



# Connecting SEQ 2031

An Integrated Regional Transport  
Plan for South East Queensland



Tomorrow's Queensland:  
strong, green, smart, healthy and fair

**Toward**   
Tomorrow's Queensland

 **Queensland**  
Government

# Foreword

## Vision for a sustainable transport system

As south-east Queensland's population continues to grow, we need a transport system that will foster our economic prosperity, sustainability and quality of life into the future.

It is clear that road traffic cannot continue to grow at current rates without significant environmental and economic impacts on our communities.

*Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland* is the Queensland Government's vision for meeting the transport challenge over the next 20 years. Its purpose is to provide a coherent guide to all levels of government in making transport policy and investment decisions.

Land use planning and transport planning go hand in hand, so *Connecting SEQ 2031* is designed to work in partnership with the *South East Queensland Regional Plan 2009–2031* and the Queensland Government's new *Queensland Infrastructure Plan*.

By planning for and managing growth within the existing urban footprint, we can create higher density communities and move people around more easily – whether by car, bus, train, ferry or by walking and cycling. To achieve this, our travel patterns need to fundamentally change by:

- doubling the share of active transport (such as walking and cycling) from 10% to 20% of all trips
- doubling the share of public transport from 7% to 14% of all trips
- reducing the share of trips taken in private motor vehicles from 83% to 66%.

These targets are ambitious, but will be met if the average south-east Queenslander changes just three of their 17 weekday trips each week from car to public or active transport.

The community has already shown support for the goals in *Connecting SEQ 2031*, with the feedback received during three months of public consultation on the draft plan in late 2010, endorsing its direction.

Rail remains the backbone of the future transport network, with its ability to efficiently move large numbers of people. The rail network will be expanded with new rail lines, including Cross River Rail and extensions to north-west Brisbane, Kippa-Ring, Maroochydore, Redbank Plains, Ripley, Flagstone and Gold Coast Airport.

In the interim, other initiatives have been proposed to improve the rail network's capacity, such as high frequency services over extended peak periods, and improved signalling and timetabling.

The bus network will continue to provide crucial urban links and complement the rail network, with more bus priority on major roads.

Walking and cycling will also be critical in reducing the number of car trips, and *Connecting SEQ 2031* identifies the improvements needed to make active transport an appealing and safe alternative.

Roads will continue to play a major role in moving traffic, freight, buses and cyclists. A key element of *Connecting SEQ 2031* is to create a better functioning hierarchy of roads.

New and upgraded intermodal freight terminals are proposed to accommodate future growth in freight in the region, as well as encourage more freight to be transported by rail.

*Connecting SEQ 2031* is the most comprehensive and far-reaching transport document produced by the Queensland Government in more than a decade. It has been developed with input from local councils, key stakeholders and the broader community, and draws on the best available Australian and international research. It is planned to be updated every five years, in conjunction with reviews to the SEQ Regional Plan.

*Connecting SEQ 2031* is not intended to be backed by full government funding. It is a vision to inspire action, prioritise investment and guard against complacency. The projects and actions contained in the plan will be used to assess funding needs, develop proposals for private sector interest and underpin bids for funding from all levels of government.

We look forward to governments, stakeholders and the community working together to implement this plan and transform the way we move around our region over the next 20 years.



The Honourable Anna Bligh, MP  
Premier and Minister for  
Reconstruction



The Honourable Annastacia Palaszczuk, MP  
Minister for Transport and Multicultural Affairs



**Multi-modal road corridors**

To support the creation of the orbital motorway network for Brisbane and completion of a connected network of managed motorways across the region, the government will work in partnership with local government and land developers to plan and develop a network of supporting multi-modal urban arterial roads.

These facilities will be managed to support intra-urban movements and reduce the need for local traffic to access the strategic motorway network.

Multi-modal urban arterials will include facilities for cyclists and pedestrians, as well as providing strategic corridors for buses.

They will be access-controlled and, in most cases, intersections would be at-grade.

Where required, bus priority measures will be provided. In cases where arterials comprise part of the principal cycle network, they may also contain high capacity, segregated veloway style facilities, or on-road cycle lanes on lower demand sections.

**Key actions – delivering an integrated transport network**

Category	Action Number	Description	Lead
Cross River Rail	6.1	Construction of a new rail link with underground stations through the inner city, connecting the North Coast/Caboolture Line with the Gold Coast/Beenleigh Line.	TMR
Rail network sectorisation	6.2	Transform the suburban rail network into two service types (UrbanLink and ExpressLink) as identified in the rail network services concept (see chapter 5). This will increase capacity across the south-east Queensland rail network.  The short to medium-term investment priority will be to commence progressive roll-out of UrbanLink services with new high capacity rollingstock. In the longer term, UrbanLink services could be rolled out on the Gold Coast and Sunshine Coast.	TMR/ TTA
Expand the reach of the greater Brisbane rail network	6.3	Expand the reach of the suburban rail network, including: <ul style="list-style-type: none"> <li>• Moreton Bay Rail Link from Petrie to Kippa-Ring</li> <li>• Richlands to Redbank Plains</li> <li>• Salisbury to Flagstone</li> <li>• Ipswich to Ripley</li> <li>• developing major park 'n' ride stations in strategic locations where access to the railway station by sustainable transport modes is limited</li> </ul>	TMR/ TTA/ QR
CoastLink network Sunshine Coast to Brisbane to Gold Coast	6.4	Implement extensions, upgrades and service structures required to facilitate fast CoastLink services, including: <ul style="list-style-type: none"> <li>• duplicate the Gold Coast line from Coomera to Helensvale</li> <li>• extend the Gold Coast line from Varsity Lakes to Gold Coast Airport</li> <li>• construct the Sunshine Coast rail line from Beerwah to Maroochydore</li> <li>• duplicate and upgrade the North Coast Line from Beerburrum to Landsborough</li> <li>• a new rail line from Cross River Rail to Strathpine.</li> </ul>	TMR/ TTA/ QR
Brisbane subway	6.5	Commence planning for a Brisbane subway as a distributor for passengers around the inner city. The priority for investment will be from Toowong to Bowen Hills/Newstead via West End and the CBD, with future extensions to be planned for beyond 2031.	TMR
Light rail (Gold Coast Rapid Transit)	6.6	Complete the light rail corridor from Helensvale to Coolangatta. Investigate the potential for additional east-west light rail corridors as part of multi-modal investigations.	TMR
Strategic road network	6.7	Complete strategic road network projects and preserve strategic road corridors identified in the local government maps (Part D). The investment priority will be to create a connected orbital motorway system for metropolitan Brisbane.	TMR LG
Brisbane busway network	6.8	Complete development of Brisbane's busway network, with the continuation of the Northern Busway to Bracken Ridge and the Eastern Busway to Capalaba. The priority for investment will be: <ul style="list-style-type: none"> <li>• extending the Northern Busway to Chermside, with interim bus priority to Bracken Ridge</li> <li>• extending the Eastern Busway to Carindale, with interim bus priority to Capalaba</li> <li>• extending the South East Busway to Springwood.</li> </ul>	TMR/ TTA
Bus network	6.9	Investment priorities for the bus network include: <ul style="list-style-type: none"> <li>• progressing delivery of TransitWays to support UrbanLink bus services</li> <li>• implementing high frequency UrbanLink bus services</li> <li>• expanding the coverage and frequency of local bus services</li> <li>• developing strategic park 'n' ride locations for bus passengers</li> <li>• developing a policy for provision of public transport in rural communities.</li> </ul>	TMR TTA LG
Active transport network	6.10	Undertake a comprehensive program to improve active transport connections to major centres, educational institutions and public transport stops and stations.	TMR LG

TMR – Department of Transport and Main Roads; LG – local government; TTA – TransLink Transit Authority; QR – Queensland Rail

Map 9.14 – 2031 Transport and Land use Integration Sunshine Coast

Queensland Legislative Assembly  
 Number: 5722T451  
 30 MAR 2022  
 MP: *Mr Blejue*  
 Clerk's Signature: *[Signature]*

