Trunk infrastructure financial year 2019-20

Moreton Bay Regional Council provides trunk infrastructure to cater for the growth in the region. The Council’s trunk infrastructure is made up of the following networks:

- Transport (including Active Transport)
- Stormwater
- Parks and Open Spaces and land for community facilities

Council plans and budgets for upgrades to these networks based on current demand forecasts, these are articulated through the Local Government Infrastructure Plan (LGIP).

During 2019/20 financial year the Council spent $24.4m on trunk and $4.7m on major projects. Below is a breakdown by network:

**Roads:** $10.0m, including $1.9m Brown St corridor Caboolture, $1.2m Oakey Flat Rd Morayfield.

**Active Transport:** $2.5m, including $700,000 Wamuran-Caboolture rail trail, $700,000 pathways at Ferny Hills

**Stormwater:** $3.5m, including $2.8m for stormwater management at Margate.

**Parks:** $12m, including $7m for Nathan Road Sports and Recreation Park Rothwell, $3.0m for James Drysdale Reserve.

FAQ

**Q** What is trunk infrastructure?

**A** Trunk infrastructure is infrastructure identified in the LGIP that is required to support growth and development within the Priority Infrastructure Areas (PIA). Trunk infrastructure is higher order infrastructure and is generally required to service multiple developments.

**Q** How do infrastructure charges work?

**A** Council levies infrastructure charges by assessing the extra demand a development will place on the networks. Currently the charges are calculated using the Moreton Bay Regional Council Charges Resolution (No. 8) and are paid to Council when the development is completed.

**Q** How do we spend the infrastructure charge revenue?

**A** The Queensland charges framework has statewide standardised and capped charges, removing the connection between charge rates and the infrastructure costs, demand and location. Revenue collected from a specific development may not be spent, by Council, immediately or in the same location it was collected. Funds may be accumulated and spent at a later time or in another part of the region or funds may have been spent before a specific development commences. This is a normal result of the LGIP to ensure infrastructure is efficiently prioritised, so it is delivered where and when it is most needed.