

Secondly, commitment to an SEQ Growth Monitoring Program will allow monitoring of land supply and development issues, in consultation with local government and industry experts. This program is essential so that the government can recognise and respond to supply issues to ensure land supply does not put upward pressure on housing affordability in the South East corner.

Delivery of the \$5 million Growth Monitoring Program budget allocation will also be managed by the department, drawing on external contractors and experts as required. The department will be responsible for engaging with internal government stakeholders as well as councils, the development industry and other interested parties to deliver this important program aimed at addressing housing supply and any associated affordability issues.

Both the strategic assessment and the Growth Management Program will be established projects within the department and have their own governance and program management frameworks to ensure they are subject to transparent processes and are delivered on time and within budget. This is currently being developed.

These projects will be reported on as part of the broader implementation program for *ShapingSEQ*, which will continue to be subject to formal governance arrangements, including close liaison with local government and other stakeholders, as well as reporting to the Regional Planning Committee for accountability and decision making purposes.

With *ShapingSEQ*, we are looking for the first time, beyond the boundary of a 25-year plan and have developed a 50-year vision for the region's longer-term future. It is important to note that this is the same plan that was delayed when the former LNP government said that it would complete the review of the SEQ Regional Plan 2009 – 2031 by mid-2014 and then had failed to do so before they lost government in early 2015.

It was made very clear to me when we formed government that the SEQ Mayors were concerned about how the former government had approached the South East Queensland Regional Plan review and their lack of engagement with councils and the community.

To address these concerns, I decided to reframe the review of the SEQ Regional Plan to make sure the Mayors were engaged and that we were having a genuine conversation with the SEQ community.

I committed to the launch of a new draft SEQ Regional Plan by the end of 2016 and delivered on this through the release of draft *ShapingSEQ* for consultation on 20 October 2016.

To provide the community a greater opportunity to contribute to the regional planning process, we also extended public consultation to a 90 business day period (an additional 30 days than the 60 business day statutory timeframe), which closed on 3 March 2017.

I am proud of the genuine process of community engagement that we undertook to guide the policy and strategic direction of this review to ensure that the long term vision for the region as outlined in the plan is underpinned by the values of the very people who call SEQ home.

Unlike the former government, I also made sure from the outset to work in close collaboration with all of the 12 SEQ Mayors and council officers to prepare this plan to ensure it delivers for the diverse needs of the region.

We delivered a draft regional plan for formal consultation, supported by local governments and community engagement, in less than 2 years of forming government and will soon release *ShapingSEQ* in its final form.

Question on Notice

No. 18

Asked 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

QUESTION:

I refer to page 9 of the Infrastructure, Local Government and Planning SDS and ask— What level of support has been provided in 2017/18 to ‘lift the bar’ on outcomes for the new planning system, including transitioning local schemes over to the new scheme and how much was spent on this initiative in 2016/17?

ANSWER:

I refer the Committee to the response provided to Question on Notice No. 7.

Question on Notice

No. 19

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD):

QUESTION:

With reference to page 3 of the Department of Infrastructure, Local Government and Planning SDS, where is the development of the North Queensland Regional Plan being drafted in North Queensland or Brisbane?

ANSWER:

The draft North Queensland Regional Plan is the first regional plan prepared for the North Queensland region.

The Palaszczuk Government is committed to better planning for regional and rural Queensland by ensuring there is alignment of local and regional outcomes with the state's interests in planning and development. This is why the draft North Queensland Regional Plan is being prepared by staff located in both the North Queensland office, based in Townsville, and the Brisbane office.

To ensure the draft North Queensland Regional Plan responds to regional issues, I established and chair a North Queensland Regional Planning Committee. The Committee includes the mayors of each of the local governments as the elected representatives of their communities, and three local members of parliament including the Honourable Coralee O'Rourke MP, Minister for Disability Services, Minister for Seniors and Minister Assisting the Premier on North Queensland; Mr Aaron Harper MP, Member for Thuringowa and Mr Scott Stewart MP, Member for Townsville.

The North Queensland Regional Planning Committee provides me with advice about regional issues and interests that should be addressed through the process.

The Palaszczuk Government has also established a number of working groups comprised of North Queensland representatives from various industry, government, and environment groups as well as Traditional Owners, including:

- Government Agency Working Group (State and Commonwealth North Queensland representatives)
- Local Government Working Group
- Industry, Community and Environment Working Group
- Traditional Owners Working Group.

My department has undertaken early engagement with the North Queensland community from May to early July this year about the regional planning process and what a regional plan means for the region. This has occurred prior to the draft regional plan being released to raise community awareness as this is the region's first regional plan.

This engagement has involved Townsville based staff, being supported by Brisbane staff, attending a range of events across the region seeking the community's input into what they see are the opportunities and challenges for the region over the next 25 years.

Recognising the importance of using local knowledge and experience, the government is also using Townsville-based contractors with local experience, as required, to help deliver the draft North Queensland Regional Plan.

The draft North Queensland Regional Plan will be released for public consultation later this year, where the community will be able to attend ‘talk to a planner’ sessions throughout the North Queensland region, and lodge a submission on the draft plan.

Question on Notice

No. 20

Asked on 30 June 2017

The Committee asked the Deputy Premier, Minister for Transport and Minister for Infrastructure and Planning (HON J TRAD) -

QUESTION:

With reference to page 18 dot point #3, has the Minister taken into account the feasibility of the Hells Gate dam that would gravity feed water and provide water security to the TSV Region, and also open up development in the Charters Towers and Pentland region and open up possible hydro-electric schemes and permanent water security in the Burdekin region.

ANSWER:

The Townsville Water Security Taskforce was appointed in March 2017 by the Australian Government, the Queensland Government and Townsville City Council to investigate short, medium and long-term solutions to water security for Townsville.

The Taskforce's Interim Report was released on 30 June 2017 by the independent Chair, Mr Brad Webb.

It recommends a suite of infrastructure and non-infrastructure measures over the short, medium and long-term to improve Townsville's water supply security.

The Taskforce also conditionally identifies long term water options (i.e. 15 to 50 plus years) to be considered, including raising Burdekin Falls Dam and construction of Hells Gate Dam.

The timing and further consideration of these options will be subject to water demand, water savings, population growth and additional water-using industries coming online.

Feasibility investigations for these long term options are currently continuing under the Australian Government's National Water Infrastructure Development Fund. The investigations are expected to be completed by 30 April 2018.

The Queensland Government supports the outcomes of the Taskforce's Interim Report and the options presented establish a clear path for securing water for Townsville for the next 15 years and into the future.

We understand the need for action on securing Townsville's water supply security and that is why the Palaszczuk Government has set aside \$225 million over four years, referred to in the Department of Infrastructure, Local Government and Planning's Service Delivery Statements on page 18, dot point 2.

This adds to the Queensland Government's \$236 million committed as part of the Powering North Queensland Plan to upgrade Burdekin Falls Dam and fund the proposed hydro-electric power station, an investment in water supply and sustainable energy generation in the North.

The Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply and his portfolio will be responsible for working with Mayor Jenny Hill and Townsville City Council as well as the Australian Government to progress the Interim Report's recommendations, a number of which can be actioned immediately.

It is anticipated that the Department of Infrastructure, Local Government and Planning's role will be administering the \$225 million in funding as a grant.

We also await the Taskforce's final report to be completed in September next year.