



Australian Government

Department of Infrastructure and Regional Development

Submission to the Senate Rural and Regional Affairs and Transport References Committee

Table of Contents

EXECUTIVE SUMMARY	1
1 THE CONCEPT OF REGIONAL CAPITALS	1
2 TRENDS IN REGIONAL CENTRES	4
2.1 TRENDS IN REGIONAL CENTRES OVER THE LAST 100 YEARS	4
2.1.1 <i>Centralisation</i>	6
2.1.2 <i>Increased personal wealth and demand for amenity</i>	6
2.1.3 <i>Long term structural change and settlement patterns</i>	7
2.1.4 <i>Recent structural changes in regional centres</i>	8
3 ROLES OF REGIONAL CENTRES	11
3.1 REGIONAL CENTRES AS POPULATION CENTRES	11
3.2 REGIONAL CENTRES AS NODES IN A TRANSPORT NETWORK	13
3.3 REGIONAL CENTRES AS SERVICE ACCESS CENTRES	15
4 PROGRAMMES SUPPORTING REGIONAL DEVELOPMENT	17
4.1 INFRASTRUCTURE INVESTMENTS	17
4.1.1 <i>Infrastructure Investment Programme</i>	17
4.1.1.1 Heavy Vehicle Safety and Productivity Programme	17
4.1.1.2 Black Spot Programme	18
4.1.1.3 Roads to Recovery Programme	18
4.1.1.4 National Highway Upgrade Programme	19
4.1.1.5 Bridges Renewal Programme	19
4.1.2 <i>National Stronger Regions Fund</i>	20
4.2 REGIONAL DEVELOPMENT PROGRAMMES	20
4.2.1 <i>Community Development Grants Programme</i>	20
4.3 TASMANIAN JOBS AND GROWTH PACKAGE	21
4.4 FINANCE ASSISTANCE GRANT PROGRAMME	21
4.4.1 <i>Financial Assistance Grant Programme -Regional Centre Funding</i>	22
4.5 REGIONAL DEVELOPMENT AUSTRALIA COMMITTEES	22
4.6 AIR TRANSPORT	23
4.6.1 <i>Airports and Aviation in Regional Centres</i>	23
4.6.2 <i>The Regional Package for International Services</i>	23
4.6.3 <i>Regional Airline access at Sydney Airport</i>	24
4.7 TRANSPORT	24
4.7.1 <i>Intermodal Transport Hubs</i>	24
4.8 RELOCATING COMMONWEALTH AGENCIES TO REGIONAL CENTRES	25
5 CONCLUSION	26
6 REFERENCES	27
APPENDIX A	28
INFRASTRUCTURE INVESTMENT IN LOCAL GOVERNMENTS AREAS	28
APPENDIX B	48
FUNDING UNDER THE FINANCIAL ASSISTANCE GRANT PROGRAMME IN 2014-15	48
APPENDIX C	50
DEPARTMENT OF INFRASTRUCTURE AND REGIONAL DEVELOPMENT - PUBLICATIONS.....	50

Executive summary

This submission has been prepared by the Department of Infrastructure and Regional Development (the Department) to the Senate Rural and Regional Affairs and Transport References Committee inquiry into *The future role and contribution of regional capitals to Australia*.

The Infrastructure and Regional Development portfolio contributes to the wellbeing of Australians by assisting the Australian Government to plan and invest in infrastructure and foster an efficient, competitive, safe and secure transport system. The portfolio also helps build stronger communities through effective local government and external territories administration and regional development.

Nationally, regional centres are a major contributor to Australia's productivity. Locally, they provide key transport, economic and social services to their resident population and businesses, as well as those of the surrounding regions.

Regional centres can be broadly identified as fulfilling the roles of: key population centres in their region; provision of critical services; and nodes in the national transport network (port, rail, road or air).

This submission presents the views of the Department relating to regional capitals and covers:

- the concept of a regional capital;
- an overview of the historical trends that have impacted the development of regional centres;
- the roles of regional centres; and
- an analysis of current funding and programmes that are supporting regional centres.

The Australian Government, in partnership with the state, territory and local governments, plays an important role in the development of regional Australia and regional centres.

The Australian Government is making an unprecedented commitment to an investment of \$50 billion through to 2019-20 in infrastructure throughout Australia, which has both direct and indirect benefits for regional centres across the country. This investment, which includes the Infrastructure Investment Programme (the Programme), is building connections between regions, helping them to diversify their economic base, and strengthen their ability to tap into national and international markets. Other major investments under the Programme include the Roads to Recovery Programme, Heavy Vehicle Safety and Productivity Programme, Black Spot Programme, Bridges Renewal Programme and the National Highway Upgrade Programme. These projects specifically target productivity and safety in regional areas. In addition to the Programme, the National Stronger Regions Fund will invest \$1.0 billion to promote economic development through small-scale infrastructure projects at a local level.

1 THE CONCEPT OF REGIONAL CAPITALS

The Department recognises that the term ‘regional capital’ is not a term of precise geography. Unlike state capital cities, which have clearly defined political and geographic boundaries, there is no commonly understood criterion to determine what a regional capital is. The concept of ‘regional capitals’ is used by major regional centres that self-identify as ‘capitals’ for the purposes of distinguishing themselves from other centres in order to build a particular commercial identity to attract government funding and private investment. These ‘capitals’ fall at various points on a continuum of population centres from the smallest town to the largest regional cities, all of which service a surrounding hinterland. The point at which a regional centre becomes a ‘capital’ is unclear.

The Department uses different classifications of regions that are fit for the purpose of the associated discussion, policy or programme. For example, when reporting funding arrangements and grants programmes, the Department will generally report based on Local Government Areas, since Australian Government funding for small-scale, local projects is principally directed to local governments. In terms of the Department’s research findings, the statistical areas used by the Australian Bureau of Statistics (ABS) are used, as this is the basis on which data is collected and analysed. Both forms of demarcation of regional centre boundaries are used in this submission as required.

The Department refers to ‘regional centres’ rather than ‘regional capitals’ in its policy development. This approach does not draw a distinction between the significance of comparable regional centres which all have important, though varying, roles to play in their broader regions.

A regional centre fulfils important functions as a service access centre and transport node for the towns and communities in the surrounding region. Our conceptualisation of a regional centre is a functional and dynamic one, which takes into account the diversity of their locations, populations, infrastructure and economies, as well as their context in the wider region.

Given this conceptualisation, regional centres can have extremely diverse characteristics. For example, some regional centres such as Geelong are located in close proximity to capital cities, with high populations and well diversified economies providing access to higher order goods and services¹ to a relatively dense network of surrounding towns. In comparison, other regional centres such as Port Hedland are situated in remote regions, with low populations and relatively less diverse service provision to a sparsely populated region (see Box 1 below).

¹ Higher order goods and services are defined as those that have less demand in the population or are large value purchases compared to their transaction costs (BITRE (2014)).

Box 1: Examples of the diversity of regional centres

Port Hedland

Port Hedland is situated in the Pilbara region of Western Australia. Consistent with its remoteness, it has a relatively small population of approximately 15,000 persons. However, it serves as a key centre of regional activity due to its bulk tonnage port providing links to international markets and its role as the key road and rail transport centre for the resources activities of the wider Pilbara region.

Geelong

Situated in the influence of metropolitan Melbourne, the Greater City of Geelong stands as a significant population and economic centre in its own right. It has a diversified economy with over 16,000 businesses and a labour force of over 120,000 people employed in industries such as manufacturing, education and research, defence, information and communications technology, tourism, food and agriculture (City of Greater Geelong Council (2014)). It is linked to the nationally significant road, rail and port functions of the north western and south western regions of Victoria.

Wagga Wagga

The City of Wagga Wagga is New South Wales' largest inland centre with a population of over 62,000. It serves as an important provider of retail, education, health and commercial services to its own population, the Riverina and wider south-western New South Wales. It functions as a key transport node with access to major interstate road and rail routes.

Mount Gambier

Mount Gambier is South Australia's second largest city with a population of over 25,000. Situated on the Princes Highway, it functions as a service hub providing access to retail, health, education, government administration, sport, recreation and cultural activities for the approximately 38,000 regional residents. It also services the tourism, wine, dairy, agriculture and forestry sectors.

Townsville

Townsville is Queensland's largest urban centre north of the Sunshine Coast, with a population of approximately 189,000. It is an important governmental, educational, health, tourist, industrial and commercial centre for northern Queensland. The city is a key node in the transport network with links to the Bruce Highway, the Great Northern rail line servicing the mines of Mount Isa and the Port of Townsville being a key gateway to international markets.

Albury-Wodonga

Albury and Wodonga are an example of twin cities which function as a regional centre, although they are separated both geographically and jurisdictionally by the Murray River (which functions as the state border between New South Wales and Victoria). As Local Government Areas, Albury-Wodonga has combined populations of approximately 90,000. Its border location strengthens its importance as a regional centre, functioning as an important transport and tourism hub on the Hume Highway between Sydney and Melbourne. Services such as Albury Wodonga Health are provided to both cities.

Box 2: What is a region?

Regions can be classified by a number of methods that suit a particular purpose.

Administrative Regions

Geographic areas to which Government functions and powers are connected. Examples include:

- Local Government Areas (LGAs) – defined geographic areas under the responsibility of an incorporated local government council, or an incorporated Indigenous government council; and
- Service-provider regions – a territorial unit used by organisations (particularly governments) in the delivery of services (such as Medicare Local service delivery areas (Department of Health and Ageing (2012))).

Statistical Regions

Defined geographic areas used for collecting and compiling statistical data. Examples include geographic classifications under the Australian Statistical Geography Standard (ASGS). ASGS classifications used in this submission include:

- Significant Urban Area (SUA) – Concentrations of urban development with a population of 10,000 people or greater, which includes a dense urban core and some surrounding hinterland; and
- Remoteness classes – Australia is divided into five remoteness categories. The degrees of remoteness range from 'Major Cities' to 'Very Remote'. Remoteness classes are not directly comparable to regional centres since they cover a broad region, rather than population centres. However, they are still a useful data source for analysing differences across regions.

Functional regions

This definition reflects the organisation of social and economic relations rather than geographic areas. The most typical example used in defining a functional region is that of labour markets (e.g. working zones (WZs), which typically include both urban and peri-urban areas). WZs often encapsulate a regional centre and its economically connected hinterland.

2 TRENDS IN REGIONAL CENTRES

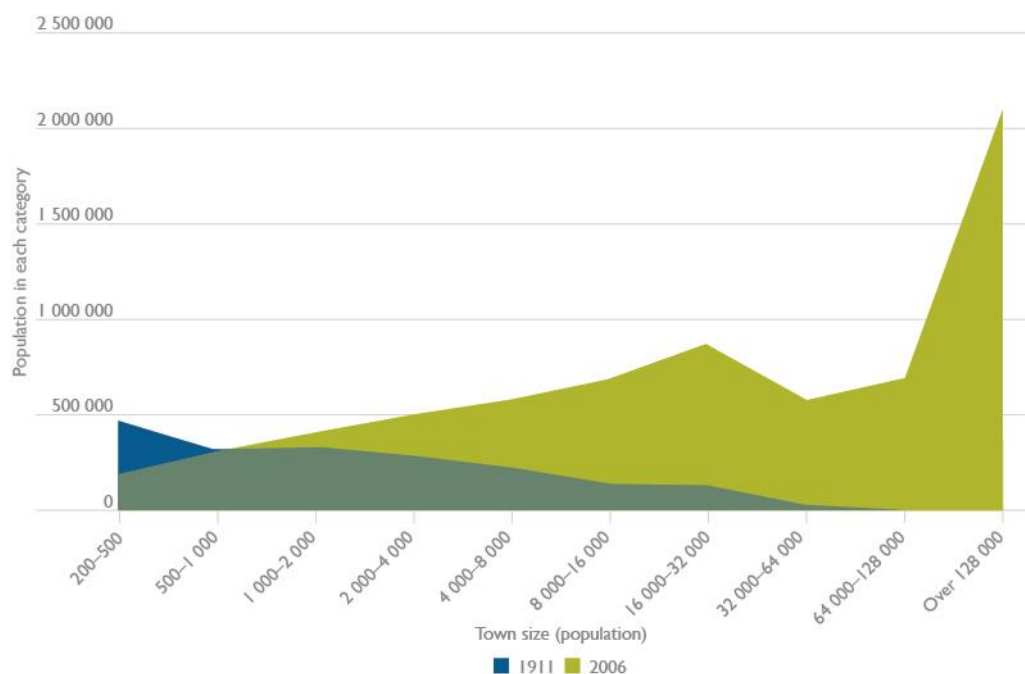
The Department provides economic analysis, research and statistics on infrastructure, transport and regional development issues to inform Australian Government policy development and wider community understanding. The research undertaken by the Department into regional development includes a recent study of the development of regional towns over the past 100 years, *The evolution of Australian towns* (BITRE 2014), which provides a useful starting point in considering contemporary issues for regional centres.

2.1 Trends in regional centres over the last 100 years

Over the twentieth century the settlement pattern in Australia showed increased centralisation of population and activity to regional centres in tandem with a decline in the population of small rural inland towns.

The increasing centralisation of population is illustrated in Figure 1. The blue area, which represents the size and distribution of the 1911 regional population, shows that at the beginning of the century the Australian population living outside the capital cities was spread among a large number of relatively small towns. In 1911, some 40 percent of this regional population lived in towns of between 200 and 1000 people. The green area, which represents the size and distribution of the 2006 population living outside the major capital cities, shows the reversal of this pattern, with a clear shift in the regional population to larger centres.

Figure 1: Population by town size in 1911 and 2006

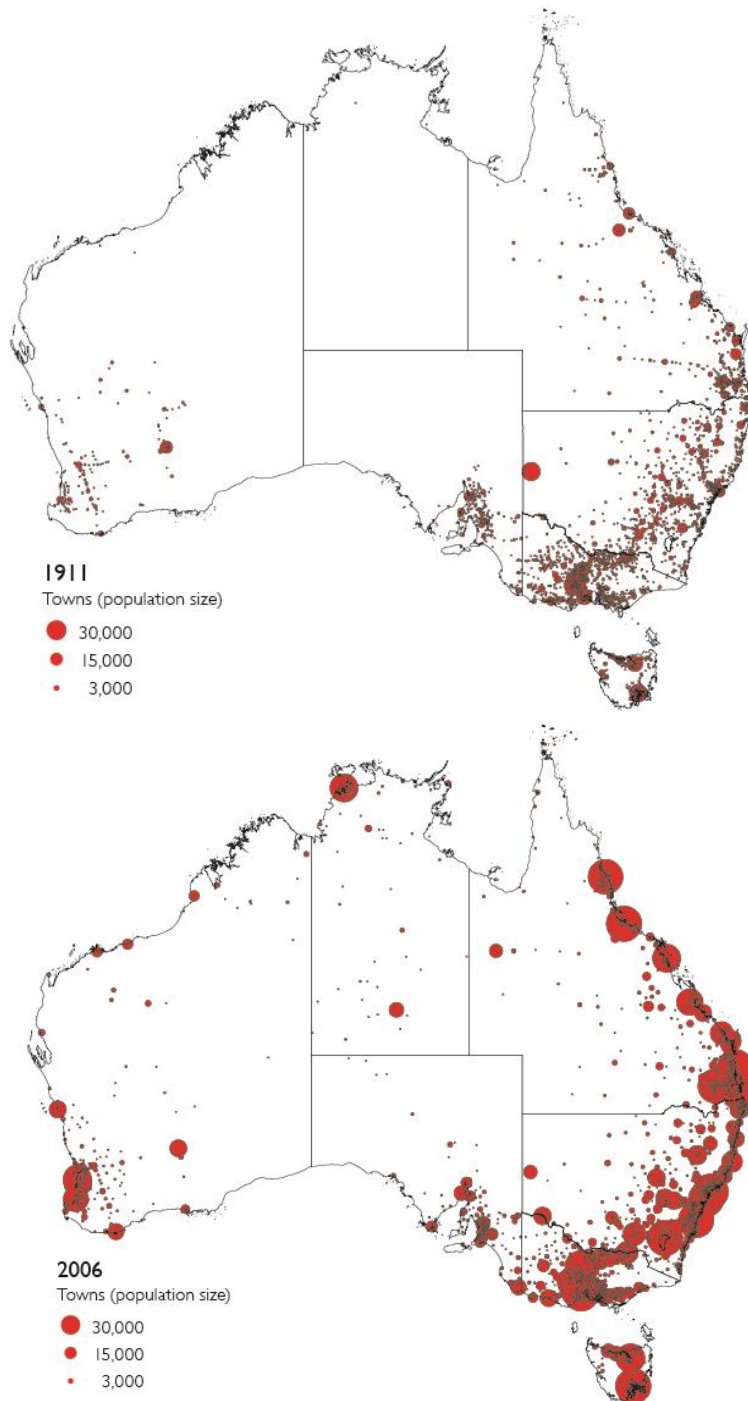


Note: Data does not include the mainland state capitals (Sydney, Melbourne, Brisbane, Adelaide and Perth).
Source: BITRE (2014).

The maps below illustrate the centralisation of population which occurred between 1911 (Map 1) and 2006 (Map 2). The contrast between Maps 1 and 2 shows four broad shifts:

- The settlement of Northern Australia;
- The growth of coastal settlements;
- The emergence of larger centres; and
- The disappearance of many smaller towns.

Maps 1 and 2: Towns in Australia by population size over 200 people in 1911 and 2006 (excluding the five mainland capitals)



Note: Data does not include the mainland state capitals (Sydney, Melbourne, Brisbane, Adelaide and Perth).
Source: BITRE (2014).

2.1.1 *Centralisation*

A major feature of the evolving demographic and economic landscape is the centralisation of both people and activity into larger settlements. This centralising tendency has been driven in part by the rise of the service sector and technical change, especially increased consumer mobility, as private motor vehicles became more efficient and affordable. This has allowed regional cities to grow, while smaller towns have experienced a reduced range and number of services offered locally. Several processes contributed to this broader trend, including:

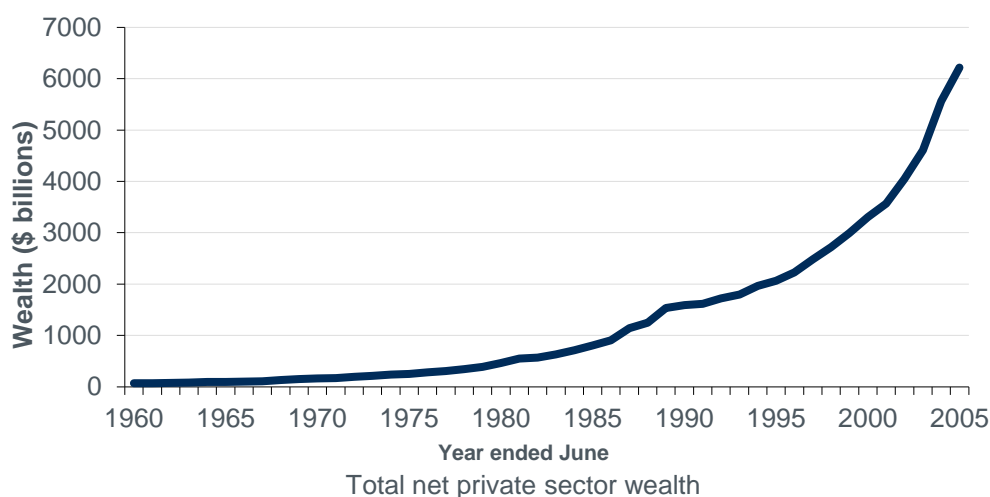
- Residents of small towns travelling to larger centres to access employment and a cheaper and wider range of goods and services, decreasing local demand;
- Some goods and services with higher order characteristics are positioned in major centres because of the scale required to support specialist services;
- The positioning of higher order goods and services in regional centres in turn attracts households;
- Industry, driven by economies of scale and enabled by network, transport and technological advances has increasingly centralised production (regional rather than local production) of goods and services; and
- The centralising of activity makes investing in larger centres more attractive because of a perceived lower risk.

These forces tend to provide positive feedback to the process of centralisation. Centralisation is an important phenomenon which contributes to the efficiency of the economic system in a number of ways, including by permitting the growth of economies of scale, efficient distribution systems, focussed radial transport systems (especially roads) and providing overall cost savings for consumers.

2.1.2 *Increased personal wealth and demand for amenity*

Another driver of the Australian settlement pattern is the influence of personal wealth on location decisions. Australians have experienced strong growth in personal wealth in recent decades as shown in Figure 2.

Figure 2: Time series measures of wealth, Australia 1960 to 2005



Source: BITRE (2014).

More recently, household net worth has increased across all remote classes between 2005-06 and 2011-12, except inner regional Australia (see Table 1).

Table 1: Real mean household net worth by remoteness class

<i>Remoteness class</i>	<i>2005-06 \$ real</i>	<i>2009-10 \$ real</i>	<i>2011-12 \$ real</i>	<i>2005-06 to 2011-12 change \$ real</i>
Major cities	669,326	772,187	745,222	75,896
Inner Regional	668,084	664,277	615,021	-53,063
Outer Regional	485,704	651,741	709,969	224,265
Remote and Very remote	548,064	607,924	574,043	25,979
Australia	647,709	736,500	711,768	64,059

Source: DIRD (2014). Data converted to real terms using Consumer Price Index weighted average of eight capital cities. Reference year is 2010-11. Year ending 30 June.

This increase in personal wealth has resulted in people having more options, flexibility and confidence when making personal and economic choices. It has also increased their capacity to make location decisions based on lifestyle preferences and attraction to amenity, along with proximity to employment.

This has resulted in an increasing number of retirees and working individuals who are less reliant on a location specific industry for employment earnings settling in locations which provide greater amenity. The most obvious impact has been the expansion of coastal cities that service older populations. The change in the effective decision making power regarding where people live is illustrated in Table 2.

Table 2: The balance of location decisions

	<i>Industry based decision-making</i>	<i>Household based decision-making</i>
Decision Makers	Industry owners and managers	Individuals and households
Motivator	Business profit	Personal and family well-being
Decision Making Factors	Commodity markets, freight transport, supplier location, land, infrastructure, labour capital, competitors, history, geography	Overall amenity: town services, climate, employment opportunities, housing, education and health, history, geography

Source: Based on analysis in *The evolution of Australian towns* (BITRE 2014).

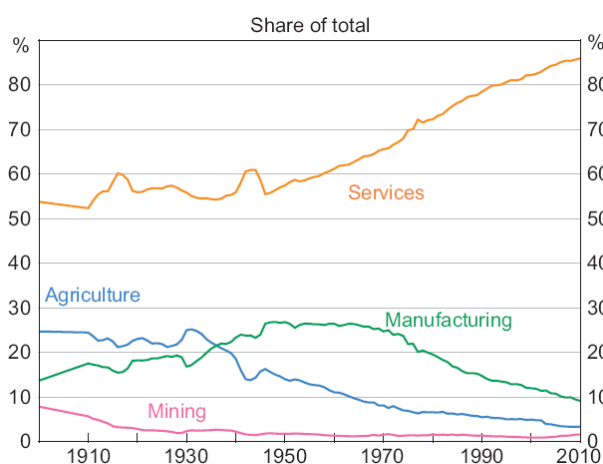
The evolving settlement patterns illustrated above by Maps 1 and 2 suggest that there have been strong underlying influences augmenting any local factors driving the rise of regional cities. Important pervasive gains through productivity, efficiencies and self-interest have driven shifts in people's and businesses' behaviour to influence the location of activity and places of residence. These trends have formed part of the emergence of regional centres.

2.1.3 Long term structural change and settlement patterns

At the national level, the Australian economy has been subject to a number of well-documented trends in structural change that have mirrored those in other industrial economies. Structural change can be explained as the constant evolution of the economy, as some industries grow and others decline. Over time this results in change to the industrial composition, or 'structure', of the economy.

Industry change has played a major role in the changing landscape of Australian settlement. Over the twentieth century there has been a shift away from the importance of the agricultural sector as an employer, a rise and fall in the manufacturing sector and a dramatic rise in service sector employment. The relative employment shares of the major industrial sectors since 1900 are shown in Figure 3. In regional areas, these long term shifts in industry structure have encouraged the centralisation of population and activity.

Figure 3: Employment by major industry as a share of total, 1900 to 2010



Note: Data interpolated between 1900 and 1910.

Source: Reproduced from Connolly and Lewis (2010), citing ABS, RBA and Withers, Endres and Perry (1985).

2.1.4 Recent structural changes in regional centres

Between 2006-2011, non-capital city working zones² (WZs) generally experienced more industry-based structural change than the WZs of capital cities (see Box 3). This is particularly evident in regions that are going through a very pronounced phase of industry transition, irrespective of whether that transition relates to major industry decline or growth. Between 2006-2011, Gladstone and surrounds had the highest level of structural change in industry and the second highest average annual growth rate of employment. Construction was the industry which generated the most new jobs in the region. Mildura and surrounds had little change in its total employment between 2006 and 2011, but went through a considerable change in the industry mix of employment. It had the second highest structural change during this 5-year period, with 660 jobs lost in the manufacturing industry between 2006 and 2011 (see Box 3 for further details).

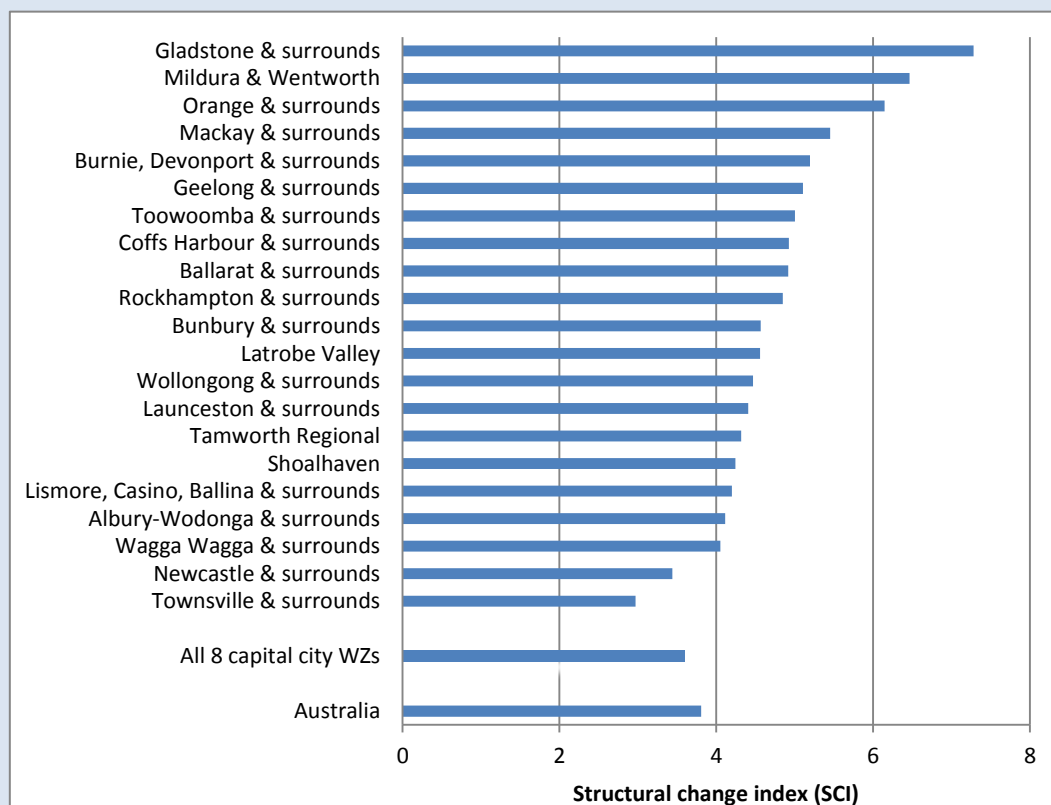
² The BITRE Working Zone classification is used to identify people enumerated in an SLA who are willing to commute to work in another SLA.

Box 3: Structural change index for regional working zones

The Structural Change Index (SCI) is a measure of the extent of structural change occurring in a region, based on the change in the industry mix of employment that has moved between industries within a given time. Between 2006 and 2011, the SCI value for Australia was 3.8.

As shown in Figure 4, the SCI values in the selected regional working zones (with estimated residential population of 50,000 or more) ranged from 3.0 to 7.3. The top two working zones experiencing the most structural change were Gladstone and surrounds (7.3 per cent) and Mildura and Wentworth (6.5 per cent). On the other hand, Townsville and surrounds had the lowest SCI value (3.0 per cent) among the 30 non-capital working zones, followed by Newcastle and surrounds (3.4 per cent). To put these figures into perspective, the average SCI value for all eight state capital city working zones was 3.6, ranging from a low of 2.7 (Sydney) to a high of around 4.6 (Brisbane and Perth).

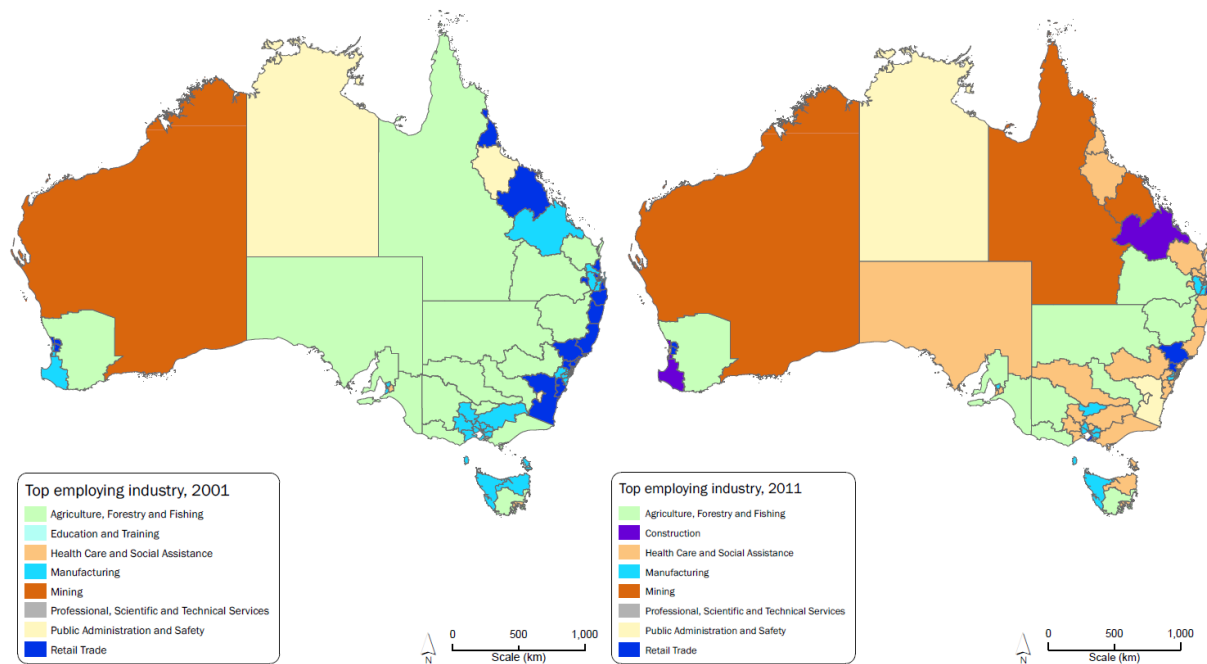
Figure 4: Structural change index values for regional centres, 2006 to 2011



Source: BITRE (2015).

Maps 3 and 4 present the change in the principle industry contributors to employment from 2001 to 2011 on a regional basis. Agriculture, forestry and fishing were the major industries contributing to job loss in coastal cities, coastal country, inland country and remote areas, while the manufacturing sector had the largest job loss in capital cities and inland regional cities. The mining sector was the main job growth industry in remote areas, while the health care and social assistance sectors had the largest job gain in all of the other types of regions, including regional centres.

Maps 3 and 4: Principal industry contributors to employment in 2001 and 2011



Source: ABS (2011).

While a national narrative can be constructed around major trends in structural change, the extent of these national trends varies from region to region. This has implications for policies related to individual regional centres which are constantly undergoing local change. One of the driving or limiting factors for local change is the planning context, including land use regulation, heritage regulation, and strategic plans constructed by local governments and representative bodies. Examples of local trends that can be influenced by local planning include:

- mining centres transitioning to heritage towns;
- Domestic seaside and amenity landscapes transitioning to international tourist destinations as well as sea change and tree change suburbs; and
- agricultural regions protecting quality agricultural lands whilst receiving rural residential investment.

A challenge for urban planning systems is to regulate and direct land uses and activities to accommodate economic change, while balancing this with changing social trends and environmental management principles.

3 ROLES OF REGIONAL CENTRES

The Department has identified three key roles that regional centres play that directly relate to the interests of the Infrastructure and Regional Development portfolio. Regional centres can serve as:

- population centres;
- nodes in the national transport network; and
- service access centres for the surrounding population.

3.1 Regional centres as population centres

Regional centres serve as population centres, giving residents access to employment, amenity and economic and social infrastructure. This access increases the attractiveness of a regional centre which creates a feedback loop encouraging further investment, population growth, employment, and the competitive provision of goods and services.

The demographics of regional Australia have great variability across all age profiles (see Table 4). Regional centres in remote locations with industry intensive economies such as Port Hedland, Roebourne, Kalgoorlie/Boulder, Broome and Mount Isa have a relatively young age profile, with younger and working aged cohorts above, and older aged cohorts below the national average. Regional centres in coastal locations such as Port Macquarie, Ballina, Shoalhaven, Bundaberg and Davenport have a relatively ageing population, with younger and working aged cohort's slightly below and older aged cohorts above the national average.

Table 4 shows the estimated populations and demographics of LGAs in a selection of regional centres. This selection is not an exhaustive list of regional centres. Rather it is used for illustrative purposes and was selected based on those regional centres identified by Regional Capitals Australia as regional capitals.

Table 4: Selected regional centres - populations and demographic profiles

<i>Local Government Area</i>	<i>Total population</i>	<i>Percentage aged 0-14</i>	<i>Percentage aged 15-64</i>	<i>Percentage 65 years and over</i>
NSW				
Albury	50,243	18.7	65.2	16.0
Ballina	41,335	17.4	60.3	22.3
Bathurst Regional	41,051	20.1	65.4	14.5
Cessnock	54,313	21.1	64.5	14.4
Coffs Harbour	71,798	18.9	62.5	18.6
Dubbo	40,975	22.1	63.4	14.6
Gosford	170,752	18.2	62.0	19.8
Lismore	44,637	18.9	65.7	15.3
Maitland	73,447	21.7	65.3	13.1
Newcastle	158,553	16.9	67.7	15.5
Orange	40,869	21.7	63.9	14.4
Port Macquarie-Hastings	76,563	17.5	57.0	25.5
Shoalhaven	97,694	17.3	58.6	24.1
Tamworth Regional	59,743	20.6	62.1	17.2
Wagga Wagga	62,149	20.5	65.9	13.6
Wollongong	205,231	18.1	65.2	16.6
Wyong	157,358	19.8	60.9	19.3
VIC				
Ballarat	98,684	19.2	65.2	15.6
Greater Bendigo	105,332	19.3	64.4	16.3
Greater Geelong	221,515	18.2	64.5	17.4
Greater Shepparton	62,784	20.9	63.7	15.4
Horsham	19,687	19.2	62.3	18.5
Latrobe	73,846	18.9	64.6	16.5
Mildura	52,685	20.3	62.9	16.8
Wangaratta	27,197	18.5	61.6	19.9
Warrnambool	33,300	19.1	64.2	16.7
Wodonga	37,345	21.4	65.7	12.9
QLD				
Bundaberg	93,976	18.7	60.4	20.9
Cairns	168,618	21.4	67.7	10.8
Gladstone	63,955	22.5	68.3	9.2
Fraser Coast	100,297	18.6	58.7	22.7
Mackay	121,909	21.0	68.0	11.0
Moreton Bay	408,914	21.5	64.8	13.7
Mount Isa	22,779	23.2	70.3	6.5
Rockhampton	118,043	20.8	65.1	14.2
Toowoomba	160,251	21.0	63.2	15.8
Townsville	189,238	20.8	69.0	10.2
SA				
Mount Gambier	26,092	20.3	63.5	16.2
Port Lincoln	14,732	19.8	63.6	16.6
WA				
Albany	36,262	19.5	62.4	18.1
Broome	17,251	23.6	71.3	5.1
Bunbury	33,623	17.2	67.1	15.6
Greater Geraldton	40,448	22.0	65.7	12.3
Kalgoorlie/Boulder	33,763	22.5	71.8	5.7
Port Hedland	16,472	20.0	77.1	2.9
Roebourne	25,907	19.1	78.8	2.1
TAS				
Devonport	25,628	19.2	61.3	19.5
Launceston	67,035	17.9	65.8	16.3
NT				
Alice Springs	28,720	21.8	71.8	6.4
Palmerston	32,088	25.6	70.0	4.3
Australia				
National	23,135,281	18.9	66.7	14.4

Source: ABS (2014a).

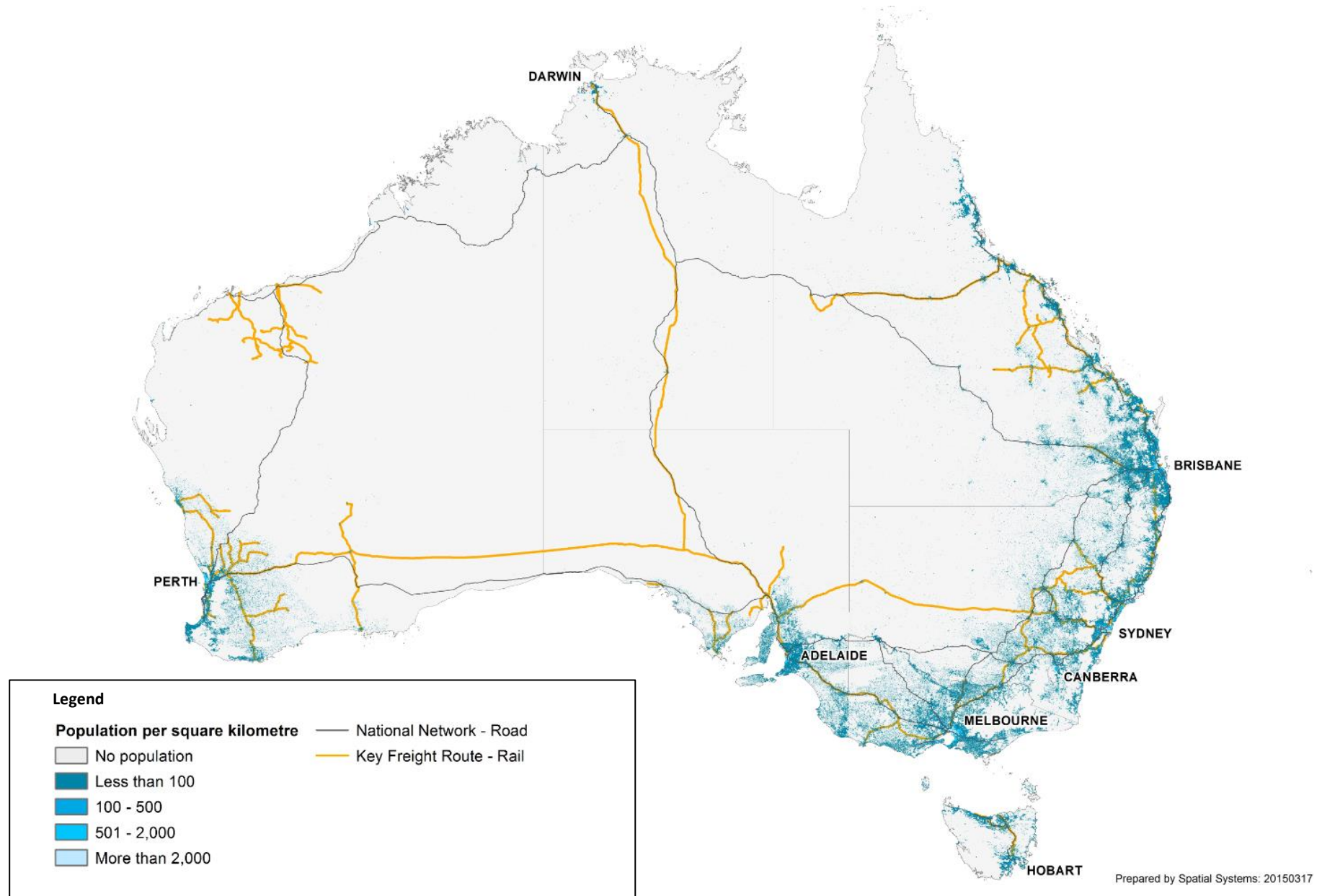
3.2 Regional centres as nodes in a transport network

Many regional centres are on, or close to, a key freight route and many have at least two transport modes linking to the key access routes. Multiple modes and strategic connections across the key freight routes create opportunities for intermodal terminals, increased warehousing and distribution centre capacity, as well as access to ports and airports.

Map 5 presents the relationship between population distribution and the National Road and Rail Networks. On the eastern seaboard, regional centres are linked to the key freight road routes including the Bruce, Newell, Pacific, Hume and Princes Highways. This is also the case in the other states, with regional centres linked by nationally significant road routes such as the Midland, Stuart, Great Eastern and Great Northern Highways.

In the eastern states, regional centres tend to be connected to a freight rail service, including a mix of grain, bulk commodities and/or container movements which carry, for example, refrigerated meat from Dubbo to Port Botany and agricultural products from Mildura to the Port of Melbourne. In Western Australia regional centres such as Bunbury and Port Hedland tend to be connected to freight rail links carrying either grain or iron ore to port.

Map 5: Population density and national road and rail networks



3.3 Regional centres as service access centres

Regional centres act as service centres, where numerous services are co-located to serve not only the resident but also the surrounding populations. The demand for individual services increases both as the population of the regional centre itself increases, and as the distance from other similar services increases. For these reasons we see services concentrated in large population centres which can sustain the necessary demand for services, or smaller population centres in locations where the demand is augmented by the population of a large surrounding area. This trend is illustrated in Map 6.

Map 6: Stylised representation of town population and service provision in Victoria

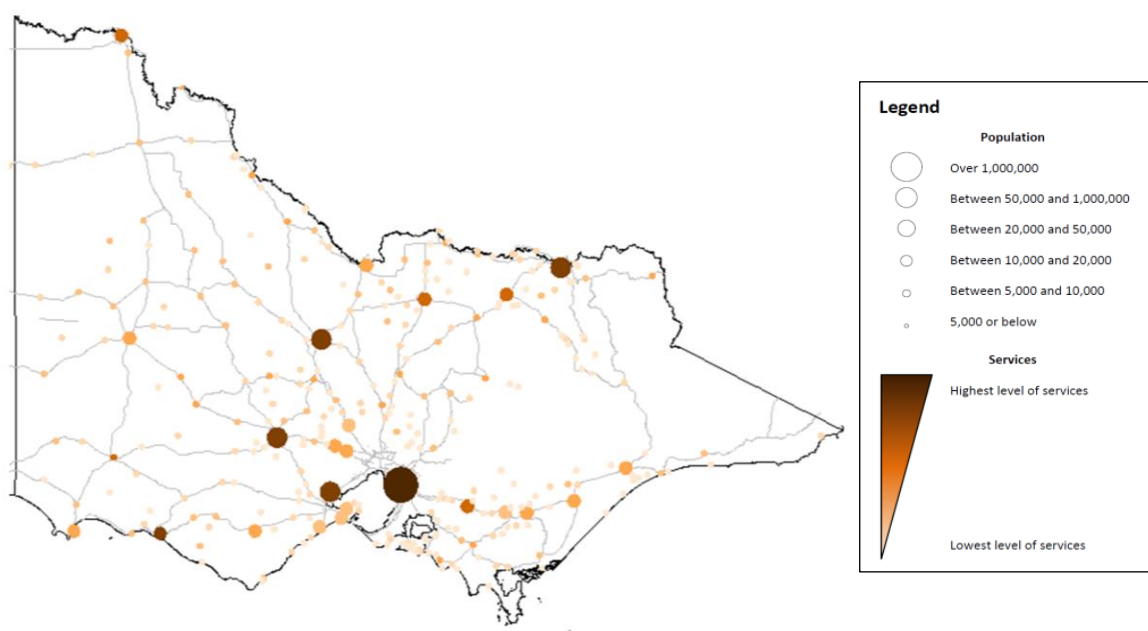


Table 5 below provides an overview of the service function across the same population sizes used in Map 6. Not all services have been included due to restrictions on the availability of data, however both public and private services have been included.

Sectors in which governments of all levels have a leading service provision or policy role - including education, health and aged care, and welfare services – are also included. These services are typically accessed in person (rather than, for example, remotely through the internet or telephone) and typically have increasing returns to scale and/or high fixed costs of service delivery.

Non-specialist government services like schools, hospitals and Centrelink Customer Service Centres are distributed more widely than specialist or private services. Government service locations are disproportionality located in regional and remote locations relative to the resident population. In contrast, specialist government services like special schools³ are distributed in proportionality to population and are less often located in regional or remote locations. Larger service centres then become the key locations for those needing to access these services.

³ Schools designated as special or special purpose by their school authority are those that require one or more of the following characteristics to be exhibited by the student or situations to apply before enrolment are allowed: mental or physical disability or impairment, slow learning ability, social or emotional problems, in custody, on remand or in hospital.

Table 5: A selection of service functions by population

<i>Population of urban area</i>	<i>Number of towns and cities</i>	<i>Population (2011)</i>	<i>Government Schools</i>	<i>Government Special Schools</i>	<i>Non-Government Schools</i>	<i>Centrelink Customer Service Centres</i>	<i>Centrelink Agents</i>	<i>Non-Specialist Employment Providers^{*4}</i>	<i>Public Hospitals</i>	<i>Private Hospitals</i>	<i>Residential Aged Care Places</i>
Below 200		7%	18%	0%	4%	0%	18%	7%	11%	4%	0%
Between 200 and 5,000	1336	6%	20%	1%	10%	8%	77%	26%	54%	0%	11%
Between 5,000 and 10,000	65	2%	3%	5%	4%	12%	3%	9%	8%	0%	4%
Between 10,000 and 20,000	39	3%	3%	5%	4%	9%	0%	6%	4%	1%	4%
Between 20,000 and 50,000	37	5%	5%	10%	7%	11%	0%	7%	5%	5%	7%
Between 50,000 and 1,000,000	22	18%	14%	16%	17%	20%	1%	15%	6%	21%	21%
1,000,000 or above	5	59%	38%	63%	54%	39%	0%	30%	11%	69%	54%

⁴ Non-specialist employment providers offer services to all eligible job seekers. In contrast, specialist employment providers are only for specific categories of jobseekers, such as persons with a disability.

4 PROGRAMMES SUPPORTING REGIONAL DEVELOPMENT

4.1 Infrastructure Investments

4.1.1 Infrastructure Investment Programme

As part of the 2014-15 Budget, the Government committed \$50 billion to deliver upgrades to Australia's transport networks between 2013-14 to 2019-20, and beyond. A core component of the Government's \$50 billion commitment is the Infrastructure Investment Programme (IIP). The objective of the IIP is to invest in a safe, sustainable national transport system to enhance the interconnectivity of transport networks of significant economic opportunity across Australia.

Regional centres will be a key beneficiary of the infrastructure investments made under the IIP. The IIP is administered under the *National Land Transport Act* (Cth) 2014 (the Act), which is the key mechanism that allows for infrastructure projects to be approved. The Act recognises the importance of regional centres as service access hubs and nodes in the national transport network, and includes criteria that encourage productivity in regional areas.

For instance, regional centres are located along the road and rail routes that make up the National Land Transport Network (NLTN). Under Part 2 of the Act, the NLTN criteria recognise connectivity between capital cities, centres of commercial activity and/or an intermodal transfer facility via road and rail routes. The road links on the NLTN are also used to determine the distribution of maintenance funding between the jurisdictions. The current NLTN can be found at: [<http://investment.infrastructure.gov.au/whatis/network/>](http://investment.infrastructure.gov.au/whatis/network/).

The criteria for project investment eligibility and appropriateness for the IIP also broadly aligns with, and promotes the role of, regional centres as nodes in transport networks and as service access hubs. The Minister for Infrastructure may consider a range of other criteria to assess the appropriateness of a project including those which directly relate to the roles of regional centres, such as:

- improving access to domestic and international markets;
- community access to services and employment;
- improving the efficiency, integration, security or safety of transport operations; and
- other wider costs and benefits to the economy and the environment

A list of projects in regional centres that have already been recently funded under the IIP and other programmes within the Infrastructure portfolio relevant to regional centres is at **Appendix A**.

4.1.1.1 Heavy Vehicle Safety and Productivity Programme

The Heavy Vehicle Safety and Productivity Programme (HVSPP) is an Australian Government initiative to improve productivity and safety outcomes of heavy vehicle operations across Australia, through funding infrastructure projects.

The Australian Government has committed \$200 million in new funding over five years from 2014-15.

The specific HVSP objectives are to:

- increase productivity of heavy vehicles by enhancing the capacity of existing roads and improving connections to freight networks; and
- improve the safety environment for heavy vehicles.

State, territory and local governments are eligible to apply. The programme will contribute a maximum of 50 per cent of total project costs.

Proponents are encouraged to consult with industry and community more broadly on potential projects to ensure community views and industry priorities are considered in the development of proposals.

Projects will be selected as part of a competitive, merit based process. Payments to all successful projects (including Councils) will be made through National Partnership Agreements to state and territory governments.

4.1.1.2 Black Spot Programme

Black Spot projects target road locations where crashes are occurring. By funding measures such as traffic signals and roundabouts at dangerous locations, the programme reduces the risk of crashes.

The Black Spot Programme makes an important contribution in reducing the national road toll under the National Road Safety Strategy and Action Plan.

The Australian Government has committed \$500 million to the Black Spot Programme from 2014-15 to 2018-19, which includes an additional \$200 million over two years from 2015-16 under the Infrastructure Growth Package to improve road safety across the nation.

The broadened eligibility criteria also allows more funding for the proactive treatment of unsafe roads.

4.1.1.3 Roads to Recovery Programme

The objective of Roads to Recovery is to contribute to the IIP through supporting maintenance of the nation's local road infrastructure assets, which facilitates greater access for Australians and improved safety, economic and social outcomes.

From 2014-15 to 2018-19 the Government will provide \$2.1 billion under the Roads to Recovery programme, to be distributed to Australia's local councils, state and territory governments responsible for local roads in the unincorporated areas (where there are no councils) and the Indian Ocean Territories.

Roads to Recovery allocations for the councils in each jurisdiction (except the ACT as it is a unitary jurisdiction) have been determined on the basis of the recommendations of the Local Government Grants Commissions in each state and the Northern Territory for the roads component of the Financial Assistance Grants. This is the same methodology as was used for this purpose in previous Roads to Recovery programmes.

Each funding recipient has a nominal annual allocation of one sixth of their total allocation in 2014-15, two sixths in 2015-16 and one sixth in each of the remaining three financial years of the programme life.

4.1.1.4 National Highway Upgrade Programme

The Australian Government has committed \$229 million for a new National Highways Upgrade Programme.

The purpose of the NHUP is to provide funding for improvements to Australia's key national highway networks in addition to maintenance funding. The programme is also expected to support employment in local regions.

On 6 March 2015, the Deputy Prime Minister and Minister for Infrastructure announced the following projects to be funded under this programme:

- New South Wales - \$77 million (Australian Government contribution \$61.35 million) to upgrade the Newell Highway north of Moree;
- Northern Territory - \$20 million (Australian Government contribution \$20 million) to upgrade the Victoria Highway;
- South Australia - \$25 million (Australian Government contribution \$19.89 million) for a number of projects on the Sturt Highway which are aimed at removing impediments to the introduction of higher productivity freight vehicles;
- Tasmania - \$10 million (Australian Government contribution \$7.68 million) to upgrade the Bass Highway west of Launceston;
- Victoria - \$43 million (Australian Government contribution \$35.07 million) for several projects to upgrade Victorian Highways; and
- Western Australia - \$40 million (Australian Government contribution \$32.20 million) to upgrade the Great Northern Highway.

4.1.1.5 Bridges Renewal Programme

The Australian Government has committed \$300 million over five years from 2014-15 to the Bridges Renewal Programme (BRP). The objectives of the BRP are to contribute to the productivity of bridges serving local communities, and facilitate higher productivity vehicle access. The programme will support employment in regional communities and prevent regional communities from being cut off from the essential services they need to survive. It will facilitate connectivity between regional centres and their surrounding regions, linking people to their employment and businesses to markets.

State, territory and local governments are eligible to apply. The programme will contribute a maximum of 50 per cent of total project costs.

Proponents are encouraged to consult with industry and community more broadly on potential projects to ensure community views and industry priorities are considered in the development of proposals. Projects will be selected as part of a competitive, merit based process. Payments to all successful projects (including Councils) will be made through National Partnership Agreements to state and territory governments.

4.1.2 National Stronger Regions Fund

The National Stronger Regions Fund (NSRF) is a programme to promote economic development in Australia's regions. The Government is providing \$1 billion over five years commencing in 2015-16 to fund priority infrastructure in local communities. The programme is designed to enhance economic growth, activity and output of our regions and sustain these gains into the future. The Fund has a particular focus on assisting disadvantaged regions to achieve growth. While the Fund will be delivered nationally, regional centres that are able to demonstrate regional disadvantage will be better able to meet the assessment criteria during application appraisals.

The desired outcomes of the programme are:

- improved levels of economic activity in regions;
- increased productivity in the regions;
- increased employment and a more skilled workforce in regions;
- increased capacity and improved capability of regions to deliver major projects, and to secure and manage investment funding;
- improved partnerships between local, state and territory governments, the private sector and community groups; and
- more stable and viable communities.

Local governments and incorporated not-for-profit organisations are eligible to apply for grants of between \$20,000 and \$10 million. Round Two of the NSRF is expected to open for applications in mid-May 2015 and will close on 31 July 2015.

4.2 Regional Development Programmes

In addition to the national Infrastructure Investment Programme, the Department also delivers a range of regional infrastructure investment programmes that provide benefits to the regional centres through geographically targeted funding of local infrastructure. Further detail on projects funded under each of these programmes is at Appendix A.

4.2.1 Community Development Grants Programme

The Australian Government established the Community Development Grants Programme in November 2013 to support the provision of community infrastructure that promotes stable, secure and viable local and regional economies. The Department administered 294 projects under this \$314.2 million programme, with two additional projects being administered under the Tasmanian Jobs and Growth Package and a further seven projects transferred to other departments to administer.

4.3 Tasmanian Jobs and Growth Package

The \$106 million Tasmanian Jobs and Growth Package, established in October 2013, complements the Australian Government's Economic Growth Plan for Tasmania – a package of measures aimed at stimulating Tasmania's economy by supporting growth and employment. Funding of \$91 million from 2013-14 to 2016-17, administered by the Department of Infrastructure and Regional Development, is being provided for up to 33 projects which support the economic development of Tasmania.

4.4 Finance Assistance Grant Programme

The Government has provided over \$44 billion to local government since 1974-75 (including 2014-15) under the Financial Assistance Grant programme. It is administered in accordance with the *Local Government (Financial Assistance) Act 1995* (Cth) (the Act).

The Financial Assistance Grant programme consists of two components:

- A general purpose component which is distributed between the states and territories according to population (i.e. on a per capita basis); and
- An identified local road component which is distributed between the states and territories according to fixed historical shares.

Both components of the grant are un-tied in the hands of local government, allowing councils to spend the grant according to local priorities.

Local government grants commissions have been established in each state and the Northern Territory to recommend the distribution of the funding under the Financial Assistance Grant programme to local governing bodies in accordance with the Act and the National Principles.

Local government grants commission's methodologies to allocate funding to local governing bodies in accordance with the Act and National Principles. The National Principles include, but are not limited to, horizontal fiscal equalisation and the minimum grant. This ensures each local governing body in the state or territory is able to function, by reasonable effort, at a standard not lower than the average standard of other local governing bodies in the state or territory. It takes account of differences in the expenditure required by those local governing bodies in the performance of their functions and in the capacity of those local governing bodies to raise revenue.

Grants commissions can also divide Financial Assistance Grants according to local government priorities within the state, which could include providing greater funding to local governments affected by significant external activities, such as growth in non-resident populations.

The result of this principle is that councils with a higher need and disadvantage receive proportionally higher allocations per capita than councils that have a greater capacity to raise revenue. Details on funding provided to a selection of regional councils in 2014-15 under the Financial Assistance Grant programme is at Appendix B.

4.4.1 Financial Assistance Grant Programme -Regional Centre Funding

The Financial Assistance Grant programme provides untied funding to local governments from the Australian Government. This allows councils to identify and invest in local priorities, delivering a range of community benefits, such as infrastructure, health, recreation, environment and employment projects. Regional centres can use this untied funding to address the demand for services and support their strategic roles in the region.

The Financial Assistance Grant programme objectives as specified the *Local Government (Financial Assistance) Act 1995* (Cth) are to improve the:

- Financial capacity of local governing bodies;
- Capacity of local governing bodies to provide their residents with an equitable level of services;
- Certainty of funding for local governing bodies;
- Efficiency and effectiveness of local governing bodies; and
- Provision by local governing bodies of services to Aboriginal and Torres Strait Islander communities.

4.5 Regional Development Australia Committees

The Australian Government supports 55 Regional Development Australia (RDA) Committees throughout the nation. RDAs are focussed on fostering regional economic development through activities including:

- Maintaining a 3-5 year regional plan that focuses on economic development of the region and takes account of Australian, state, territory and local government plans;
- Advising on the priority activities that will drive regional economic development and take advantage of comparative advantages, based on consultation and engagement with community leaders;
- Assisting local community stakeholders to develop project proposals and help shepherd them to appropriate public and/or private funding sources;
- Providing advice to the Australian Government on key issues affecting each region; and
- Enhancing awareness of Australian Government programmes.

RDA Committees' regional plans analyse and identify regional needs and opportunities, including those of regional centres, and provide the higher level overview which may be missed in more local planning. RDA Committees provide a link across Local Government Authorities (LGAs) which includes regional centre LGAs and the smaller LGAs in a region which are serviced by or act as feeders to the regional centre. This can include acting as a solutions broker, bringing parties together to identify common issues and potential solutions and supporting the development of initiatives and projects to address regional needs. Often these solutions are centred on the regional centre or have benefits which accrue to the regional centre.

RDA Committees may also act as service agents for delivering Australian and state government programmes. For example RDA Pilbara, based in Port Hedland currently has a \$5.5 million contract with the Department of Social Services for the Communities for Children initiative to cover West Pilbara. The Committees' broad remit and independent incorporated status (except in Victoria) enables them to take on a variety of functions and funding streams and to fill gaps existing due to the absence of other appropriate agencies in these regional centres.

4.6 Air Transport

4.6.1 Airports and Aviation in Regional Centres

The Australian Government's vision for aviation in Australia is to foster aviation industry growth in an environment that is safe, competitive and productive. Recognising the importance of aviation access to regional economies, the Department has an important role in administering overarching legislation and regulatory settings to support aviation in regional communities.

The Department also delivers funding programmes which work to support air services to remote areas where these services are vital to the economic and social wellbeing of the community but are not commercially viable.

The Department facilitates access to competitive international and domestic air services for Australian businesses and consumers, including those in regional centres. State and territory governments also have a significant role in regional aviation in administering intrastate air services, with New South Wales, Queensland and Western Australia regulating competition on low volume routes to regional communities.

Regional airports are generally owned by local council authorities and therefore, the Australian Government has no direct role in their operations.

However, the Australian Government recognises that private investment in regional aerodrome infrastructure can be difficult for local government owners to attract and manage due to the financial risks inherent in regional aviation. Due to the smaller scale and volatility of regional aviation services, there is a heightened risk that infrastructure assets become unused due to regional airlines withdrawing services from an airport. Withdrawal of regional airlines can also leave aerodromes with the loss of budgeted income from airport charges and fees.

As outlined earlier, the Australian Government makes available a range of untied grants for states and territories through GST revenue distribution and to local councils through Financial Assistance Grants. Local governments in regional centres can use these funds on local priorities, including the maintenance or development of regional and local aerodromes if considered a priority.

4.6.2 The Regional Package for International Services

The Australian Government has actively sought to encourage international airlines to operate in regional international airports. The Regional Package is designed to remove regulatory barriers to airlines serving regional destinations. Through the Regional Package, international airlines can operate services to regional international airports within Australia without it impacting on their potential to service the major capital city airports.

Ultimately, while a number of regional international airports serve popular tourist locations that are attractive to international airlines, for various reasons, smaller destinations are often commercially less attractive to airlines than larger destinations.

4.6.3 Regional Airline access at Sydney Airport

Sydney Airport is Australia's primary aviation gateway and is also an essential transport hub for regional New South Wales as goods and people travel via air services between regional capital airports and Sydney. These regional centres act as nodes that link the regions to the capital cities and provide access to international and domestic markets.

Regional services at Sydney Airport comprise approximately 26 per cent of the peak morning hour operations and 33 per cent of the evening peak. Throughout the course of a scheduling season, regional "landing and take-off time" slots account for 22 per cent of services at Sydney Airport.

To ensure airline operating routes to non-metropolitan destinations have access to the airport, the Australian Government implemented a Slot Management Scheme for Sydney Airport that includes specific conditions for the allocation of "landing and take-off time" slots to operators of regional services.

The Scheme establishes "Permanent Regional Service Series" slots to ensure slots held by airlines operating within New South Wales are not progressively transferred to non-regional services. There are also "Ring-fencing provisions" under the Scheme, which provide further protection to regional aviation by restricting the transfer of slots at peak hours from regional services to non-regional services.

4.7 Transport

4.7.1 Intermodal Transport Hubs

As previously identified, many regional centres are on or close to, a key road and/or rail freight route. Many regional centres have at least two transport modes linking to the key freight routes. Intermodal hubs are a key piece of infrastructure that supports the transport of regional goods on to nationally significant freight pathways.

While recognising that intermodal hubs are primarily a state, territory and/or private sector issue, the Australian Government has supported the development and improvement of a number of regional intermodal transport hubs under the Infrastructure Investment Programme. For example, the Australian Government is contributing funds towards the development of new freight hubs in Ballarat and Wagga Wagga.

4.8 Relocating Commonwealth Agencies to Regional Centres

The Government has committed to investigate options for relocating Commonwealth agency functions to regional areas.

Relocating these Government agencies can provide skilled employment for local residents, improved opportunities for local businesses through increased economic activity and can provide a greater level of access to government services for people in the region.

The relocation of Commonwealth agencies can also provide the opportunity to enhance the linkages between the agencies and their key stakeholders. The Cotton Research and Development Corporation (CRDC) is located in Narrabri, NSW. The regional location of the CRDC assists it with supporting the development of the cotton industry in Australia. Narrabri is one of Australia's major cotton growing regions and is the location of the major cotton research facility, the Australian Cotton Research Institute.

Regional centres that have sufficient levels of human capital to support functions of government agencies will be well positioned to attract government agencies. Regional centres that are able to market themselves as attractive locations for the relocation of Government agencies may be able to capitalise on the potential benefits that such relocations bring. A recent example of this is the headquartering of the National Disability Insurance Scheme in Geelong with an estimated benefit to the region of up to \$34 million per annum.

While relocating Commonwealth agency functions to regional areas can have a positive impact on particular regions, the Productivity Commission has noted that relocating public service functions can redistribute employment from one region to another without increasing (and potentially reducing) overall economic activity. The likelihood of their being little net effect on overall economic activity particularly applies where different regions end up in a bidding war to attract desired projects.

The Productivity Commission has noted that the case for relocation of public service functions to a particular region needs to be underpinned by a robust assessment of its aggregate costs and benefits to the Australian community as a whole (Productivity Commission, 2014).

5 CONCLUSION

Regional centres have made, and will continue to make, an important contribution to both national and regional productivity.

This submission has outlined the three strategic roles that regional centres play as population centres, nodes in a transport network and service access centres. It has also noted the extensive investment that the Department of Infrastructure and Regional Development, on behalf of the Australian Government, makes in regional centres.

The Department of Infrastructure and Regional Development, in partnership with the states and territories and industry, invests heavily in delivering the physical infrastructure upon which regional centres depend. This investment can be seen in the provision of roads, rail, airports, and intermodal transport hubs throughout regional Australia and in regional centres.

The Department of Infrastructure and Regional Development is also delivering programmes like the National Stronger Regions Fund, which will promote economic development in Australia region's through the funding of critical infrastructure.

Through this investment, the Department of Infrastructure and Regional Development is supporting regional centres to fulfil the strategic roles that they play regionally and nationally.

6 References

Australian Bureau of Statistics (ABS) 2011, *Census of Population and Housing: Time Series Profile, 2011 Second Release*, Cat. No. 2003.0, Canberra.

Australian Bureau of Statistics (ABS) 2014a, *Population by Age and Sex, Regions of Australia*, Cat. No. 3235.0, Canberra.

Australian Bureau of Statistics (ABS) 2014b, *Regional Population Growth, Australia, 2012-13*, Cat. No. 3218.0, Canberra.

Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2014, *The evolution of Australian towns* Report 136, Canberra.

Bureau of Infrastructure, Transport and Regional Economics (BITRE) 2015, *Changes in Australia's industry structure: cities and regions, 2006–2011* Information Sheet 57, Canberra.

Connolly, E and Lewis, C 2010, Structural change in the Australian economy', *Bulletin – September Quarter 2010*, Reserve Bank of Australia, accessed 23 April from
<<http://www.rba.gov.au/publications/bulletin/2010/sep/pdf/bu-0910-1.pdf>>

City of Greater Geelong, 2014, *Annual Report 2013-14*, accessed 23 April 2015 from
<<http://www.geelongaustralia.com.au/council/documents/item/8d1a6c3f7d609dc.aspx>>

Department of Health and Ageing 2012, *61 Medicare Locals Boundaries – June 2012*, Australian Government, accessed 13 March 2015 from
<[http://www.medicarelocals.gov.au/internet/medicarelocals/publishing.nsf/Content/F87768335FD42232CA257B9100061226/\\$File/20121101%20-%20Australia%20Document.pdf](http://www.medicarelocals.gov.au/internet/medicarelocals/publishing.nsf/Content/F87768335FD42232CA257B9100061226/$File/20121101%20-%20Australia%20Document.pdf)>.

Department of Infrastructure and Regional Development (DIRD) 2014, *Yearbook 2014, Progress in Australian Regions*, Canberra.

Productivity Commission 2014, *Australia's Automotive Manufacturing Industry*, Canberra.

Withers, G Endres, A and Perry, L 1985, Source Paper in Economic History No. 7 December 1985, Department of Economic History, RSSH, Australian National University, Canberra.

Appendix A

Infrastructure Investment in Local Governments Areas

Road Projects funded under the Infrastructure Investment Programme

<i>State</i>	<i>Local Government Area</i>	<i>Name of project</i>	<i>Status</i>	<i>Description</i>	<i>Australian Government commitment</i>	<i>Total estimated cost</i>
QLD	Cairns	Bruce Highway – Cairns Southern Access Corridor – Robert Road to Foster Road	In planning	Widening the Bruce Highway between Robert Road and Foster Road from four lanes to six lanes. This work is the next stage of the upgrade of the southern approach to Cairns and builds on the current work between Sheehy Road to Ray Jones Drive.	\$46,400,000	\$58,000,000
QLD	Townsville	Bruce Highway – Townsville Ring Road – Section 4 (Shaw Road to Mount Low)	Under construction	Construction of a new duplicated road link, connecting Sections 2 and 3 of the Ring Road to the Bruce Highway at Mt Low, including grade separated interchanges to the north and south of the duplication.	\$160,000,000	\$200,000,000
QLD	Mackay	Bruce Highway – Mackay Ring Road – Stage 1	In planning	Construction of a ring road of Mackay between Stockroute Road and the intersection of the Bruce Highway and Bald Hill Road.	\$448,000,000	\$565,000,000
QLD	Rockhampton	Bruce Highway - Yeppen Floodplain Upgrade (Rockhampton)	Under construction	Duplication of the existing Bruce Highway on an elevated carriageway, 3.5 metres higher than the existing highway, commencing at the Burnett Highway intersection through to the roundabout at the intersection of the Bruce and Capricorn highways.	\$236,000,000	\$296,000,000
QLD	Gladstone	Dawson Highway – Kin Kora Intersection Upgrade	Under construction	Upgrade the Kin Kora roundabout at the intersection of the Dawson Highway and Philip Street in Gladstone to a fully signalised intersection.	\$12,500,000	\$25,000,000

QLD	Fraser Coast	River Heads Road and Old Toogoom Road near Hervey Bay	Under construction	<p>Separate projects involving:</p> <ul style="list-style-type: none"> • upgrades on over 3.45km on River Heads Road, including embankment and drainage works, provision of culverts, kerb and channelling; and • sealing and completion of the remaining section of renewal works on Old Toogoom Road 	<p>\$3,750,000 – River Heads Road</p> <p>\$1,000,000 – Old Toogoom Road</p>	<p>\$7,060,000 – River Heads Road</p> <p>\$1,000,000 – Old Toogoom Road</p>
QLD	Toowoomba	Toowoomba Second Range Crossing	In Planning	Construction of a bypass route to the north of Toowoomba, approximately 41 kilometres in length, running from the Warrego Highway at Helidon in the east, to the Gore Highway at Athol in the west.	\$1,285,000,000	\$1,606,000,000
NT	Palmerston	Tiger Brennan Drive Duplication	Under Construction	The duplication of 10.42 kilometres of Tiger Brennan Drive from Dinah Beach Road to Berrimah Road and intersection upgrades.	\$70,000,000	\$103,000,000
	Alice Springs	Stuart Highway - Rail Overpass South of Alice Springs	Under Construction	Construction of a road over rail overpass at the road/rail crossing 12 kilometres south of Alice Springs, on the Stuart Highway.	\$24,140,000	\$24,140,000
WA	Kalgoorlie	Great Eastern Highway widening project	Under Construction	The highway is the most direct land transport connection between Perth and Adelaide. As a major freight route the Great Eastern Highway plays a vital role in connecting agricultural communities and in the social and economic integration of Western Australia into the national economy.	\$29,600,000	\$47,100,000
NSW	Newcastle	Newcastle Port – Kooragang Island Connectivity	In planning	The upgrade will improve freight productivity along the Tourle Street and Cormorant Road route contributing to future productivity of the Port of Newcastle on Kooragang Island while enhancing the safety of the corridor.	\$51,900,000	\$103,900,000

NSW	Wyong, Gosford	M1 Productivity Package	In planning	<p>The project will reduce travel times and increase freight efficiency along the M1 Pacific Motorway and comprises the following four packages of work:</p> <ul style="list-style-type: none"> • widening to six lanes for 12 kilometres between Tuggerah and Doyalson; • widening to six lanes for eight kilometres between the Kariong and Somersby interchanges; • upgrade three of the four ramps of the Kariong interchange; and • upgrade the Weakleys Drive intersection with the M1. 	\$195,800,000	\$392,000,000
NSW	Ballina, Coffs Harbour, Port Macquarie-Hastings	Pacific Highway upgrade	Under construction	<p>The Pacific Highway upgrade will provide a continuous four-lane divided road from Hexham, near Newcastle, to the Queensland border by the end of the decade. The project will significantly enhance safety, reduce travel times by up to 2.5 hours when completed, increase freight efficiency and improve amenity of townships along the route.</p> <p>Currently, 397 kilometres, or 60 per cent, of the final highway length is completed with a further 123 kilometres under construction on the following projects:</p> <ul style="list-style-type: none"> • Tintenbar to Ewingsdale; • Nambucca Heads to Urunga; • Warrell Creek to Nambucca Heads; • Frederickton to Eungai; • Kundabung to Kempsey; • Oxley Highway to Kundabung; and • The Sancroix Road interchange. <p>Construction of the final 155 kilometre Woolgoolga to Ballina section is expected to commence in early 2015 and be complete by late 2020.</p>	\$5,640,000	To be determined.

NSW	Wyong, Gosford	NorthConnex	Under construction	The project will increase freight efficiency and reduce travel times for motorists travelling between Sydney and the Central Coast and beyond by 15 minutes. The project involves the construction of twin motorway tunnels around nine kilometres in length, running underneath Pennant Hills Road, between the M1 Pacific Motorway at Wahroonga and the M2 Motorway at West Pennant Hills. Once completed, the project will result in traffic light-free travel between Newcastle and Melbourne.	\$405,000,000	\$2,965,000,000
VIC	Ballarat	Western Highway – Ballarat to Stawell Duplication	Under Construction	The project will complete planning for the 110 kilometres from Ballarat to Stawell and duplicate 68 kilometres from Ballarat to Ararat. The highway is an important transport corridor that connects Melbourne to Adelaide. It also provides access to regional cities such as Ballarat, Ararat, Stawell and Horsham and is used by heavy vehicles to transport freight from Western Victoria to Melbourne and Adelaide.	\$501,300,000	\$662,300,000
VIC	Greater Geelong	Princes Highway West – Waurin Ponds to Winchelsea Duplication	Under Construction	The project will duplicate 25 kilometres of the Princes Highway West between Draytons Road, Waurin Ponds and Deans Marsh Road, Winchelsea. The highway is an important transport link that connects Melbourne, Geelong, Warrnambool and Portland to South Australia. It also provides access to major tourist attractions such as the Great Ocean Road and is used by heavy vehicles to transport dairy, timber, grain and livestock from the Green Triangle Agricultural District.	\$85, 500,000	\$171,000,000
VIC	Greater Geelong	Princes Highway West – Winchelsea to Colac Duplication	In Planning	The project will duplicate 35 kilometres of the Princes Highway West from Deans Marsh Road, Winchelsea to Baillie Street, Colac and rehabilitate 2 kilometres from Baillie Street, Colac to Corangamite Street, Colac. The highway is an important transport link that connects Melbourne, Geelong, Warrnambool and Portland to South Australia. It also provides access to major tourist attractions such as the Great Ocean Road and is used by heavy vehicles to transport dairy, timber, grain and livestock from the Green Triangle Agricultural District.	\$185,500,000	\$371,000,000

TAS	Launceston	Westbury Road Upgrade	Completed 10 Dec 2014	The project involved construction of a roundabout at the intersection of Westbury Road with Vale Street and associated works. The upgrade has improved traffic control and safety on one of Launceston's busiest roads.	\$500,000	\$740,000
TAS	Launceston	Midland Highway Upgrade – Kings Meadows Roundabout	Under Construction	The project will design and construct a roundabout at the junction of the Midland Highway (southbound) slip roads and the Kings Meadows Connector. This project is aimed at providing a safe intersection and to reduce potential for queuing on the Midland Highway. The Kings Meadows connector is in a commercial, semi- industrial area of Launceston, and traffic volumes are increasing with progressive development.	\$1,490,000	\$1,860,000
TAS	Launceston	North East Freight Roads – Prossers Road Intersection Improvements	Completed February 2014	This project was a part of the North East Freight Road package of works, which was designed to improve freight links in North East Tasmania. The project upgraded intersections on Prossers Road which facilitates freight trucks travelling between the Tasman and East Tamar highways without having to enter the urban areas of Launceston. The project cost for the total package of works was \$42.5 million, to which the Australian Government contributed \$34 million.		\$2,800,000

Rail projects funded under the Infrastructure Investment Programme

<i>State</i>	<i>Local Government Area</i>	<i>Name of project</i>	<i>Status</i>	<i>Description</i>	<i>Australian Government commitment</i>	<i>Total estimated cost</i>
NSW, VIC, QLD	Multiple	Inland Rail	In Planning	The Inland Rail is the biggest single planned expansion of our rail freight system and will benefit regional producers by providing improved access to metropolitan markets and greater choice in international gateway ports, particularly for the agriculture and minerals sectors in northern NSW and southern Queensland. Regional producers will also benefit from more productive rail freight services through the availability of longer trains, greater network reliability through better quality track, and greater resilience through the additional linkages the line makes across the existing east coast network.	\$300,000,000	N/A
VIC	Ballarat	Freight hub	In Planning	Brand new freight hub in Ballarat.	\$9,100,000.1	N/A
TAS	Tasmania	Tasmanian Freight Revitalisation Programme	Not started	The Freight Rail Revitalisation Program will raise the quality of the major lines on the Tasmanian rail network through selective concrete and steel re-sleepering, upgrading old rail and bridges as well as culvert strengthening, drainage and formation work.	\$119,600,000 over 5 years	N/A

Bridges Renewal Programme funded under the Infrastructure Investment Programme

<i>State</i>	<i>Local Government Area</i>	<i>Name of project</i>	<i>Status</i>	<i>Description</i>	<i>Australian Government commitment</i>	<i>Total estimated cost</i>
NSW	Tweed	Tweed C - Anthony's Bridge, Murwillumbah	In Planning	Replace a one lane timber bridge with a two lane concrete bridge.	\$950,000	\$1,900,000
NSW	Lismore	Lismore CC - Wilson St Bridge link, Lismore	In Planning	Construction of approximately 200m of road and a new bridge over Hollingsworth Creek.	\$875,000	\$1,750,000
NSW	Newcastle	Newcastle CC - Cottage Creek Bridge, Newcastle	In Planning	Replace the existing bridge which has significant structural deterioration with a new bridge.	\$990,000	\$1,980,000
NSW	Tamworth	Tamworth RC - Catong Gully Bridge, Tamworth	In Planning	Replace a one lane timber bridge with a one lane concrete bridge.	\$170,000	\$340,000
QLD	Logan	Logan CC - Darcy Edmunds Bridge, Jimboomba	In Planning	Replace a timber and concrete bridge with arched concrete culvert.	N/A	N/A
QLD	Brisbane	Brisbane SC - Walton Bridge, The Gap.	In Planning	Remove existing deck and replace with concrete overlay slab.	TBC	TBC
QLD	Moreton Bay	Caboolture River Bridge, Morayfield Road, (Southbound), Caboolture.	In Planning	Replacement of two lane (one way) concrete bridge with same.	\$8,568,000	\$17,137,000
VIC	Warrnambool	Warrnambool CC - Ziegler Parade Bridge, Warrnambool	In Planning	Repair and reinforcement of existing concrete bridge structure and upgrade of guard railing.	\$600,000	\$1,200,000

VIC	Ballarat	Ballarat CC - Lofven Street Culvert renewal, Ballarat.	In Planning	Remove the corroded invert of the CMPC and replace with concrete invert liner.	\$143,000	\$286,000
ACT	ACT	Fairburn Avenue and Monaro Highway (2) Bridges, Canberra.	In Planning	Strengthen a single bridge on Fairburn Avenue and 2 bridges on the Monaro Highway.	\$800,000	\$1,900,000

Heavy Vehicle Safety and Productivity Programme funded under the Infrastructure Investment Programme

<i>State</i>	<i>Local Government Area</i>	<i>Name of project</i>	<i>Status</i>	<i>Description</i>	<i>Australian Government commitment</i>	<i>Total estimated cost</i>
NSW	Albury	New Rest Area at Murlo - Hume Hwy, Albury.	In Planning	Construct a new Rest Area, including toilets and shelters, with a capacity for 15 B-triples or 20 B-doubles on the Hume Highway 30 km north of Albury.	\$3,085,000	\$6,170,000
NSW	Albury	Albury CC - Hume Hwy Access to the 'Nexus' at Ettamogah	In Planning	The construction of two south facing ramps (on and off) and two roundabouts on the existing overpass, at the intersections of Davey Rd and the Hume Freeway.	\$7,000,000	\$14,030,000
NSW	Tamworth	Tamworth RC - Intersections Upgrade outside Tamworth Regional Livestock Exchange	In Planning	Upgrade the intersections of Goddard Ln, Phoenix St and the Tamworth Regional Livestock Exchange (TRLX) entry to allow access for B-triples between the TRLX and the Oxley Hwy.	\$270,000	\$135,000
NSW	Wagga	Wagga CC - Road upgrade of Byrnes Rd	In Planning	Upgrade approx. 1.6km of Byrnes Rd, 1.3km of Eunony Bridge Rd and upgrading the Eunony bridge to increase access for HML and CML traffic and projected future freight loads.	\$1,276,000	\$2,552,000
QLD	Cairns	Cairns RC - Pavement rehabilitation of Tingira St, Portsmith	In Planning	Rehabilitation to remove and replace the top 350mm of pavement on a 600m section of Tingira St, Portsmith to provide access for larger HPVs.	\$282,000	\$564,000
WA	Port Hedland	Road & Intersection Upgrades - Great Northern Hwy/North West Coastal Hwy and GNH/Marble Bar Rd near Port Hedland	In Planning	The modification of the geometry of two T- intersections to include acceleration lanes and long radius turning curves to increase productivity for quad road trains.	\$4,300,000	\$8,600,000

WA	Goldfields - Esperance	Intersection modifications - Great Eastern Hwy & Carins Rd, Coolgardie - Goldfields Esperance	In Planning	The modifications of the geometry of the Great Eastern Hwy / Cairns Rd intersection to include turn pockets, long radius turning curves and widened/realigned traffic lanes to increase productivity and safety for quad road trains.	\$515,000	\$1,050,000
WA	Goldfields - Esperance	Upgrade 1 heavy vehicle parking bay to a Rest Area - Goldfields Highway - between Kalgoorlie and Coolgardie	In Planning	Upgrade one existing roadside parking bay to improve safety, functionality and to reduce the fatigue related road crashes involving heavy vehicles.	\$265,000	\$530,000
WA	Goldfields - Esperance	Upgrade to 3 heavy vehicle rest areas - Goldfields Hwy – Kalgoorlie to Menzies - Goldfields Esperance	In Planning	Upgrade 3 existing roadside parking bays into Rest Areas to reduce the fatigue related road crashes involving heavy vehicles.	\$671,000	\$1,342,000

Regional Programmes

<i>State</i>	<i>Local Government Area</i>	<i>Name of project</i>	<i>Status</i>	<i>Description</i>	<i>Australian Government commitment (\$)</i>	<i>Total estimated cost (\$)</i>
NSW	Albury	Albury Regional Art Gallery Redevelopment Project	Underway	Redevelopment of the Albury Art Gallery by preserving two historically significant buildings, increasing exhibition spaces, improving access, storage and loading facilities, and creating retail and cafe spaces.	\$3,500,000	\$10,500,000
NSW	Ballina	Ballina Biochar and Waste-to-Energy Project	Underway	Construction of a slow-pyrolysis processing plant at the Waste Management Centre in Ballina to convert waste into biochar and electricity.	\$4,250,000	\$8,500,000
NSW	Bathurst	Mount Panarama Infrastructure Upgrade Project	Underway	Major capital works program to upgrade the Mount Panarama Motor Racing Circuit Infrastructure including track resurfacing; safety improvements; disabled access to Harris Park; beautification of entrance; and improvements to spectator and camping area.	\$2,970,000	\$6,070,000
NSW	Dubbo	Barden Park Regional Centre of Excellence for Athletics	Underway	Redevelopment of the Barden Park Athletics Facility to become an all-weather, modern and compliant track and sports venue in Dubbo NSW, which will cater for 1000 competitors and spectators and can be used all year round.	\$3,477,223	\$4,052,223
NSW	Gosford	Kibbleplex Learning and Development Centre Upgrade	In Planning	The project will refurbish the Learning and Enterprise Centre including a library, open plan workspace, meetings rooms, office suites, lecture theatre hall, exhibitions space, reception area, kitchen, storage and toilets	\$7,000,000	\$7,000,000
NSW	Gosford	Woy Woy Oval Redevelopment	In Planning	The project will redevelop the Woy Woy Oval, including construction of a new grandstand facility, sports ground amenities and community forecourt.	\$3,500,000	\$3,500,000
NSW	Gosford	Brendan Franklin Oval,	Underway	Upgrade of playing surface of Brendan Franklin Oval.	\$100,000	\$125,000

		Terrigal - Drainage				
NSW	Gosford	Narara Valley Sporting Precinct	Underway	Construction of the Narara Valley Sporting Precinct, located at Lisarow, comprising of junior sportsground; senior sportsground with flood lighting; synthetic cricket wicket; upgrade of high school sportsground; construction of a clubhouse; amenities building; car parking; and regeneration of wet land area with viewing platform.	\$2,500,000	\$5,180,000
NSW	Orange	Construction of the Orange Regional Museum and Cultural Square	Underway	Construction of the Orange Regional Museum and Information Centre.	\$4,000,000	\$7,125,000
NSW	Orange	Orange Airport Extension Project	Underway	Expansion of the Orange Airport Infrastructure including extension of the main runway, upgraded taxiways, construction of larger aircraft parking area, expanded terminal building and an upgrade of the general aviation area.	\$4,900,000	\$18,877,289
NSW	Port Macquarie-Hastings	Birpai New Shed for Community Men and Women	In Planning	Construction of a new Shed for Community Men and Women	\$85,000	\$85,000
NSW	Port Macquarie-Hastings	Port Macquarie Surf Lifesaving Club Upgrade	In Planning	The project will upgrade the Port Macquarie Surf Life Saving Clubhouse. Upgrades include the replacement of the club roof, extending the existing veranda, fire safety and disabled access compliance works.	\$110,000	\$110,000
NSW	Port Macquarie-Hastings	Surf Life Saving NSW Port Macquarie Operations and Training Centre	Underway	Construction of a three storey operations and training structure of at least 900 dam.	\$1,051,243	\$2,102,488
NSW	Port Macquarie-Hastings	Port Macquarie Indoor Sports Stadium Upgrade	Underway	The project is the construction of up to two new additional indoor courts adjacent to the existing Port Macquarie Indoor Stadium and a new PCYC facility, which incorporates up to	\$2,800,000	\$5,450,000

				one additional sports court, activities/program area, multi-purpose space, police administration office and meeting room, toilet amenities, kitchen/kiosk, meeting rooms, store rooms and leased space for commercial activities.		
NSW	Shoalhaven	Shoalhaven PCYC New Equipment Purchase	In Planning	The project will involve the purchase of new equipment for the PCYC located in Nowra.	\$10,000	\$10,000
NSW	Shoalhaven	Men's Shed - Sanctuary Point - Small Equipment Grant	Underway	The project will involve the purchase of small equipment to assist the Sanctuary Point Men's Shed in delivering projects and encouraging participation.	\$9,963	\$9,963
NSW	Shoalhaven	Berry School of Arts Upgrade	Underway	The project will involve the installation of a commercial grade kitchen and rehabilitation works to transform Berry School of Arts into a self-supporting cultural asset.	\$300,000	\$300,000
NSW	Shoalhaven	Skate Parks - Construction of Three Facilities	Underway	The project will provide two skate parks and a learn-to-ride facility in three isolated communities to encourage social interaction, education and physical activity.	\$300,000	\$360,000
NSW	Shoalhaven	Round the Bay Pathway - Orion and Callala Sections (Jervis Bay)	Underway	The project will provide a shared pathway, including an elevated section, along Orion Beach Foreshore, as part of the 52km 'Round the Bay Walk' strategy.	\$450,000	\$1,100,000
NSW	Shoalhaven	Dunn and Lewis Memorial Centre Project	Underway	Construction of Stage 2A of the Dunn and Lewis Memorial Centre at 141 St Vincent Street, Ulladulla.	\$2,000,000	\$2,000,000
NSW	Wagga Wagga	Riverina Intermodal Freight and Logistics Hub Project	Underway	Construction of a new major rail infrastructure freight and logistics hub, including a freight terminal/s and associated road works in Wagga Wagga, NSW.	\$14,500,000	\$54,130,000
NSW	Wollongong	Crown Street Mall Refurbishment Project	Underway	Refurbishment and upgrade of the Crown Street Mall to deliver a high class, safe and vibrant public space, including drainage and paving works, installation of new trees, construction of performance stage and terraced seating, custom public seating and decorative lighting.	\$4,976,333	\$9,952,667

NSW	Wyong	Central Coast Regional Sporting and Recreation Complex (Phase 1) Project	Underway	Completion of planning studies, concept design and approvals required to commence construction of the Central Coast Regional Sporting and Recreation Complex.	\$1,000,000	\$1,000,000
NSW	Wyong	Norah Head Boat Ramp Project	Underway	Replacement of the existing boat ramp, beach ramp and sea wall at Cabbage Tree Harbour, Norah Heads.	\$700,000	\$3,022,137
NT	Alice Springs	Traeger Park Football Stadium Upgrade	In Planning	The project will increase seating, extend the viewing balcony adjacent to the corporate lounge and provide wheelchair access to the main Grandstand.	\$150,000	\$150,000
NT	Alice Springs	Tennis Alice Springs Club House Upgrade Project	Underway	Extension and internal refurbishment of the Alice Springs Tennis Club House.	\$295,000	\$295,000
NT	Palmerston	Amenities Block Upgrade	In Planning	Amenities Block Upgrade	\$8,700	\$8,700
QLD	Bundaberg	Bundaberg Surf Lifesaving Club Extension	In Planning	The project is the redevelopment of the clubhouse to include up to date first aid facilities, training room and rescue equipment storage areas.	\$400,000	\$400,000
QLD	Fraser Coast	Hervey Bay Surf Lifesaving Club Tower	In Planning	The project involves the construction of a new lifesaving patrol tower in Hervey Bay, NSW.	\$100,000	\$100,000
QLD	Fraser Coast	Maryborough Hockey Club Lighting Upgrade	Underway	The installation of lighting to Australian Standards for small and large ball activities at the Maryborough and District Hockey Association grounds.	\$150,000	\$221,153
QLD	Fraser Coast	Hervey Bay Hockey Association Synthetic Turf Project	Underway	Construction and installation of a water efficient synthetic hybrid hockey surface.	\$350,000	\$699,600
QLD	Gladstone	Meteors Sports Club Ltd Change room upgrade	In Planning	The project is for the construction of a new amenities block including two players change rooms, one referees change room, two unisex toilets, one storage room and a covered walkway.	\$200,000	\$200,000

QLD	Mackay	Mackay Gymnastics Facility	Underway	Construction of two additional bays at the western end of the new facility, a mezzanine floor above the existing office and amenities building with spectator seating, a foam tumbling pit, completion of office, canteen office and amenities fit out. The project also includes upgrades to the storm water and fire water systems, car park extension and landscaping.	\$750,000	\$750,000
QLD	Mackay	Mackay Junior Soccer Grounds Relocation Project	Underway	Relocation of facilities and playing fields including the construction of a number of soccer fields, a clubhouse with amenities, a car park of at least 100 spaces and 4 bus bays, an access road and external road works.	\$1,000,000	\$2,300,000
QLD	Mackay	Mackay City Centre Public Realm Improvement	Underway	Improvement works including structural repairs and refurbishment of the heritage listed Pioneer Shire building and upgrades to the adjacent park as well as streetscaping works and installation of lighting.	\$8,825,186	\$17,650,372
QLD	Moreton Bay	Flood Mitigation Works at Dale Street Burpengary	In Planning	The project will involve the construction of a levee to mitigate flood events and improve safety for the community of Dale Street, Burpengary	\$1,900,000	\$1,900,000
QLD	Moreton Bay	Redcliffe Dolphins Oval Upgrade	Underway	The project is a series of upgrades to the Dolphins Oval, including better lighting, disabled toilets and access ramps, improved seating and a food stall area.	\$220,000	\$229,008
QLD	Moreton Bay	Caboolture Sports Centre Netball Precinct	Underway	The project will involve the redevelopment of Caboolture Netball Precinct Infrastructure.	\$250,000	\$250,000
QLD	Moreton Bay	PCYC Deception Bay Facility Upgrade	Underway	The project is a facility upgrade which will involve additional activity space and storage.	\$450,000	\$450,000
QLD	Moreton Bay	Pine Centre Holy Spirit Rugby League Football Club - New Clubhouse Project	Underway	Construction of a new clubhouse for the Pine Central Holy Spirit Rugby League Football Club.	\$473,384	\$673,384

QLD	Rockhampton	Gracemere Streetscape	In Planning	The refurbishment of Gracemere's streetscape with dedicated median and footpath planting of street trees in three streets.	\$70,000	\$70,000
QLD	Rockhampton	Rockhampton South Side Memorial Pool Redevelopment	Underway	Redevelopment of the Rockhampton South Side Memorial Pool to provide the State's only FINA competition compliant facility outside South East Queensland.	\$5,000,000	\$10,000,000
QLD	Toowoomba	Toowoomba and Regional Community for Community Flexi-School Intergenerational Mentoring Hub	Underway	Construction of the Toowoomba and Region Community for Community Flexi-School Intergenerational Mentoring Hub.	\$793,000	\$845,214
QLD	Toowoomba	Toowoomba Regional Arts and Community Centre Project	Underway	Design and construction of an arts and community centre located in the existing Empire Theatre Precinct, to provide performance space seating for up to 350 patrons and associated supporting spaces and meeting facilities at 54-56 Neil Street, Toowoomba QLD.	\$2,000,000	\$5,500,000
QLD	Toowoomba ⁵	Murray-Darling Basin Regional Economic Diversification Programme, Schedule 2 (Queensland)	Underway	Alluvium injection trials to secure the long-term viability of the Central Condamine Alluvium aquifer (\$4.900m).	\$4,900,000	\$4,900,000
QLD	Townsville	North Shore Evacuation Centre	In Planning	The project is the construction of a multi-use community and sporting facility designed to function as an evacuation centre in the event of an emergency. An access road to the centre will also be constructed.	\$5,000,000	\$5,000,000
QLD	Townsville	Townsville Entertainment and Convention Centre Upgrade	In Planning	The project will undertake structural repair and refurbishment of Townsville's indoor sport, entertainment and convention centre facility.	\$5,000,000	\$5,000,000

⁵ Is a component of the total Schedule 2 for the Murray-Darling Basin Regional Economic Diversification Programme. Other components do not fall within a Regional City.

QLD	Townsville	Regional Training Accommodation Facility	Underway	The project will construct a thirteen multi-bedroom student dwellings and associated facilities for regional TEC-NQ students.	\$2,000,000	\$3,000,000
TAS	Devonport	Devonport Soccer Grounds Upgrade	Underway	The re-surfacing of the Devonport City Soccer Club's two training grounds with synthetic turf for all-weather use.	\$1,100,000	\$1,100,000
TAS	Launceston	Invermay Park Development - Upgrade of Grounds, Drainage and New Lights	In Planning	This project will involve the redevelopment of Invermay Park and will include the installation of all-weather playing surface and an upgrade to ground lighting.	\$1,250,000	\$1,250,000
TAS	Launceston	Macquarie House Catalyst Project	In Planning	Transformation of Macquarie House in Launceston's Civic Square into a collaborative work space for digital development, enabling digital entrepreneurs to work together and creating jobs in the digital economy and harnessing the power of the NBN.	\$3,000,000	\$3,000,000
TAS	Launceston	North Bank Precinct Redevelopment	In Planning	Redevelopment of the North bank of the Tamar river/North Esk river to enhance access to the river edge, expand existing mixed trails, invest in community infrastructure and promote, public/private investment opportunities to exchange its vibrancy, amenity and connectivity to the City.	\$6,000,000	\$6,000,000
VIC	Ballarat	Ballarat Regional Soccer Facility	Underway	Redevelopment of the existing sporting precinct to establish the Ballarat Regional Soccer Facility which will include a synthetic soccer pitch, a pavilion including six competition change rooms, umpire rooms, storage spaces, kiosk and meeting rooms, public toilets, two competition change rooms and a synthetic street soccer space.	\$2,675,000	\$5,350,000
VIC	Bendigo	Bendigo RSL Museum and Memorial Hall- Refurbishment Planning	Underway	Detailed design and documentation of the renewal and upgrade of the Soldiers' Memorial Institute, Bendigo, including new temporary exhibition gallery	\$180,000	\$230,000
VIC	Bendigo	Sandhurst (Bendigo)	Underway	Construct a commercial grade performing arts theatre	\$12,300,000	\$25,800,000

		Community Theatre Complex		complex at the former Bendigo (Sandhurst) Gaol site.		
VIC	Geelong	Grovedale Sporting Club Lighting Upgrade	Underway	The Grovedale Football Netball Club will upgrade their oval flood lighting to comply with minimum standards for training and junior competition, with 16 new lamps to be installed over six new poles.	\$176,254	\$176,254
VIC	Geelong	Shell Road Reserve, Ocean Grove - Park Upgrade	Underway	Development of a multi-use sporting pavilion at Shell Rd Reserve, Ocean grove, Victoria.	\$3,500,000	\$6,000,000
VIC	Geelong	Geelong Centre for Emerging Infectious Diseases - Construction of Research Hub	Underway	Design, construction and fit out of the Geelong Centre for Emerging Infectious Diseases to include 1,379 square metres of space for laboratories, open plan work stations, dedicated research and clinical trial offices and seminar space.	\$3,000,000	\$6,100,000
VIC	Geelong	Leopold Community Hub - Stage 1	Underway	Construction and fit out of the Leopold Community Hub to include a multipurpose room, toy library and integrated early years centre to be developed adjacent to the Leopold Primary School.	\$500,000	\$8,962,000
VIC	Geelong	The New Geelong Library and Heritage Centre Project	Underway	Demolition of the Geelong City Library and Heritage Centre and the design and construction of the new Geelong Library and Heritage Centre.	\$10,000,000	\$45,000,000
VIC	Horsham	Wimmera Community Service Centre	Underway	Construction of the Wimmera Community Service Centre located at Bailie Street, Horsham. The Centre is a three stage development of a multi-purpose facility for local organisations and community groups, incorporating a state of the art sensory gallery, training facilities and hub for community service delivery.	\$3,000,000	\$6,300,000
VIC	Horsham	Horsham Theatre and Art Gallery	Underway	Horsham Theatre and Art Gallery	\$2,500,000	\$17,950,000

VIC	Latrobe VIC	Growing Aerospace Manufacturing at Latrobe Regional Airport	Underway	Construction of an additional aircraft development hangar and infrastructure upgrades to support manufacturing and emergency services to the airport as well as improvements to navigation aids, runway lighting, taxiways and aprons.	\$3,000,000	\$4,124,000
VIC	Latrobe VIC	Moe Rail Precinct Revitalisation	Underway	Moe Rail Precinct Revitalisation	\$7,500,000	\$7,500,000
VIC	Latrobe VIC	Growing Aerospace Manufacturing at Latrobe Regional Airport	Underway	Construction of an additional aircraft development hangar and infrastructure upgrades to support manufacturing and emergency services to the airport as well as improvements to navigation aids, runway lighting, taxiways and aprons.	\$3,000,000	\$4,124,000
VIC	Mildura	Mildura Riverfront (Stage 1)	Underway	Improve and upgrade services and facilities on the Mildura Riverfront to include a visitor information centre, kiosk, water sport hire venue, boardwalk, water play park, upgrade of the Nowingi Place events centre, and new pathways to connect the riverfront to the Mildura CBD.	\$4,800,000	\$13,300,000
VIC	Shepparton	Greater Shepparton Regional Sports Precinct	Underway	Construction and upgrade of played and spectator facilities at the Greater Shepparton Regional Sports Precinct.	\$7,190,000	\$13,440,000
WA	Albany	Great Southern Centennial Park	Underway	Construction of a sporting complex within the Great Southern Centennial Park Precinct.	\$8,250,000	\$26,654,857
WA	Broome	Broome Volunteer Sea Rescue HQ and Vessel Project	Underway	Construction of an operational headquarters building and the purchase of a new 'Sea Legs' Marine Rescue Vessel.	\$500,000	\$1,201,000
WA	Broome	Royal Flying Doctor Service Base Broome Project	Underway	Establishment of a Royal Flying Doctor Service (RFDS) at Broome International Airport including the construction and fit out of two hangars, a patient transfer centre, administration offices, staff facilities and secure car parking facilities for at least ten staff vehicles.	\$2,700,000	\$6,000,000
WA	Broome	Kimberley Land Council	Underway	Construction of purpose built office facilities for the	\$4,900,000	\$13,346,805

		Office Project		Kimberley Land Council Aboriginal Corporation in Broome.		
WA	Geraldton-Greenough	West End Recreation and Entertainment Precinct Revitalisation Project	Underway	Redevelopment and revitalisation of the Geraldton foreshore precinct including the redevelopment of the Eastern Breakwater; construction of a Multi User Facility; restoration of the Railway Building; and redevelopment of Merry-Go-Round area into a youth space/precinct.	\$4,900,000	\$13,933,124

Appendix B

Funding under the Financial Assistance Grant programme in 2014-15

Note: The below LGAs are not an exhaustive list of regional centres. Given the focus of the inquiry, this selection has been made based on those regional centres identified by Regional Capital Australia as regional capitals.

<i>State</i>	<i>LGA</i>	<i>Cash Payments for 2014-15</i>
NSW	Albury	\$6,233,093
NSW	Ballina	\$3,717,750
NSW	Bathurst Regional	\$6,313,888
NSW	Cessnock	\$7,025,468
NSW	Coffs Harbour	\$6,987,262
NSW	Dubbo	\$6,796,389
NSW	Gosford	\$10,323,650
NSW	Lismore	\$6,244,268
NSW	Maitland	\$6,570,480
NSW	Newcastle	\$12,693,875
NSW	Shoalhaven	\$11,378,617
NSW	Orange	\$4,559,091
NSW	Port Macquarie-Hastings	\$8,891,965
NSW	Tamworth Regional	\$10,127,024
NSW	Wagga Wagga	\$10,109,032
NSW	Wollongong	\$17,491,193
NSW	Wyong	\$12,878,175
VIC	Ballarat	\$12,131,195
VIC	Greater Bendigo	\$15,035,281
VIC	Greater Geelong	\$19,441,597
VIC	Greater Shepparton	\$11,531,195
VIC	Wodonga	\$4,727,146
VIC	Wangaratta	\$6,575,064
VIC	Warrnambool	\$3,562,559
VIC	Mildura	\$13,268,312
VIC	Horsham	\$5,692,951
VIC	Latrobe	\$11,427,473
QLD	Bundaberg	\$7,622,042
QLD	Cairns	\$5,623,534
QLD	Gladstone	\$7,690,523
QLD	Fraser Coast	\$7,425,733

<i>State</i>	<i>LGA</i>	<i>Cash Payments for 2014-15</i>
QLD	Mackay	\$6,433,934
QLD	Moreton Bay	\$14,694,205
QLD	Mount Isa	\$5,377,728
QLD	Rockhampton	\$6,961,109
QLD	Toowoomba	\$16,289,555
QLD	Townsville	\$7,003,170
SA	Mount Gambier	\$2,594,677
SA	Port Lincoln	\$1,324,873
WA	Albany	\$3,875,646
WA	Broome	\$3,005,324
WA	Bunbury	\$1,550,369
WA	Greater Geraldton	\$5,799,551
WA	Kalgoorlie/Boulder	\$2,412,862
WA	Port Hedland	\$2,302,241
WA	Karratha	\$3,313,571
TAS	Devonport	\$1,984,371
TAS	Launceston	\$4,235,591
NT	Alice Springs	\$1,731,308
NT	Palmerston	\$1,487,638

Appendix C

Department of Infrastructure and Regional Development - Publications

Progress in Australian Regions: Yearbook 2014. The publication brings together information about Australia's regions from a range of different sources and presents that data in consistent format over time. It is a statistical resource that can assist in answering questions around how regional centres, and surrounding areas, are progressing in terms of economic, social, environmental and governance indicators. This can be accessed from the Department's website:

<<http://www.regional.gov.au/regional/publications/yearbook/index.aspx>>.

The Evolution of Australian Towns (2014). This publication provides a thorough overview of the history and development of regional towns throughout Australia. It provides an important point of reference in considering how regional centres have developed and provides insights into their interconnectedness and competitiveness. This can be accessed from the Department's website:

<https://www.bitre.gov.au/publications/2014/report_136.aspx>.

BITRE Information Sheet 65: International trade and cities: what house prices say (2015). This publication aims to examine how the growth in international trade is affecting cities in order to better understand what is happening to them now and how they may develop in future. This is directly relevant to regional centres, which are impacted by changes in the world's economic structure. This can be accessed from the Department's website:

<https://www.bitre.gov.au/publications/2015/is_065.aspx>.

BITRE Information Sheet 57: Changes in Australia's industry structure: cities and regions, 2006–2011 (2015). This publication identifies recent trends (between 2006 and 2011) in employment by various industries across regional and metropolitan areas. The information presented has the potential to assist communities in regional centres to understand how the areas are changing, as well as to map where opportunities and challenges may lie. This can be accessed from the Department's website:

<https://www.bitre.gov.au/publications/2015/is_057.aspx>.

BITRE Information Sheet 58: Major transport employment hubs (2015). This publication provides regional centres with a framework to analyse the influence of the transport industry on the economies of regional capitals, as transport hubs within each region. This can be accessed from the Department's website: <http://www.bitre.gov.au/publications/2014/is_058.aspx>.

Forthcoming publications

State of Australian Cities 2014. The publication, focusing on 20 of Australia's major cities, provides an in-depth analysis of the current situation of and changes occurring in Australia's major cities. It considers trends in terms of population and settlement, productivity, liveability and governance.

State of Australia's Regions 2015. The publication draws on the information presented in *Progress in Australia's Regions: Yearbook 2014* with the aim of exploring particular trends in regional Australia. As well as rural and remote areas, the publication focuses on regional areas, making it an important source of information for regional centres. The publication will focus specifically on demographic, economic, structural and lifestyle change in the regions.