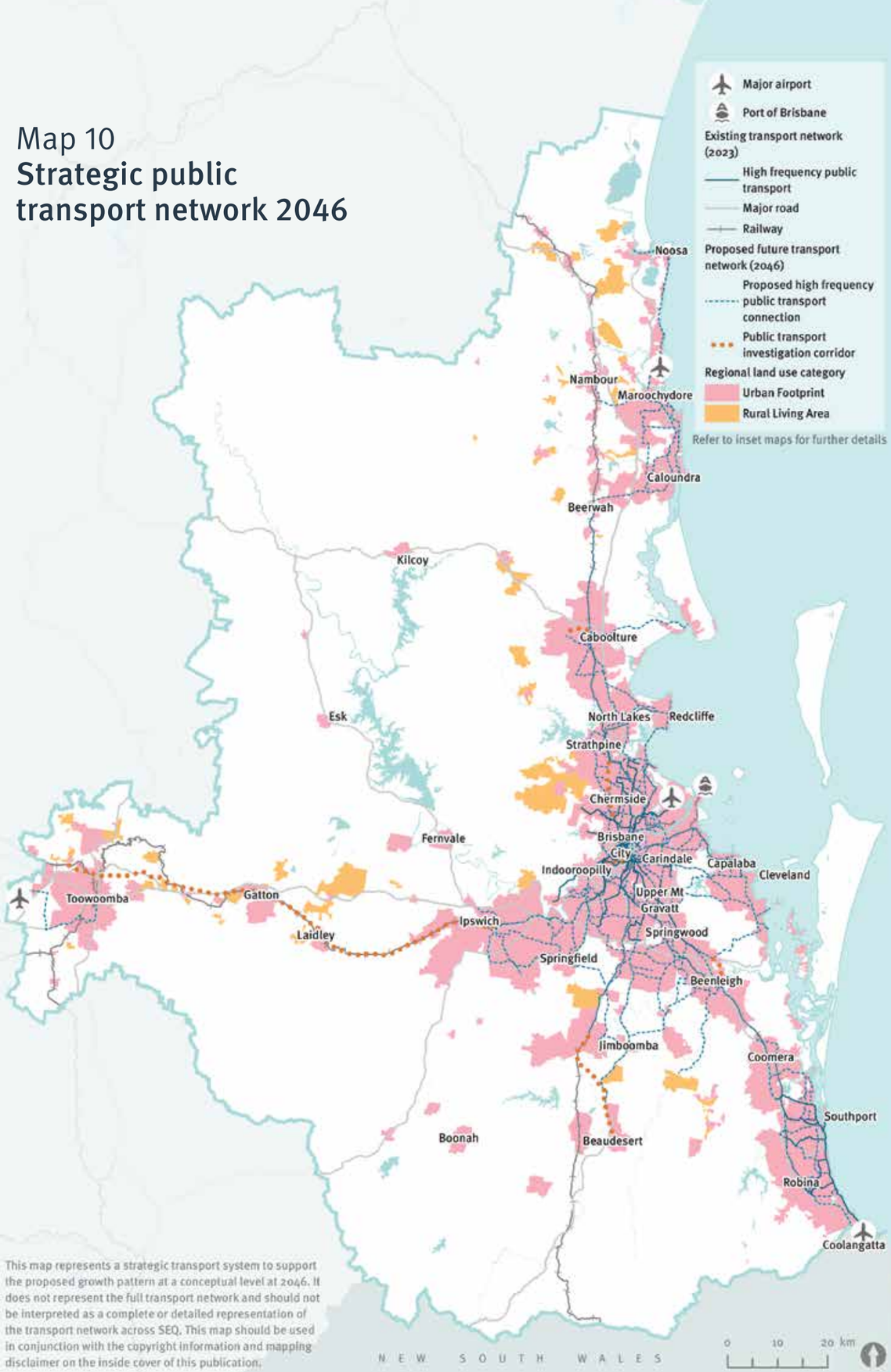
Map 10
Strategic public transport network 2046



This map represents a strategic transport system to support the proposed growth pattern at a conceptual level at 2046. It does not represent the full transport network and should not be interpreted as a complete or detailed representation of the transport network across SEQ. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

Connect

The movement system plays a pivotal role in shaping and supporting our economy and lifestyle in SEQ. As the region continues to evolve and grow, it is essential to develop a comprehensive and integrated transport system that moves people and goods seamlessly, efficiently and sustainably.

Community and economic needs and preferences evolve over time. The COVID-19 pandemic saw unprecedented shifts in the way people move around the region, reinforcing the need for a responsive and adaptable transport system. The region will need a movement system that seamlessly integrates with land use, creating accessible and interconnected communities. ShapingSEQ 2023 is focused on integrating land use and transport planning to support the preferred growth pattern for the region.

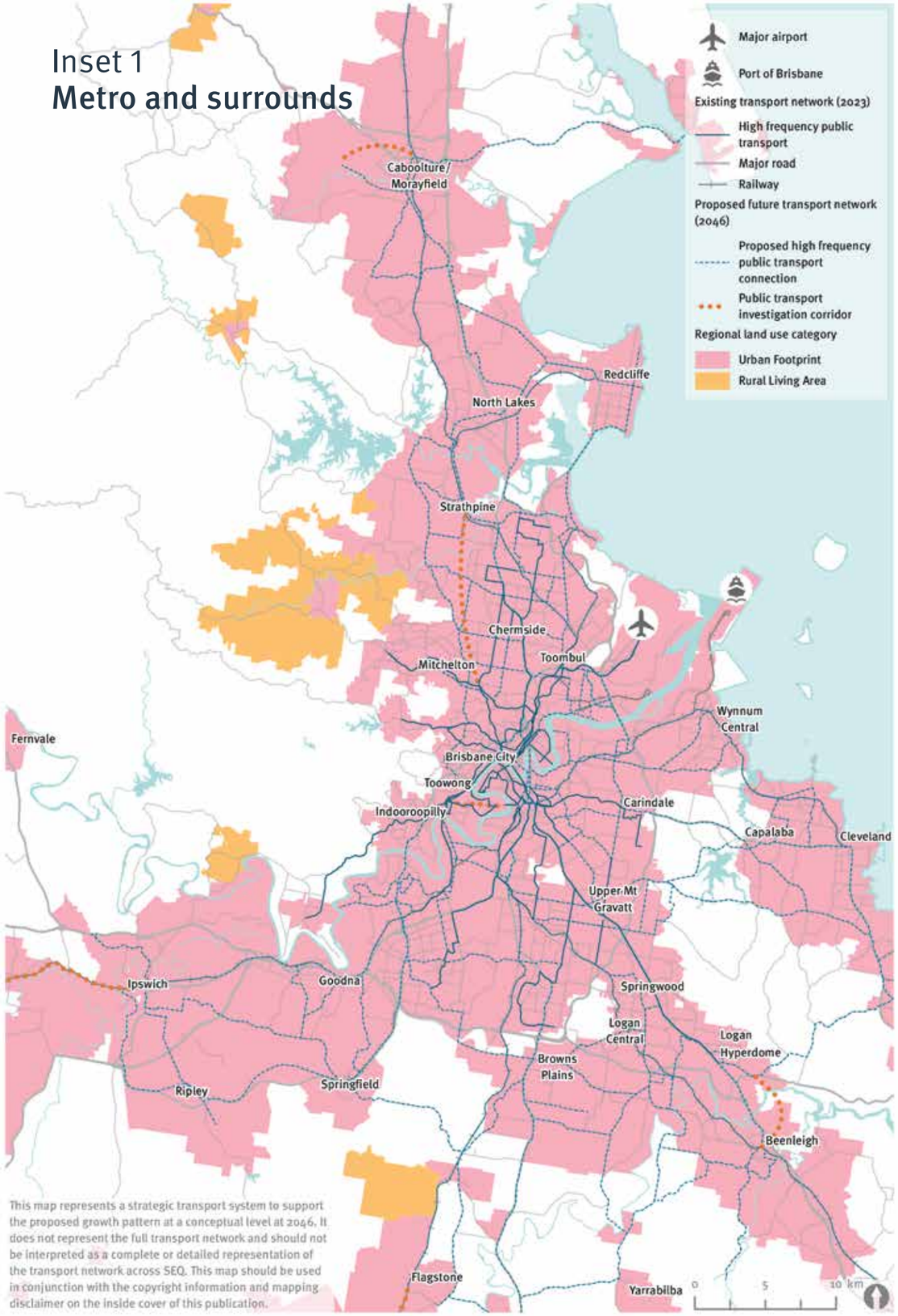
ShapingSEQ 2023 identifies the need to change our transport priorities to achieve a more sustainable, healthy, equitable and integrated transport system, building on the priorities outlined in the SEQ Regional Transport Plans (RTPs). Embracing more sustainable mobility solutions such as public transport enhancements, active transport infrastructure and innovative mobility services can help reduce the environmental footprint of the transport system while improving accessibility.

With ShapingSEQ 2023 encouraging density around public transport and active transport infrastructure, there will be an increased emphasis on streets, roads and public transport stations providing for the movement of people and goods alongside being places that are essential for everyday living that need to be designed for people as well as vehicles.

The Connect theme focuses on moving people and freight more efficiently around the region and prioritising more sustainable travel modes. This theme ensures that investment in the regional infrastructure network enables the delivery of the desired growth pattern.

Kangaroo Point Green Bridge Artist Impression. Supplied by Brisbane City Council

Inset 1
Metro and surrounds



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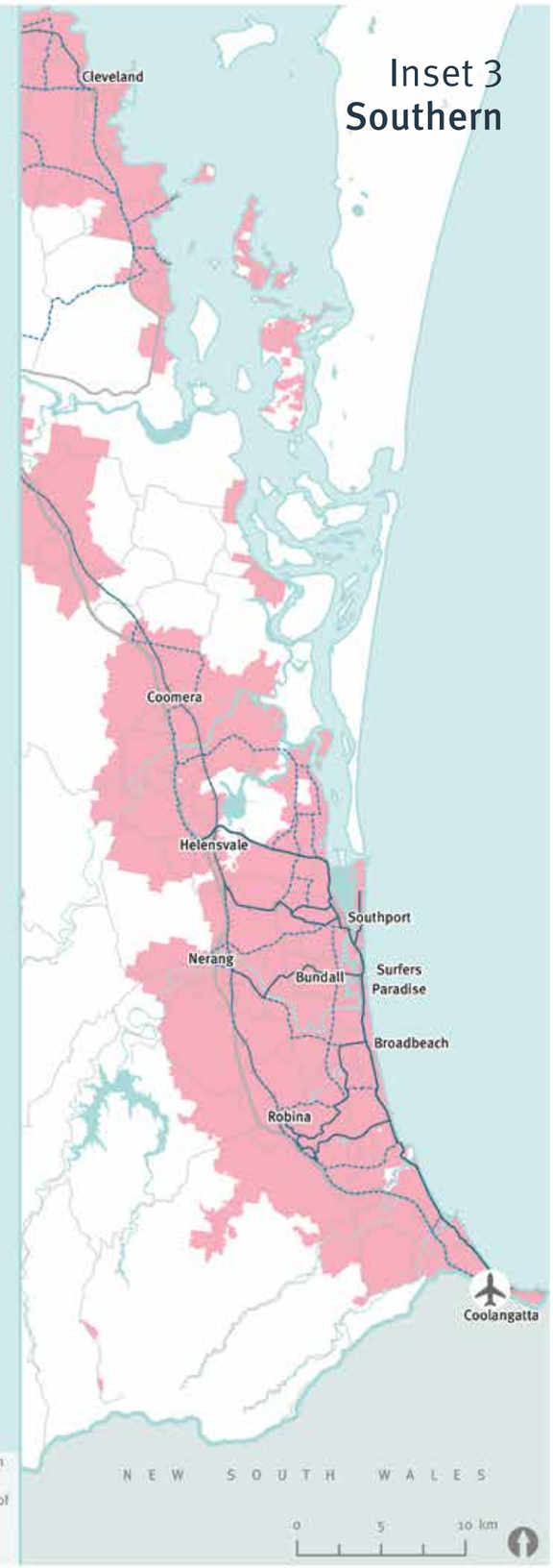
Inset 2
Northern

Inset 3
Southern



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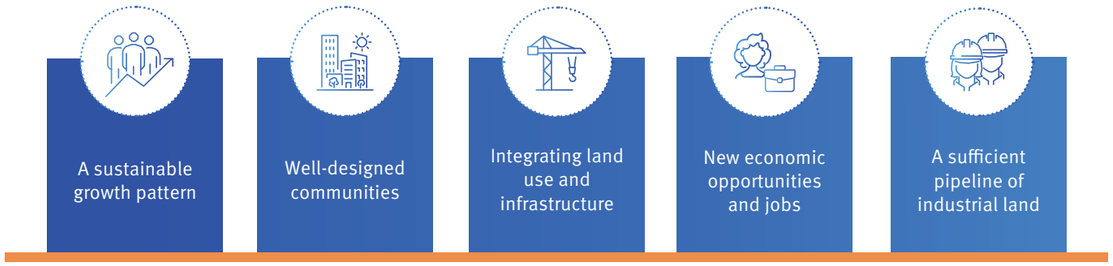
Outcomes and strategies

The outcomes and strategies under the Connect theme are closely aligned with the following regional priorities:

Key regional priorities



Outcomes	Strategies
Outcome 1 **An efficient and sustainable movement system** People and freight move efficiently around the region, maximising community and economic benefits and prioritising more sustainable travel modes.	1.1 Deliver reliable high frequency public transport services and connect these with active transport infrastructure (Map 10 (inset 1, 2 and 3)). 1.2 Increase and enhance opportunities for seamless integration of journeys across the transport system with interchange opportunities between transport modes across the network, maximising integration of transport infrastructure and allowing for easy travel. 1.3 Prioritise best use of existing assets with targeted infrastructure investment to support the desired regional growth pattern (refer to Grow) and growth in RECs and MEIAs (refer to Prosper). 1.4 Prioritise efficient and reliable freight movement on key corridors to increase the efficiency of the movement of goods and minimise conflicts with other transport modes and land uses (Map 11). 1.5 Accelerate Queensland toward a cleaner, greener transport future, by implementing the Queensland Zero Emission Vehicle Strategy 2022-2032, while ensuring energy networks support the transition to zero emission vehicles.
Outcome 2 **Active transport** Active transport is a favoured, practical option for a range of trips.	2.1 Provide an extensive, convenient, safe and connected active transport network throughout the region's urban areas, with principal cycle routes forming the core network (see TMR Principal Cycle Network Plans). 2.2 Provide active transport connections to existing and planned high frequency public transport stops and stations, regional activity centres, schools and tertiary education institutions.
Outcome 3 **Vibrant and connected regional activity centres** Design and development of regional activity centres is focused on enabling easy access to employment, education and essential services using more sustainable transport modes.	3.1 In regional activity centres, prioritise pedestrian-friendly design and the provision of safe and connected pathways and public spaces. 3.2 Promote compact neighbourhoods where development is concentrated within walking distance of stops and stations on the high frequency public transport network. 3.3 Deliver a growth pattern that prioritises the use of more sustainable transport modes and reduces reliance on private vehicles to access essential services and facilities. 3.4 Ensure streets within regional activity centres are designed and delivered in a manner that responds to the needs of all users and prioritises accessible, inclusive and sustainable transport options. 3.5 Provide for convenient and direct transport connections within and between key regional activity centres to enable people to access employment, education and essential services close to home, encouraging shorter travel distances.
Outcome 4 **Integrated planning** Infrastructure and land use planning and delivery are integrated.	4.1 Investigate, plan and deliver a strategic transport system that connects people, places and employment efficiently with high frequency passenger transport services (Map 10 (inset 1, 2 and 3)). 4.2 Investigate, plan and deliver transport solutions to enable the growth of RECs by connecting regional activity centres, knowledge and technology precincts and MEIAs. 4.3 Coordinate and integrate the planning and delivery of infrastructure and services at regional, sub-regional and local levels using a consistent set of regional plan growth assumptions, including the 2031 and 2046 dwelling supply targets (Figure 2) and employment planning baselines (Table 3). 4.4 Design new urban communities to ensure active and public transport are the most convenient and easiest ways to move around, to reduce private vehicle dependence. 4.5 Harness emerging technology, such as MaaS and connected and autonomous vehicles, to maximise shared use of vehicles and encourage e-mobility options. 4.6 Investigate, plan and deliver terrestrial and aquatic wildlife movement and threat-reduction solutions where roads and infrastructure intersect with the regional biodiversity network (including corridors) to protect and provide for the safe movement of wildlife.

Outcomes and strategies

Outcomes	Strategies
Outcome 5 **Region-Shaping Infrastructure** Investment in the regional infrastructure network is prioritised to service social and economic needs in a way that integrates with and enables delivery of the desired growth pattern.	5.1 Advance RSI (Table 9) via the planning, prioritisation and delivery frameworks established in the SEQ RTPs and the forthcoming SEQIP. 5.2 Support accessible and affordable urban land supply in planned growth areas through the provision of appropriate transport solutions. 5.3 Prioritise planning, demand management, technological or other innovative solutions which do not require building of new or upgraded infrastructure to service needs, reducing costly infrastructure investments. 5.4 Investigate ways of capturing a proportion of any associated land value uplift generated from future inclusions of land in the Urban Footprint (including land in locations currently identified as PFGAs) to help service new growth areas.
Outcome 6 **Movement and Place** The transport system provides for both movement of people and goods as well as enhancing the social fabric and economic vibrancy of SEQ.	6.1 Establish a movement and place framework that facilitates balancing the movement of people and goods to, from and within a transport system with places that are essential to social and economic activity to foster vibrant communities and enhance quality of life. 6.2 Ensure design of roads, streets and other transport infrastructure in new and existing urban communities utilise movement and place principles. 6.3 Prioritise equitable access and cater to the diverse needs of the community through the provision of a range of transport infrastructure and services that are compatible with adjacent land uses, and support amenity and a sense of place. 6.4 Collaborate with multidisciplinary and cross jurisdictional teams and encourage active involvement from all stakeholders, including the community, industry and First Nations, to create a vision that will contribute to more liveable and sustainable neighbourhoods.

Building a high frequency public transport network

Public transport is a cornerstone to supporting communities across SEQ and requires an integrated approach which is reflected across the outcomes and strategies in the Connect theme.

To support growth in regional activity centres, Connect gives priority to delivering a network of connected, high frequency public transport services to encourage increased use of public transport. Map 10 shows the high frequency public transport system anticipated to be needed to support growth to 2046. These maps also illustrate the geographic distribution of high frequency public transport services to support population growth.

Greater use of public transport depends on significant behaviour change. Influencing such behaviour change depends on having in place reliable, high frequency services across a well-connected network. Ultimately, the growth pattern for SEQ needs to enable a shift to more sustainable transport modes where people can spend less time travelling to work, education and essential services and facilities.

Regional Transport Plans – a transport response to ShapingSEQ 2023

The SEQ RTPs play a crucial role in shaping the future of the region, by aligning transportation infrastructure and services with land use planning.

While ShapingSEQ 2023 focuses on land use planning, it recognises the critical role of transport in shaping the region's future. The SEQ RTPs are an important partner to ShapingSEQ 2023, as they provide the framework for integrating transportation infrastructure and services with the envisioned growth pattern.

The SEQ RTPs outline the strategic vision and priorities for transport infrastructure and services in the region. These plans provide guidance on the development of public transport networks, road infrastructure, active transport corridors, and other transport initiatives, which are then incorporated into the broader land use planning strategies outlined in Connect. This collaborative approach ensures that land use and transport planning is integrated to achieve the shared vision for SEQ.

The SEQIS and forthcoming SEQIP are regional place-based applications of the Queensland Government's state-wide economic policies through a coordinated and prioritised infrastructure plan. Outlining the priorities for infrastructure investment in SEQ, the SEQIS will provide strategic context for infrastructure providers' capital planning programs to ensure infrastructure provision is aligned with regional land use planning needs.

Brightwater. Supplied by Sunshine Coast Council. Photographer: Krista Eppelstun

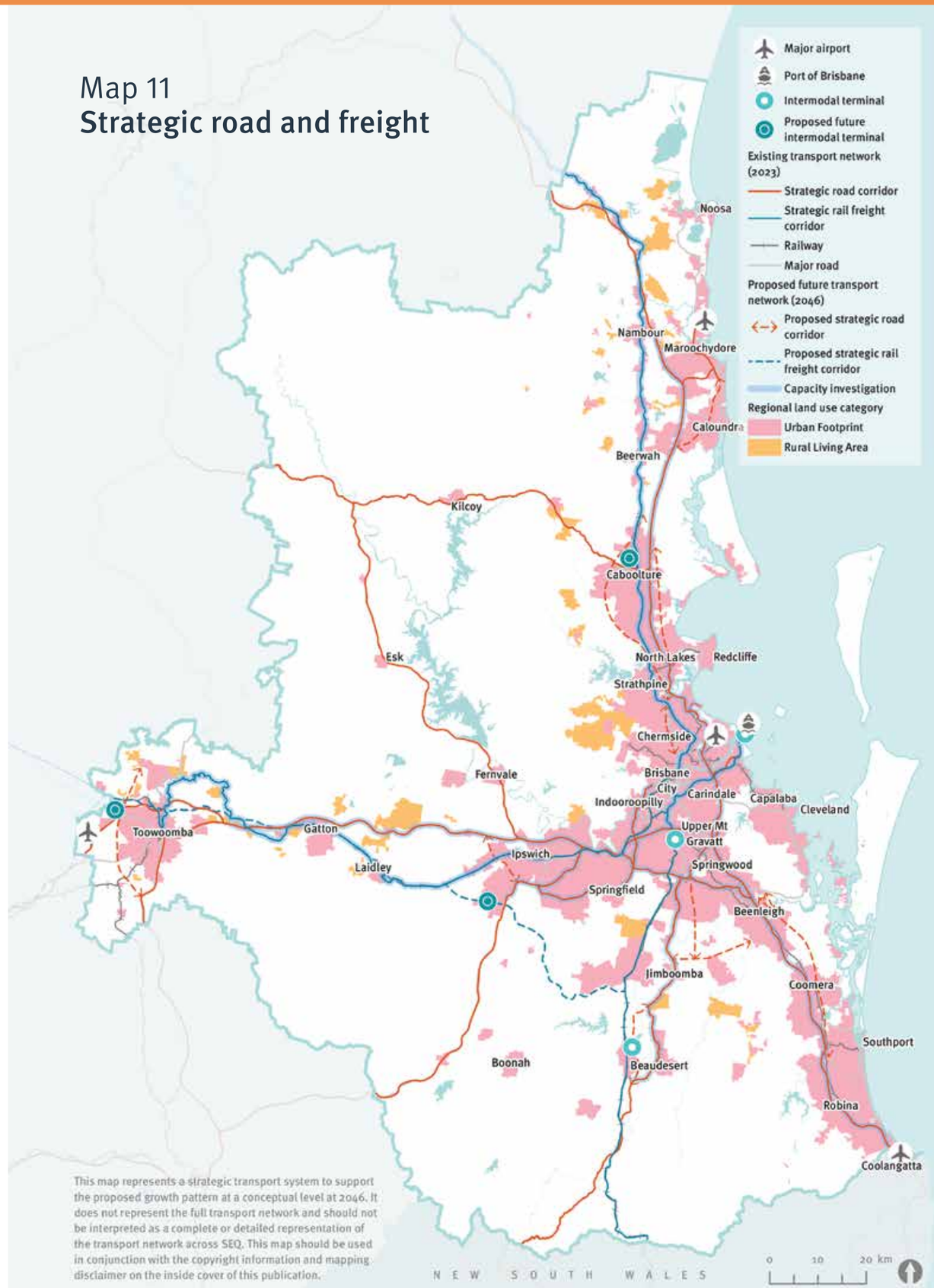
Moving people and goods efficiently and sustainably

Efficient and sustainable transportation of people and goods is key to supporting growth across SEQ. The region relies heavily on an effective road and rail freight network to support the smooth daily movement of people and goods around the region. Connect recognises the role of the strategic road and freight network as shown in Map 11.

The strategic road and freight network will play an important role in the shift to a more sustainable transport system in SEQ. By optimising routes and utilising cleaner technologies, such as electric or hybrid vehicles and trains, the region can significantly decrease its carbon footprint. This transition to sustainable transport options aligns with broader efforts to combat climate change and promotes a greener future for SEQ.

The strategic road and rail freight network plays a crucial role in enhancing regional connectivity and accessibility. An efficient road and rail freight network reduces congestion on the roads, minimising travel times and enhancing productivity. Managing road space and rail capacity allows goods to be transported swiftly and reliably, ensuring timely delivery to businesses and consumers. This streamlined movement of goods not only supports local industries but it also contributes to overall economic growth by facilitating trade and commerce within the region. Moreover, it ensures that people have reliable transportation options, enabling them to commute efficiently and access essential services, education, and employment opportunities.

Map 11
Strategic road and freight



Promoting active transport

ShapingSEQ 2023 continues to promote active transport as an effective means of connecting people with places locally, supporting healthy living, minimising impact on the environment and reducing congestion.

The Queensland Government has set a clear vision for active transport, as outlined in the Queensland Cycling Strategy 2017–2027 and the Queensland Walking Strategy 2019–2029, as follows:

- **Cycling:** more cycling, more often, on safe direct and connected routes.
- **Walking:** an easy choice for everyone, every day.

The sustainable transport hierarchy outlined in the Queensland Walking Strategy (Figure 6) reinforces the approach of putting active transport first to help create cultural change and deliver positive outcomes for walking and cycling. The sustainable transport hierarchy reflects the cross-agency support for active transport and the delivery of pedestrian friendly environments through work on transport, health, planning, education and recreation.

Noosa. Supplied by Noosa Shire Council

Figure 6 – Sustainable transport hierarchy (Source: TMR, 2019)

Well-designed streets, paths and public spaces that slow and deprioritise vehicle movement and provide physical separation from motorised traffic, way finding, adequate shade from greening and amenities, encourage people to walk and ride as an everyday activity. The layout and design of new and existing communities will prioritise pedestrian friendly environments that encourage people to use active transport to access employment, services and facilities.

Promoting active transport as a favoured, practical option in SEQ means prioritising connections to support walking and cycling to maximise accessibility to and from employment, educational institutions such as schools and universities, public transport stops and stations and centres.

Delivering a well-connected and safe active transport network occurs at a granular level. Important tools in delivering active transport networks are Principal Cycle Network Plans and accompanying Priority Route Maps, developed and regularly updated by TMR. These plans show the core routes needed to get more people cycling, more often.

Movement and Place

TMR, in partnership with the Office of Queensland Government Architect, is developing a Movement and Place Policy and Framework.

Balancing the focus of both the movement of people and goods to, from and within a transport system, with places that are essential to social and economic activity will foster vibrant communities and enhance quality of life.

This will optimise integrated, efficient, and environmentally responsible multi-modal transport choices while prioritising safe and accessible public spaces that promote social equity, economic vitality, health and wellbeing for Queensland residents and visitors.

Connected precincts

The Queensland Government is committed to delivering a well-connected network of inner-city precincts to deliver a more walkable, healthy and connected inner-city with engaging public spaces across the capital city's key precincts.

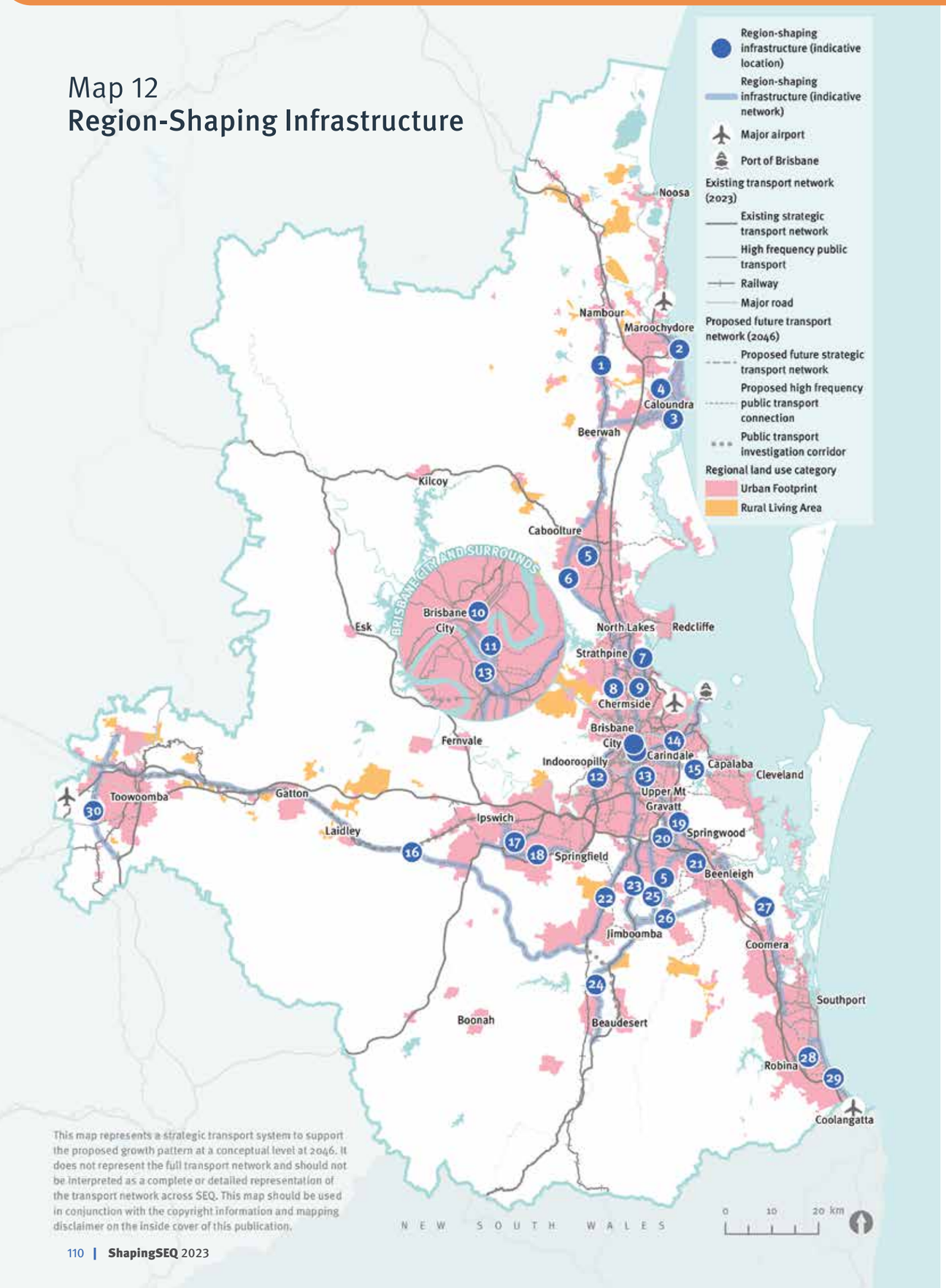
The precincts include the major destination precincts of the Gabba, South Bank, Cultural Centre and Roma Street; the major economic precincts of Herston, Albert Street and the CBD, and Boggo Road; and the lifestyle precincts of Northshore Hamilton, Bowen Hills, Albion and Kurilpa.

These precincts are located within three key corridors – River Reach, City Peninsula and the Housing and Lifestyle Arc.

The Queensland Government is committed to going beyond the individual project investments being made in these key precincts to advance a network approach to benefit realisation and investment in the state, the economy and the community and deliver transformational precinct and connectivity outcomes.

The initial focus is the planning and design of the River Reach Corridor which will facilitate a walkable spine between the Gabba and Roma Street through South Bank. This walkable spine has been identified as the priority corridor for initial Queensland Government investment to improve walkability and active transport connectivity.

Map 12
Region-Shaping Infrastructure



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Region-Shaping Infrastructure

RSI is focused on strategically shaping the future trajectory of land use in SEQ and includes infrastructure that is:

- Fundamental to realising the growth pattern set in ShapingSEQ 2023.
- Fundamental to the movement of people to access employment and essential services as well as the movement of goods.
- A significant funding requirement across multiple levels of government.
- Of regional economic significance.

RSI goes beyond addressing capacity and safety challenges, instead focused on improving connectivity between regional activity centres, RECs and MEIAs to promote economic growth. Additionally, RSI supports the establishment of new communities and increased density in key locations as well as encouraging better use of existing infrastructure as people shift to more sustainable transport modes.

Priority RSI has been identified to align with the preferred growth pattern in SEQ through to 2046. The projects identified enhance access to RECs, MEIAs and high amenity areas. Priority RSI include projects that will deliver additional capacity to existing infrastructure to make the most of investment in SEQ's transport system.

These priority RSI are not intended to present a definitive list of all transport infrastructure required to support growth to 2046 and instead represent transport projects that meet the broad criteria outlined in this section. It is acknowledged that improvements on key connections such as the Ipswich Motorway, Brisbane Valley Highway and Warrego Highway will continue to address safety concerns and capacity constraints to support efficient movement on the transport system. As these works will not directly influence the growth pattern they are not included on the priority RSI list in Table 9. They are considered to be more appropriately carried through the SEQ RTPs and funding programs such as the QTRIP.

1. Beerburrum to Nambour Rail Upgrade Project
2. Sunshine Coast Public Transport Project (Caloundra to Maroochydore)
3. Direct Sunshine Coast Rail (Beerwah to Caloundra and Maroochydore)
4. Kawana Motorway
5. Provide frequent public transport services to planned major expansion growth areas:
   - Waraba (Caboolture West)
   - Yarrabilba
6. North Brisbane-Bruce Highway Western Alternative
7. Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Sunshine Coast
8. Improved road and public transport connectivity between Inner Brisbane and Strathpine
9. Northern Busway extension to Bracken Ridge
10. Inner Brisbane active transport initiative
11. Cross River Rail
12. Centenary Motorway Upgrade (Toowong to Darra)
13. Options for improved inner-city distribution
14. Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane
15. Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)
16. Melbourne to Brisbane Inland Rail
17. Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley
18. Ipswich to Springfield Public Transport Corridor
19. South East Busway extension to Springwood (as busway or other priority corridor)
20. Enhance the high frequency public transport connection between Browns Plains and the South East Busway
21. Logan and Gold Coast Faster Rail
22. Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)
23. Mount Lindesay Highway Upgrades (Browns Plains to Woodhill)
24. Bromelton North–South Arterial Road, as part of the Mount Lindesay Highway Upgrade
25. Park Ridge Connector
26. Improved road and public transport connectivity between Yarrabilba and the Mount Lindesay Highway (including Camp Cable Road and Cusack Lane upgrades)
27. Coomera Connector
28. New high frequency public transport connection linking Broadbeach via Bond University to Robina
29. Extension of light rail from Broadbeach to Coolangatta
30. Improved connectivity between New England Highway (south of Toowoomba) and industrial growth areas of Charlton and Wellcamp

Table 9 – Priority Region-Shaping Infrastructure

Map No.	Priority Region-Shaping Infrastructure	Relationship to regional policy
1	Beerburrum to Nambour Rail Upgrade Project	Provides rail and associated road infrastructure upgrades and facilities between Beerburrum and Nambour including track duplication and system upgrades of the North Coast line between Beerburrum and Beerwah to improve capacity and reliability. Relieves pressure on the strategic road network and supports improved freight rail efficiency.
2	Sunshine Coast Public Transport project (Caloundra to Maroochydore)	Provides for an enhanced public transport connection along the coastal corridor between Caloundra and Maroochydore to relieve pressure on the road network and support mode shift. Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
3	Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore)	Expands the SEQ rail network through a proposed spur line to provide faster, more reliable and sustainable connections between Sunshine Coast, Moreton Bay and Brisbane, connecting people to jobs, study, health services and key tourist destinations. Supports increased dwelling densities and employment growth around any new public transport stations and more accessible and efficient public transport.
4	Kawana Motorway	Provides a critical connection required to relieve pressure on Nicklin Way to enable increased capacity and support delivery of high frequency public transport in the coastal corridor.
5	Provide frequent public transport services to planned major expansion growth areas: » Waraba (Caboolture West) » Yarrabilba	Supports increased take-up of planned expansion areas, including higher densities close to any planned stations.
6	North Brisbane-Bruce Highway Western Alternative	Supports increased take-up of planned expansion area – Waraba (Caboolture West). Provides for multi-modal outcomes aiding in delivery of active transport and public transport outcomes. Relieves pressure on the Bruce Highway, supporting improved freight efficiency on the Highway.
7	Gateway Motorway and Bruce Highway Upgrades, North Brisbane to Moreton Bay Region	Provides for additional capacity and improves safety and network efficiency, particularly for freight. Will help to reduce peak hour congestion and overall travel time.
8	Improved road and public transport connectivity between Inner Brisbane and Strathpine	Provides for additional connectivity across Brisbane's arterial network. Supports increased dwelling densities and employment growth and more accessible and efficient public transport.
9	Northern Busway extension to Bracken Ridge (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
10	Inner Brisbane active transport initiative	Provides for mass movement by walking and cycling in inner Brisbane between key entertainment precincts such as Lang Park, South Brisbane, Woolloongabba, Brisbane Arena and Fortitude Valley.
11	Cross River Rail	Significantly increases the regional rail network's capacity. Facilitates employment growth, delivers economic agglomeration benefits for the region and supports residential consolidation and future rail links to planned expansion areas.
12	Centenary Motorway Upgrade (Toowong to Darra)	Supports increased take-up of growth areas in the western corridor, including Ripley Valley and enables multi-modal outcomes along the motorway. Supports more efficient movement of freight between and around the South West Industrial Corridor REC and Springfield REC.
13	Options for improved inner-city distribution (to complement Cross River Rail), including Brisbane Metro	Supports employment growth in the capital city centre, economic agglomeration benefits for the region and residential consolidation in Brisbane. Enhances growth and intensification of Capital City REC.
14	Dedicated Rail Freight Corridor between Acacia Ridge and the Port of Brisbane	Supports increased capacity to manage freight through the Port of Brisbane and increased economic activity in the region generally. Enhances growth and intensification of the Australia TradeCoast REC and potentially a number of other RECs including: » Western Gateway REC » South western component of the Ipswich REC » South West Industrial Corridor REC » Yatala–Stapylton–Beenleigh REC.
15	Eastern Busway extension to Carindale and Capalaba (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, particularly around any new stops and stations. Provides an efficient public transport connection between centres, particularly Carindale and Capalaba, as well as reinforcing a more accessible and efficient public transport system.
16	Melbourne to Brisbane Inland Rail	Supports increased capacity to manage freight through SEQ generally with specific opportunities in MEIAs in Scenic Rim, Ipswich, Lockyer Valley and Toowoomba. Potentially enhances existing RECs or catalyse new RECs. Allows for long-term intent for an improved passenger rail connection between Brisbane and Toowoomba.
17	Cunningham Highway Upgrades to support delivery of Ebenezer and Ripley	Supports increased take-up of growth areas in the western corridor, including Ripley Valley. Supports more efficient movement of freight between and around the South West Industrial Corridor REC, Springfield REC and Ipswich REC – particularly the Ebenezer MEIA.
18	Ipswich to Springfield Public Transport Corridor (including the extension of the public transport corridor to Ripley Valley)	Expands the SEQ rail network through a new connection to provide faster, more reliable and sustainable connections between Springfield, Ipswich, other centres in the western corridor and Brisbane, connecting people to jobs, study and health services. Supports increased take-up of expansion areas, including higher densities close to any planned stations. Reduces demand on Ipswich Motorway and encourages mode shift to public transport.
19	South East Busway extension to Springwood (as busway or other priority corridor)	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Provides public transport connectivity between and around the Capital City REC and Pacific Motorway REC.

Map No.	Priority Region-Shaping Infrastructure	Relationship to regional policy
20	Enhance the high frequency public transport connection between Browns Plains and the South East Busway	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
21	Logan and Gold Coast Faster Rail Project	Provides additional capacity, station and signalling improvements to support increased train service frequency on the Beenleigh and Gold Coast lines. Supports increased dwelling densities and employment growth, particularly around existing and future stations.
22	Salisbury to Flagstone Passenger Rail (following the Salisbury to Beaudesert Corridor)	Supports increased take-up of planned expansion growth in Yarrabilba and Flagstone including higher densities close to any planned stations. Provides improved connectivity to Brisbane and the Capital City REC.
23	Mount Lindesay Highway Upgrades (Browns Plains to Woodhill)	An important link in the National Land Transport Network that provides for improved freight connectivity and delivery of the Bromelton SDA, as well as enabling increased take-up of planned expansion growth areas.
24	Bromelton North–South Arterial Road, as part of the Mount Lindesay Highway upgrade	Supports the movement of freight traffic to the Bromelton SDA and supports greater efficiency and economic growth through a dedicated freight route that bypasses the Beaudesert town centre.
25	Park Ridge Connector	Provides connection between the Park Ridge MEIA and the strategic road freight network. Supports increased take-up of land in Park Ridge MEIA.
26	Improved road and public transport connectivity between Yarrabilba and the Mount Lindesay Highway (including Camp Cable Road and Cusack Lane upgrades)	Supports increased take-up of planned expansion growth in Yarrabilba and Flagstone including higher densities close to any planned stations. Provides improved connectivity to key north-south connections.
27	Coomera Connector	Provides a connection that will relieve pressure on the Pacific Motorway and facilitate improved local traffic movement, including opportunities for public transport services. Supports growth in the northern Gold Coast corridor.
28	New high frequency public transport connection linking Broadbeach via Bond University to Robina	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Provides for improve connectivity to the Robina-Varsity Lakes REC.
29	Extension of light rail from Broadbeach to Coolangatta	Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system. Enhances a key north-south public transport corridor and provides improved connectivity between the Southport-Broadbeach REC and the Southern Gateway REC.
30	Improved connectivity between New England Highway (south of Toowoomba) and industrial growth areas of Charlton and Wellcamp	Provides for additional connectivity between the New England Highway south of Toowoomba and the industrial growth areas of Charlton and Wellcamp as well as improved connectivity between the residential growth areas of Westbrook and Highfields to the industrial growth areas of Charlton, Wellcamp and the CBD. Supports increased dwelling densities and employment growth North, West and South of Toowoomba.

Priority Action 6 – **Integrated land use and infrastructure modelling capability**

Stakeholders: State and local governments **Timeframe:** Ongoing

Planning and transport agencies within the Queensland Government will continue to develop and utilise integrated land use and infrastructure modelling capability. Modelling and analytical capability will support informed decision-making of land use policy and infrastructure planning and will be a critical element in monitoring the implementation of ShapingSEQ 2023.

Isle of Capri bridge works. Supplied by City of Gold Coast