Trunk Infrastructure

The Council’s trunk infrastructure is made up of the following 3 networks:

- Transport (including Active Transport)
- Stormwater
- Parks and Open Spaces

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

During 2020/21 financial year the Council spent $20.2m on trunk and $5.7m on major infrastructure projects (funded by infrastructure charges revenue, general rates income and grants from State and Federal sources) below is a breakdown by network:

Roads, $13.7m, including $3.6m Brays Road, Murrumba Downs, $3.1m Oakey Flat Road, Morayfield and $1.5m Brown Street Caboolture

Active Transport, $2.2m, including $1.0m on Caboolture-Wamuran Rail Trail, $0.5m O’Mara Road, Narangba

Stormwater, $0.3m, including $0.07m Matterhorn Drive Park, Narangba, $0.06m Williamina Sports ground, Narangba, $0.06m Morayfield Rd, Caboolture South

Parks, $5.3m, including $4.0m Griffin Sports Complex, Griffin, $0.5m Cecily Street park, Kallangur

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). It includes roads, pathways, drainage, parks and open spaces. 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 are infrastructure charges invested in the community?
A Council’s capital expenditure program has a medium to long term view and projects are scheduled based on the earliest requirement for them. Decisions on where to provide infrastructure is based on the demand that will be generated in each location and Council’s desired standards of service (DSS). In some cases, infrastructure may have already been provided in that location before receipt of the IC is paid. Timing of receipt of IC is dependent on the Developer proceeding with the development.

Q Does the Council spend the same amount each year?
A Timing on the construction and completion of infrastructure projects across the region it will impact how much Council is required to invest in a financial year.

Q Does the timing of provision of infrastructure match the timing of development?
A Not always, road infrastructure is more likely to be provided prior to development starting but large parks such as District or Regional Recreation/Sports parks are more likely to be provided as demand grows to trigger them.