



Submission S62

Liberal National Party

The Chair
Redistribution Committee for Queensland
Australian Electoral Commission
Locked Bag 4007
Canberra ACT 2601

Dear Chair,

I enclose the submission of the Liberal National Party in response to your invitation for written suggestions on the redistribution of Queensland into 30 federal electoral divisions.

Please do not hesitate to contact me if you require any further information in relation to this submission.

Yours sincerely

A solid black rectangular box used to redact the signature of Ben Riley.

Ben Riley
State Director

1. Executive Summary

Queensland has not had a federal redistribution since 2018, and growth since then has been anything but uniform. On the boundaries in place on 28 July 2026, 20 of the state's 30 divisions fail to meet the numerical requirements of the Act. Growth is concentrated in the Moreton Bay, Sunshine Coast, Ipswich–Springfield, Logan and northern Gold Coast corridors, while inner Brisbane, the bayside and much of regional Queensland sit below quota.

Our submission responds with one clear objective: **coherent, community-focused divisions that sit within both quota bands with minimal voter disruption.**

In regional Queensland, the numbers make change necessary. Dawson, Capricornia, Flynn and Maranoa are each between 5 and 8 per cent below quota, and their neighbours have few electors to spare. We considered two approaches. An inland approach sees Flynn take the western parts of Wide Bay and the South Burnett towns of Kingaroy and Nanango, which share the agricultural interests Flynn already represents. A coastal approach would have cascaded change down the coast, moving key centres such as the whole of Bundaberg out of Hinkler and Maryborough out of Wide Bay, and leaving confused and incoherent divisions. We believe the inland approach best aligns with the criteria set out in the Act.

The result is a redistribution in which every division sits within ± 10 per cent of the redistribution quota and within ± 3.5 per cent of the projected enrolment quota at 27 August 2028. Section 2 sets out how each factor in section 66(3)(b) of the Electoral Act has shaped these choices.

2. Guiding Philosophy & Methodology

Core Principles

Significant population shifts have occurred across Queensland over the past eight years and must now be reflected in federal boundaries. Every division we propose sits within both quota bands and is built around recognisable communities of interest.

Communities of Interest

Section 66(3)(b) of the Electoral Act directs the Committee to give due consideration to four factors, and they shape every proposal in this submission. The first is the community of interests within each division, including economic, social and regional interests. We have built each division around the regional and suburban centres its residents rely on for schooling, health care, retail and employment.

Means of Communication and Travel

We have used the roads, rail lines and busways residents rely on to shape our proposed boundaries. Where possible communities that share a travel corridor to the same centres are kept in the same division, and the direction of those corridors has guided which communities join each division.

Physical Features and Area

Roads, rivers and rail lines are not automatically treated as barriers. In some circumstances, they unite communities where suburbs on either side share schools, shopping centres or public-transport hubs, where they do, we aim to place them in the same division. Conversely, we use corridors as boundaries where they mark a clear break in community patterns.

The same applies to natural features. Mountain ranges and rivers are used as boundaries where they separate communities, and as connectors where they join them.

Existing Boundaries

The Act also directs consideration of the boundaries of existing divisions, a factor subordinate to those above. Where the other factors are met, we have preferred the option that moves fewer electors, reducing disruption and confusion for voters. Where enrolment is stable, we have limited cascading changes.

Consistency Across Levels of Government

The Queensland Redistribution Commission recently determined new state electoral boundaries. Where it sits comfortably with the statutory criteria, we have aligned federal boundaries with local and state district boundaries. This reduces confusion for electors and allows members, councils and government agencies to work across a common footprint.

3. Legislative Framework & Compliance Check

Our proposal satisfies each requirement of the *Commonwealth Electoral Act 1918*, as set out below.

Electoral Act requirement	Submission Response
Number of divisions	30, consistent with Queensland’s 2026 entitlement
Current enrolment within ±10% of the redistribution quota	All 30 divisions within range
Projected enrolment within ±3.5% of the projected enrolment quota	All 30 divisions within range

Community of interests, including economic, social and regional interests	Each division built around the regional or suburban centres its residents rely upon
Means of communication and travel	Boundaries follow the roads, rail lines and busways residents use to reach those centres
Physical features and area	Ranges, rivers and motorways used as boundaries or connectors as communities dictate
Boundaries of existing divisions	Existing boundaries kept where the other factors are met

4. Regional Recommendations

This section sets out, region by region, the rationale behind our proposed changes, drawing on the communities of interest, transport links and physical features that shape each division. Enrolment figures for each proposed division are set out in the summary table in Section 5.

4.1 North & Far North Queensland

This region is anchored by Cairns, Townsville and Mackay and stretches west to the Northern Territory border. Leichhardt, Kennedy and Herbert all currently meet the numerical requirements, while Dawson sits more than 7 per cent below quota. The challenge is that Herbert is bounded entirely by Kennedy and Dawson, both of which are themselves under quota, leaving little ground to trade. Our adjustments are therefore minimal and directed at bolstering Dawson's enrolment along its existing transport links and extending boundaries to similar localities next to the border.

- **Leichhardt** – No change proposed.
- **Kennedy** – Minor changes. The Boulia Shire is transferred to Maranoa, reflecting the boundary between the state districts of Flinders and Gregory and allowing consistency of representation across levels of government. A small transfer of three Northern Beaches SA1s to Herbert aligns the boundary with the northern edge of the Townsville City Council area.
- **Herbert** – Gains the remaining Northern Beaches SA1s from Kennedy, so that Herbert encompasses the urban Townsville City Council area to its northern boundary. Herbert remains a wholly Townsville-based division with Magnetic Island, and sits within quota on both measures.

- **Dawson** – Dawson functions as the connector division between Mackay and Townsville along the Bruce Highway and should continue to do so. Collinsville and its surrounding SA1s are added from Capricornia, reflecting the Bowen Developmental Road as the town's principal link to the coast and aligning the division with the Burdekin state district boundary. Ooralea and Bakers Creek are also transferred from Capricornia. These are southern suburbs of Mackay, that share the same city services as the rest of urban Mackay already within Dawson.

4.2 Central Queensland and Wide Bay-Burnett

Stretching from the Fitzroy Basin through Gladstone and Bundaberg to the Cooloolo Coast, this region comprises Capricornia, Flynn, Hinkler and Wide Bay. Capricornia and Flynn are both well below quota, while Hinkler and Wide Bay are within quota but must give ground to balance their neighbours. Our approach unites the Rockhampton LGA under a single division and allows Flynn to rebuild along the Burnett and South Burnett agricultural belt it already represents.

- **Capricornia** – Capricornia is a Rockhampton-based division that also captures the mining and pastoral towns that look to Rockhampton for services and travel. The remainder of the Rockhampton Regional Council area, including Gracemere, Mount Morgan, Bouldercombe and the western surrounds, is transferred from Flynn, recognising Rockhampton as the regional hub for every town in the area. In turn, Collinsville and the Mackay suburbs of Ooralea and Bakers Creek are transferred to Dawson, uniting them with the communities they rely on. The Pioneer Valley remains in Capricornia, where its rural communities share the agricultural and resource interests of the division's inland towns.
- **Flynn** – A vast division centred on Gladstone that represents the mining and agricultural interests of Central Queensland. Following the transfer of the Rockhampton Regional Council area to Capricornia, Flynn must gain ground. It takes in Bundaberg North from Hinkler, so that the Burnett River becomes the boundary between Flynn and Hinkler along its full length. The previous boundary departed from the river to carve North Bundaberg into Hinkler; adopting the river is the most coherent way to add the electors Flynn needs while drawing a clear and recognisable border. Flynn already represents the agricultural districts surrounding Bundaberg, and this is a natural extension of that same community of interest. Flynn also gains Kingaroy and Nanango from Maranoa, and Kilkivan and the Kingaroy and Maryborough rural surrounds from Wide Bay, bringing the prime cropping and grazing country of the South Burnett together with the Burnett districts it already represents.
- **Hinkler** – Hinkler cedes Bundaberg North to Flynn to restore that division to quota. Hinkler now spans the coast between the Burnett River to the north and the Mary River to the south, balanced between Bundaberg and Hervey Bay as its two major centres, with the agricultural and coastal land in between.
- **Wide Bay** – Wide Bay changes on two fronts: it gives ground in the west to help Flynn reach quota, and gains ground in the south from Fairfax, which in turn absorbs electors from the over-quota Fisher. On its western boundary, Wide Bay transfers

Kilkivan and the rural surrounds of Kingaroy and Maryborough to Flynn, aligning the division with the state districts of Gympie and Maryborough. On its southern boundary, Wide Bay gains Peregrine Springs, Eumundi and Verrierdale. These communities gravitate towards Noosa rather than the rest of the Sunshine Coast and reunites Peregrine Springs with Peregrine Beach.

4.3 Darling Downs & South West Queensland

Maranoa is already the largest division in the state by area and sits more than 7 per cent below quota, with projections showing a further decline. Few neighbouring regional divisions have surplus electors to give. Our solution draws Maranoa east towards Toowoomba, rather than further outward, and allows Groom to gain the Lockyer Valley, whose residents already look to Toowoomba for services.

- **Maranoa** – Gains the rural and peri-urban areas of the Toowoomba Regional Council around its western and northern edges (Crows Nest–Rosalie, Jondaryan, Pittsworth, Clifton–Greenmount, Cambooya–Wyreema and parts of Toowoomba West), together with the Boulia Shire from Kennedy. These are broadacre and grazing communities that share Maranoa's agricultural identity. Maranoa cedes Kingaroy and Nanango to Flynn to balance that division.
- **Groom** - Groom cedes ground on its rural fringe to Maranoa to keep that division within quota, and in turn gains the whole of the Lockyer Valley Regional Council area from Wright, including Gatton. A large proportion of Lockyer Valley residents travel up the Range to Toowoomba for health, education and retail services, and the Warrego Highway binds the two together.

4.4 Sunshine Coast

Fisher is 13 per cent over quota and projected to reach 16 per cent, driven by growth around Caloundra South and the Bruce Highway corridor, while Fairfax is also over projected quota. Our adjustments allow Fairfax and Fisher to continue to run east to west, each with population concentrated on the coastal corridor and a hinterland component.

- **Fairfax** – Fairfax cedes Peregrine Springs, Eumundi and Verrierdale to Wide Bay, and gains Alexandra Headland and Mooloolaba from Fisher. The Spit at the mouth of the Mooloolah River becomes the natural southern boundary on the coast, aligning the division with the state district of Maroochydore. Fairfax also takes in Montville and Cambroon in the hinterland to balance population. These changes maintain Fairfax as the northern Sunshine Coast division.
- **Fisher** – To correct significant growth on the southern Sunshine Coast, Fisher cedes Alexandra Headland and Mooloolaba to Fairfax, Montville and Cambroon in the hinterland to Fairfax, and the Glass House Mountains and Beerburrum to Longman. These changes maintain Fisher as the southern Sunshine Coast division, centred on Caloundra and Kawana.

4.5 Moreton Bay & North Brisbane

Greenfield estates and infill along the Bruce Highway corridor place sustained pressure on the Moreton Bay divisions: Longman is more than 16 per cent over quota and Petrie more than 8 per cent over, while Dickson and Lilley sit below quota. Growth on the Sunshine Coast compounds this, because Fisher must shed electors to the south. Our proposal moves Longman north, makes Petrie a Moreton Bay division bounded by the North Pine River, and reshapes Dickson and Lilley as the divisions of north-west and north-east Brisbane respectively.

- **Longman** – Longman's move north is unavoidable. Population growth on the Sunshine Coast requires Fisher to shed electors to the south, and Longman is its only southern neighbour. Longman therefore gains the Glass House Mountains and Beerburum from Fisher, and in turn cedes its southern suburbs, including Narangba, Dakabin and Kallangur to Dickson and Petrie.
 - **Shared community of interest.** The Glass House Mountains and Beerburum share the semi-rural character of Longman's western districts around Woodford and the D'Aguilar Highway, and look to Caboolture as their nearest major centre.
 - **Shared transport.** The Bruce Highway and the North Coast rail line, with stations at Glass House Mountains, Beerburum and Elimbah, link these communities south to Caboolture and Morayfield.
- **Petrie** – Petrie becomes a division centred on the Redcliffe Peninsula and the Bruce Highway corridor of Moreton Bay. Its southern boundary is the mouth of the North Pine River, aligning with the boundary between Brisbane City and the City of Moreton Bay. Petrie takes in Murrumba Downs, Kallangur and Dakabin, echoing the cross-highway shape of the state district of Murrumba.
 - **A clear southern boundary.** Using the North Pine River and the council boundary removes the north Brisbane suburbs from Petrie, leaving a division wholly within the City of Moreton Bay.
 - **A linked community.** Anzac Avenue links the division from east to west, from Kallangur through Mango Hill and North Lakes to the Redcliffe Peninsula, and the North Lakes retail precinct on that corridor draws residents from across the division.
- **Dickson** – Dickson remains the north-west division, extending towards the hills and mountains. Its new sections take in parts of the north-west of the Brisbane City Council area, such as Bridgeman Downs and parts of Aspley, Carseldine and McDowall. On its northern boundary, Dickson moves up to Narangba, absorbing electors displaced as population growth pushes Longman north.
 - **Shared transport.** Beckett Road, Albany Creek Road and Bridgeman Road are the north-west corridors that carry residents through the community. Each feeds into Old Northern Road within Dickson's existing boundaries, and Albany Creek Road runs across both sides of the council boundary.
 - **A council boundary that does not divide.** The suburbs on the East/West side of the Moreton Bay and Brisbane City boundary function as one community. Bridgeman Downs adjoins Albany Creek, its residents use Albany Creek State High School and the shopping centres of McDowall and Aspley, and Albany

Creek residents travel into Brisbane on the same roads and bus routes. The council boundary here is frequently crossed rather than marking a break.

- **Rural character.** Dickson continues to combine outer-metropolitan suburbs with the semi-rural communities around Samford and Dayboro.
- **Lilley** – Lilley becomes the north-east Brisbane division, extending along the coast from the airport through the bayside suburbs of Sandgate, Shorncliffe and Brighton. It now takes in the whole of the state district of Sandgate.
 - **North–south spines.** The Gateway Motorway, Sandgate Road and Gympie Road run the length of the division and carry most of its residents to work and services, alongside the northern rail lines.
 - **A coastal identity.** The bayside suburbs share a foreshore, Moreton Bay and the Boondall Wetlands, giving the division a clear coastal character distinct from the hills of Dickson.
- **Brisbane** – Only minor changes are proposed to balance population. Brisbane takes in Everton Park and part of Stafford, and cedes part of Ashgrove to Ryan.

4.6 Western & Southern Brisbane and Ipswich

Blair is nearly 17 per cent over quota on the back of growth at Springfield, Redbank Plains and Ripley Valley, while Ryan is more than 9 per cent under. Our proposal returns the Centenary suburbs to Ryan and reshapes Oxley as a Brisbane–Ipswich division on the Ipswich Motorway, allowing Blair to remain centred on Ipswich.

- **Ryan** – Ryan moves back into the Centenary suburbs reinforcing Ryan as Brisbane's western suburbs division. Ryan also gains part of Ashgrove from Brisbane to keep that division in balance.
 - **A return to Ryan.** Jindalee, Mount Ommaney, Jamboree Heights, Middle Park, Westlake and Riverhills were part of Ryan until 2009. They were moved to Oxley in that redistribution because Ryan was required to lose electors once Wright was created south of Brisbane. The Augmented Electoral Commission accepted the Brisbane River as a boundary only "on this occasion", and objections to the transfer failed solely on numerical grounds ([AEC 2009 Final Report, para. 45](#)). With Ryan now more than 9 per cent under quota, those numerical grounds have reversed.
 - **The river connects these communities.** The Centenary Motorway and Centenary Bridge carry residents north across the river through Fig Tree Pocket, Kenmore and Indooroopilly to Toowong and the city. Bus services follow the same path: route 453 runs from Mount Ommaney to the city via Jindalee and Indooroopilly, and route 106 runs from Mount Ommaney to Indooroopilly Shopping Centre.
 - **The same school sport district.** Schools in the Centenary suburbs compete against those in the Ryan electorate as part of the Northern Eagles district of Metropolitan West school sport. They do not compete with schools in Inala, Darra or Forest Lake, which belong to the Southern Scorpions district, or with Ipswich schools.
 - **Shared shopping and services.** Residents of Mount Ommaney and the Centenary suburbs travel to Indooroopilly for specialty retail, while residents

north of the river travel to DFO Jindalee for outlet shopping. Both sides of the river are established, leafy riverside suburbs of similar character with a common set of local concerns.

- **Oxley** – Oxley moves south and west to unite Springfield and Springfield Lakes, and extends into Redbank Plains, Collingwood Park, Redbank and Ebbw Vale, all gained from Blair. This makes Oxley a Brisbane–Ipswich connector division centred on the Ipswich Motorway. Oxley cedes Centenary suburbs to Ryan and Pallara, Willawong, Durack and part of Oxley to Moreton.
 - **Alignment with the new state districts.** In its recent redistribution, the Queensland Redistribution Commission created a new district of Springfield "centred on the highly populated Springfield area" and renamed Bundamba as Redbank ([QRC Final Report 2026](#)). At present Springfield sits in Oxley while Springfield Lakes sits in Blair. Our proposal unites them, consistent with the state district, and brings the Redbank communities into the same federal division.
 - **Transport and services.** The Ipswich Motorway and the Ipswich and Springfield rail lines run the length of the proposed division. The Springfield line branches from the Ipswich line at Darra, so Springfield commuters travel through the eastern half of Oxley on their way to Brisbane. Springfield Central is also the services hub for the surrounding suburbs, with Mater Private Hospital Springfield, campuses of the University of Southern Queensland and TAFE Queensland, and the Orion Springfield Central shopping centre.
- **Blair** – Blair cedes Springfield Lakes, Redbank Plains, Collingwood Park, Redbank and Ebbw Vale to Oxley. This unites Springfield Lakes with Springfield in Oxley, allowing Blair to remain centred on the City of Ipswich, the Ripley Valley and the Somerset region.

4.7 Southern Brisbane

South of the river, Bonner and Moreton are well below quota while Griffith and Bowman sit within it. Our proposal unites Rochedale and Rochedale South in Bonner and makes minor changes in Moreton and Griffith to balance population shifts. No change is proposed for Bowman.

- **Bonner** – To correct its under-quota position, Bonner extends south to unite Rochedale, already within Bonner, with Rochedale South and Priestdale, and takes in small parts of Springwood, all from Rankin. This crosses the boundary between Brisbane City and Logan City, as federal divisions commonly do in the South East. Bonner cedes Holland Park West to Griffith.
 - **One suburb in origin.** Rochedale South was originally created from the larger suburb of Rochedale. Underwood Road and Priestdale Road now mark the council boundary, but they run through the middle of a continuous residential area.
 - **Shared schools.** Rochedale South has no secondary school. Its nearest are Rochedale State High School and Redeemer Lutheran College, both in Rochedale about 1 km to the north.

- **Shared shopping.** Rochedale Shopping Village, formerly Strathlands, sits on Underwood Road and serves residents on both sides of the council boundary.
- **Shared transport.** Rochedale busway station serves commuters from suburbs in both the existing and proposed areas of Bonner.
- **Griffith** – Griffith gains Holland Park West from Bonner, uniting that locality with Holland Park, Greenslopes and the inner-south suburbs along the Logan Road and Old Cleveland Road corridors.
- **Moreton** – Existing boundaries are largely retained, with the M1 remaining the natural dividing boundary on the eastern edge of the division. Moreton gains Pallara, Willawong and Durack from Oxley, mirroring the existing state boundaries, and Algester from Rankin.
- **Bowman** – No change proposed.

4.8 Logan, Scenic Rim & Gold Coast

The Pacific Motorway corridor between Logan and the northern Gold Coast is among the fastest-growing areas in the nation. Wright is more than 16 per cent over quota and projected to approach 20 per cent, Forde is close to the upper limit, and Fadden is projected to exceed it by 2028. At the same time, Rankin has fallen below quota. Our proposal uses the Pacific Motorway and Logan River as the dividing line between Rankin and Forde, consistent with the recent state redistribution, and returns the Lockyer Valley to Groom so that Wright can refocus on the Scenic Rim and the Logan and Gold Coast hinterland.

- **Rankin** – Rankin's core is Logan City and the outer southern Brisbane suburbs west of the Pacific Motorway. Its south-eastern border aligns with that of the state electorates of Waterford and Woodridge. Rankin cedes Algester to Moreton, Rochedale South and Priestdale to Bonner, and parts of Springwood to Bonner and Forde.
 - **Transport shapes the community.** The Pacific Motorway is a barrier between the communities on either side of it, while the Beenleigh rail line, with stations at Woodridge, Kingston, Loganlea and Bethania, connects the suburbs to its west.
 - **Shared services.** Rankin's suburbs look to Logan Central for retail and council services, and to Meadowbrook for health and education, home to Logan Hospital, Griffith University's Logan campus and TAFE Queensland's Loganlea campus.
- **Forde** – Forde's northern section follows the eastern side of the Pacific Motorway, taking in Daisy Hill and Springwood from Rankin. It then crosses the motorway and maintains its existing role as the Logan and Gold Coast connector division, gaining Pacific Pines, Gaven and parts of Oxenford and Maudsland from Fadden and Wright. Forde cedes its southern Logan suburbs west of the motorway to Rankin and part of Boronia Heights and Park Ridge to Rankin.
 - **Consistent with the state boundaries.** The motorway was primarily recognised as a barrier in the recent state redistribution, which is why Forde follows it north into Daisy Hill and Springwood. The exception is where Forde

crosses the motorway in the same place and in the same way as the state district of Beenleigh. Crossing at Beenleigh keeps Eagleby, on the eastern side of the motorway, connected to the Beenleigh town centre and railway station it relies on immediately to the west.

- **A single transport corridor.** The Pacific Motorway is the spine of the division. Daisy Hill and Springwood sit alongside it, and the division follows the same corridor south through Beenleigh and Ormeau to Oxenford, Pacific Pines and Gaven, which cluster around the motorway's northern Gold Coast interchanges. Residents throughout the division share the motorway as their common route to work and services between Brisbane and the Gold Coast.
- **Wright** – Wright returns the Lockyer Valley to Groom and part of Oxenford and Maudsland to Forde. It gains part of Mudgeeraba and Bonogin from McPherson, West of the M1, refocusing the division on the Scenic Rim and the semi-rural hinterland behind Logan and the Gold Coast. The Mount Lindesay Highway links the division's Logan and Scenic Rim communities.
- **Fadden** – Fadden cedes Pacific Pines and Gaven and part of Oxenford and Maudsland to Forde, returning the division within quota. It remains centred on the northern Gold Coast suburbs of Coomera, Helensvale, Coombabah and the Broadwater, linked by the Pacific Motorway and the Gold Coast rail line.
- **Moncrieff** – Minor change only. Moncrieff transfers Miami to McPherson and remains centred on Southport, Surfers Paradise and Broadbeach.
- **McPherson** – McPherson gains Miami from Moncrieff, uniting it with the coastal communities of Burleigh Heads and Nobby Beach along the Gold Coast Highway, and cedes Mudgeeraba and Bonogin to Wright.

These boundary realignments restore every Queensland division to a sustainable enrolment, respect established community identities and keep major transport corridors and regional centres within coherent divisions.

5. Summary of Enrolment Outcomes

All 30 proposed divisions meet both numerical requirements, compared with 10 of 30 on existing boundaries. Redistribution quota 127,259 (28 July 2026); projected enrolment quota 132,526 (27 August 2028).

Division	Existing enrolment	Existing variation	Proposed enrolment	Proposed variation	Proposed projected enrolment	Projected variation
Leichhardt	125,528	-1.36%	125,750	-1.2%	131,035	-1.1%
Kennedy	126,729	-0.42%	124,473	-2.2%	128,183	-3.3%
Herbert	123,471	-2.98%	124,972	-1.8%	129,829	-2.0%
Dawson	117,964	-7.30%	123,859	-2.7%	128,376	-3.1%
Capricornia	117,317	-7.81%	127,272	+0.0%	131,887	-0.5%
Flynn	120,310	-5.46%	130,121	+2.2%	134,462	+1.5%
Hinkler	131,120	+3.03%	126,784	-0.4%	131,872	-0.5%
Wide Bay	126,117	-0.90%	133,065	+4.6%	136,946	+3.3%
Maranoa	117,924	-7.34%	126,729	-0.4%	129,970	-1.9%
Groom	121,529	-4.50%	129,893	+2.1%	135,465	+2.2%
Fairfax	133,134	+4.62%	130,963	+2.9%	136,045	+2.7%
Fisher	143,823	+13.02%	127,417	+0.1%	136,782	+3.2%
Longman	148,218	+16.47%	129,335	+1.6%	136,981	+3.4%
Petrie	137,616	+8.14%	130,460	+2.5%	136,608	+3.1%
Dickson	121,147	-4.80%	132,972	+4.5%	136,947	+3.3%
Lilley	119,613	-6.01%	132,646	+4.2%	136,251	+2.8%
Brisbane	127,658	+0.31%	131,630	+3.4%	136,860	+3.3%
Ryan	115,632	-9.14%	133,975	+5.3%	137,074	+3.4%

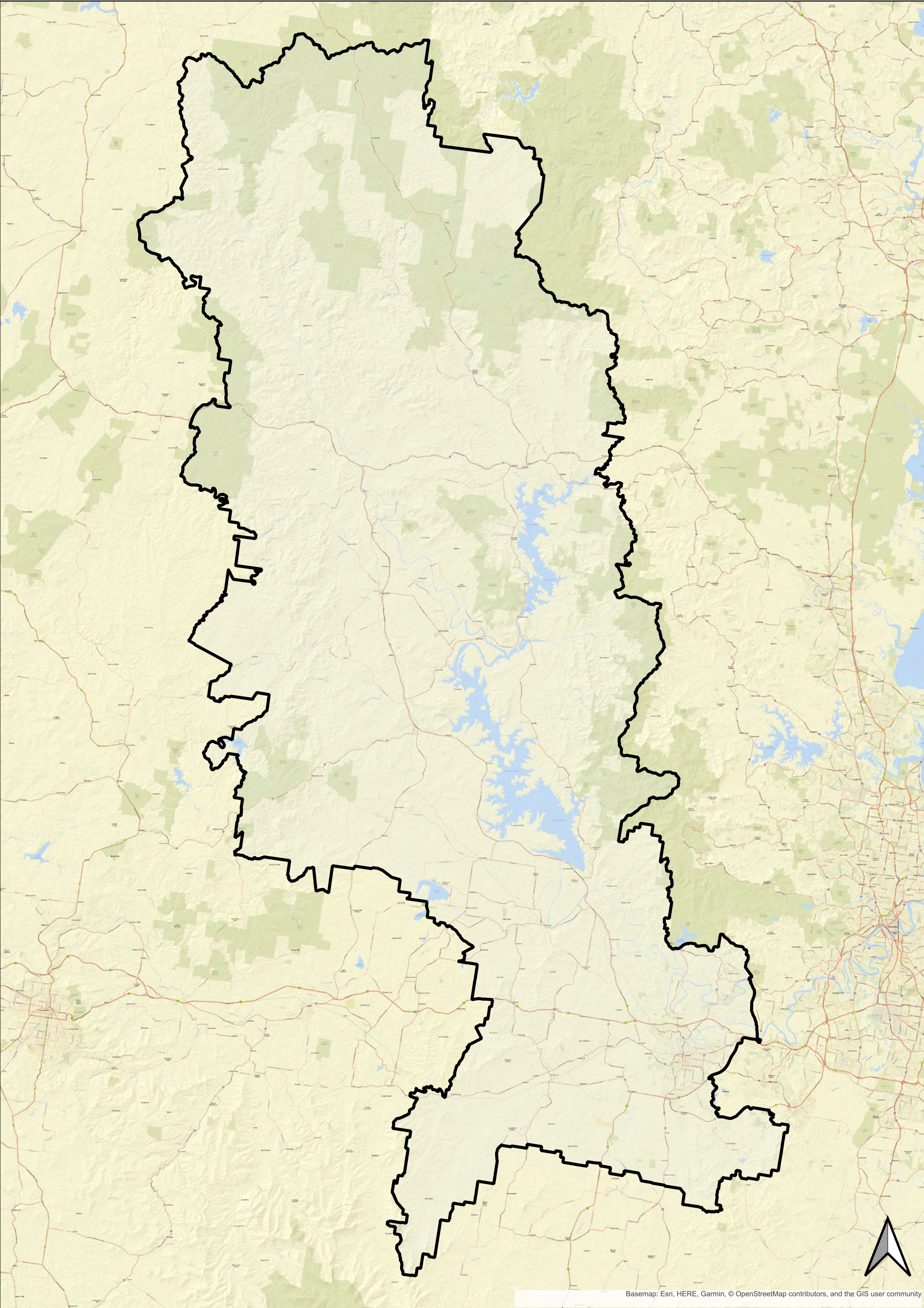
Oxley	124,944	-1.82%	124,262	-2.4%	130,653	-1.4%
Blair	148,790	+16.92%	124,105	-2.5%	130,772	-1.3%
Moreton	109,636	-13.85%	125,336	-1.5%	129,478	-2.3%
Griffith	123,782	-2.73%	126,447	-0.6%	132,062	-0.4%
Bonner	114,688	-9.88%	125,537	-1.4%	128,487	-3.0%
Bowman	126,194	-0.84%	126,194	-0.8%	129,421	-2.3%
Rankin	117,298	-7.83%	129,532	+1.8%	135,887	+2.5%
Forde	139,963	+9.98%	127,460	+0.2%	134,358	+1.4%
Wright	147,976	+16.28%	118,756	-6.7%	128,380	-3.1%
Fadden	138,978	+9.21%	121,029	-4.9%	127,906	-3.5%
Moncrieff	127,363	+0.08%	122,656	-3.6%	128,281	-3.2%
McPherson	123,297	-3.11%	124,129	-2.5%	128,534	-3.0%
Total	3,817,759		3,817,759		3,975,792	

Source: existing enrolment and variations from the [AEC Queensland redistribution information page](#); proposed figures from LNP modelling on AEC SA1 data.

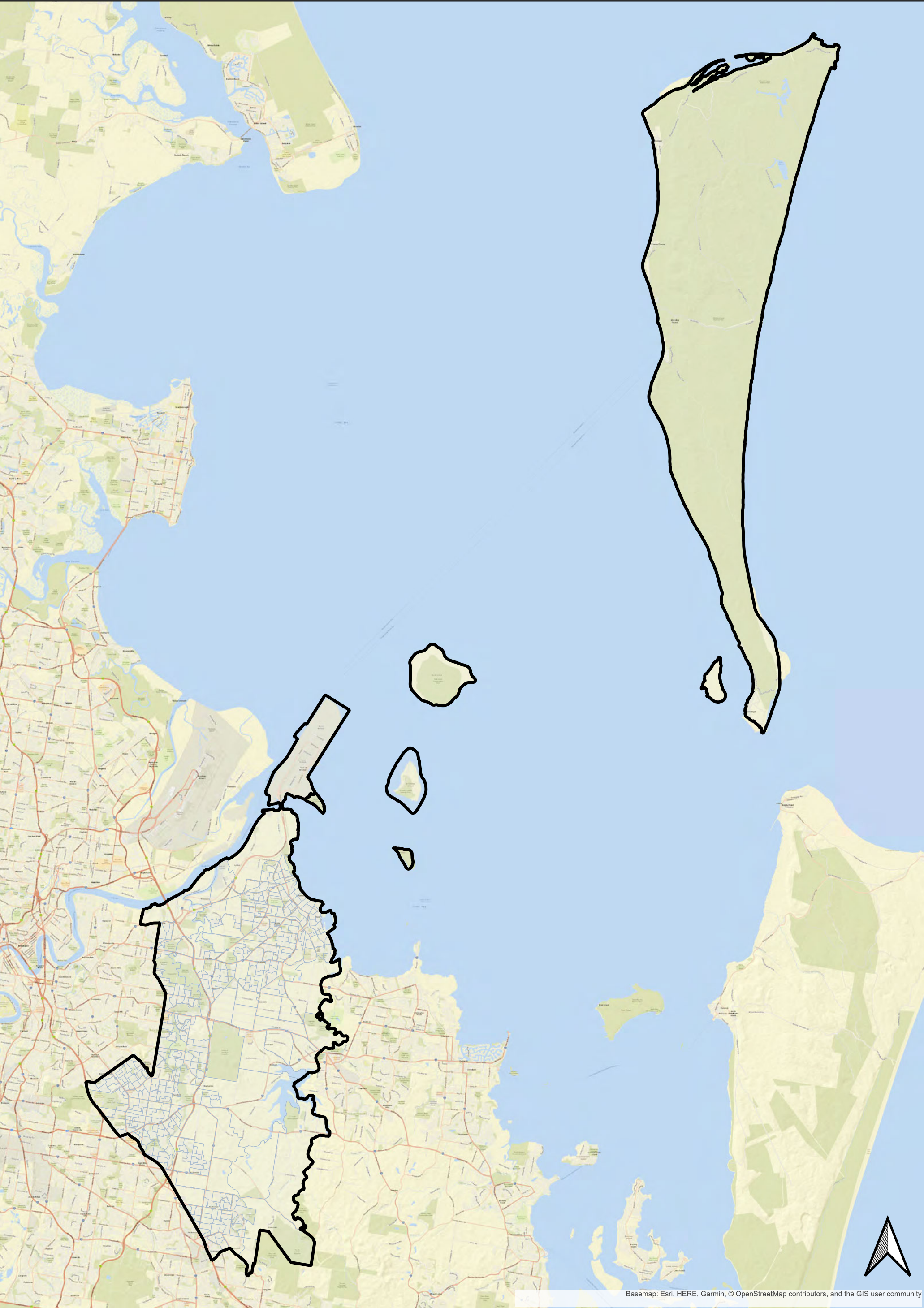
6. Divisional Names

The LNP submits that all 30 existing division names should be retained. Existing division names are well accepted. Retaining them provides stability for electors and reduces voter confusion.

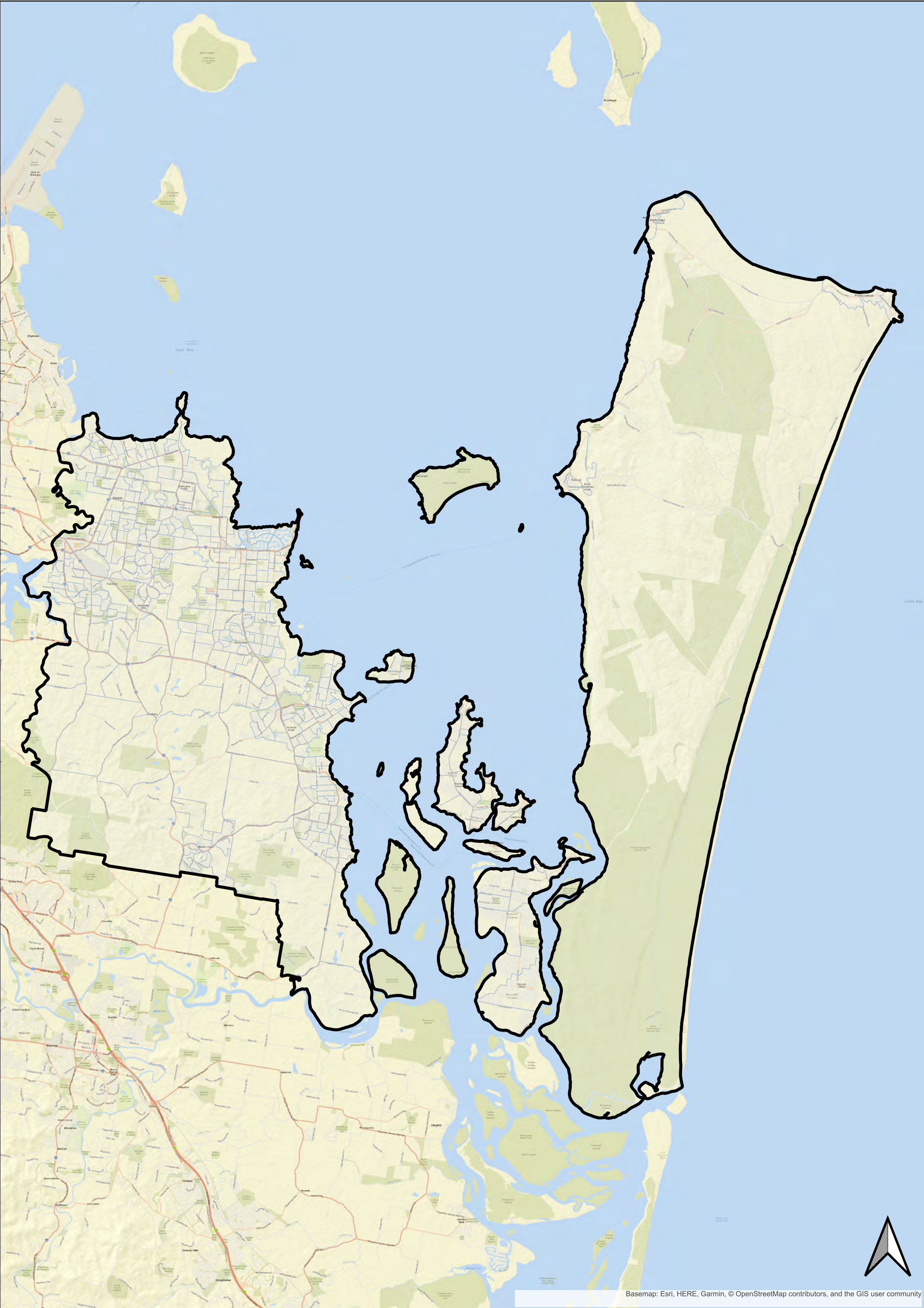
Proposed Federal Division of Blair



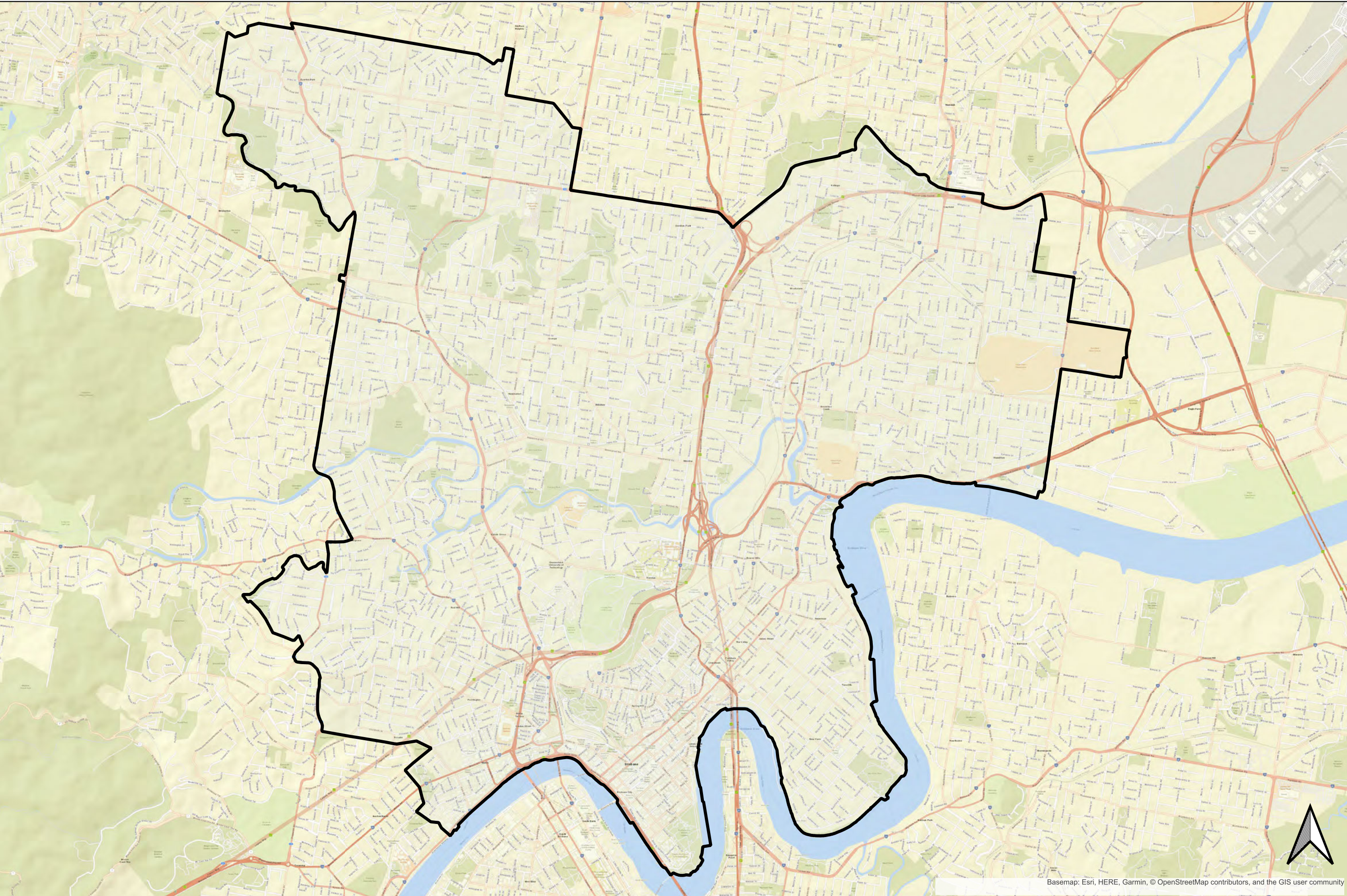
Proposed Federal Division of Bonner



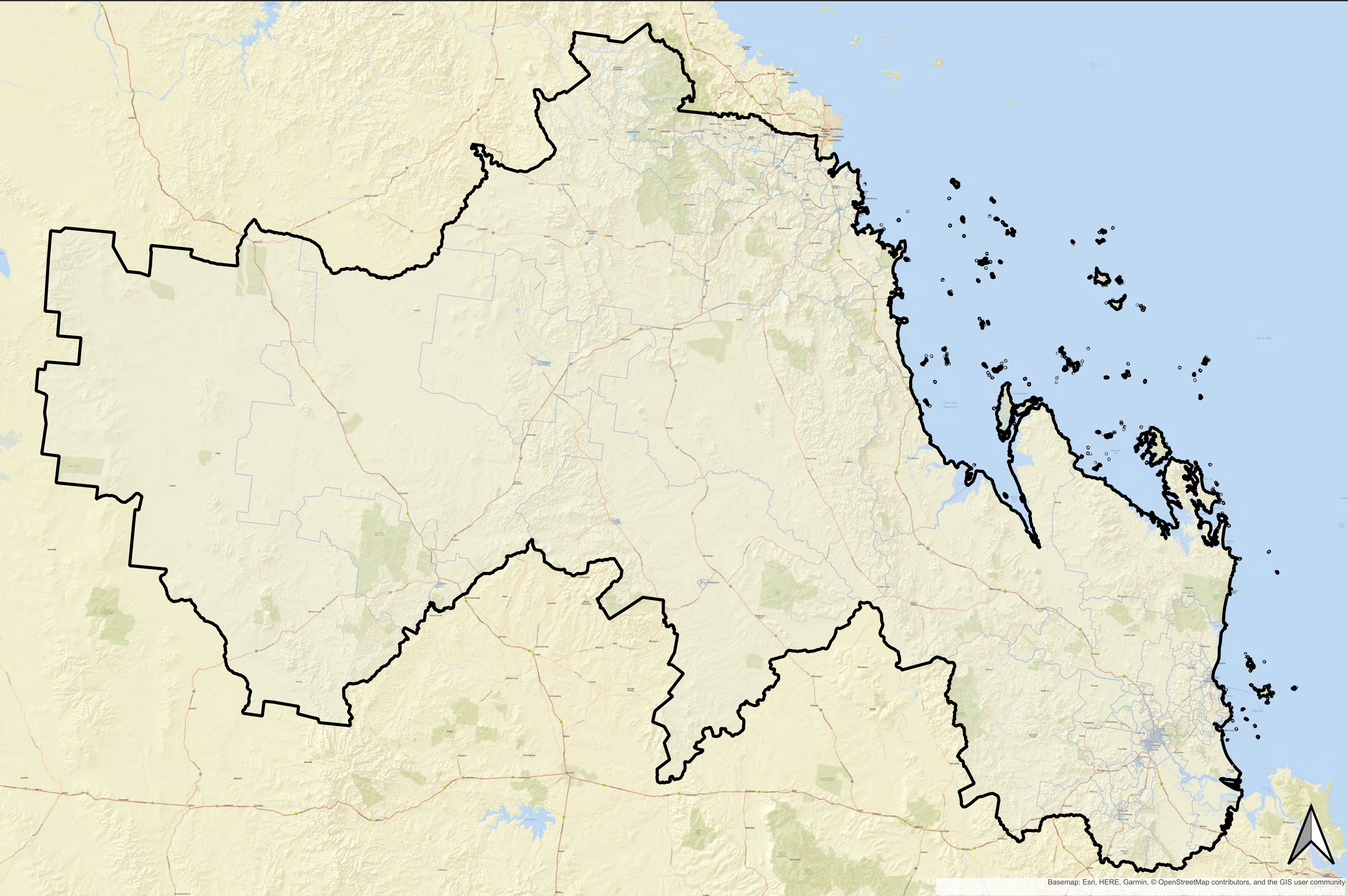
Proposed Federal Division of Bowman



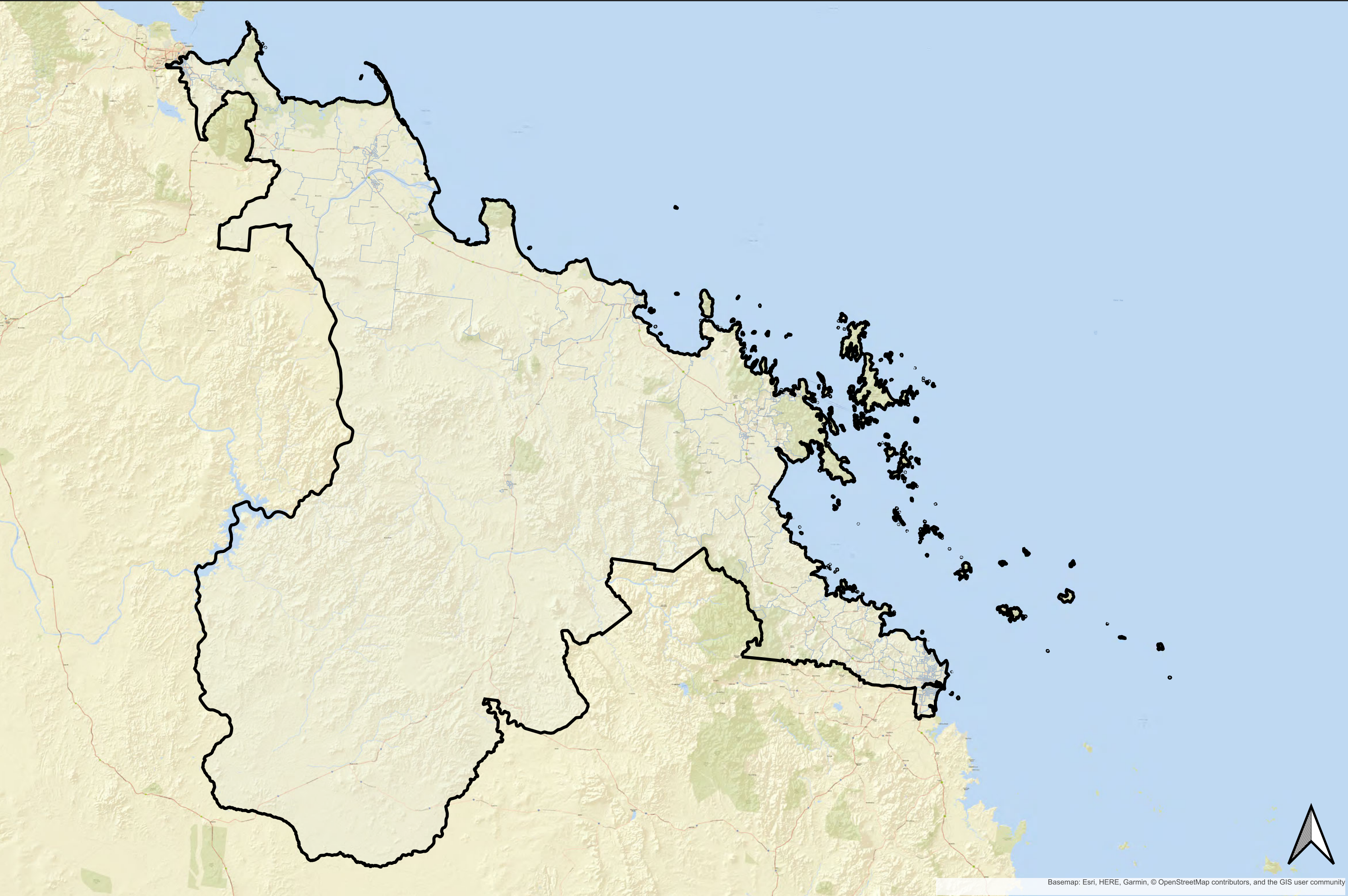
Proposed Federal Division of Brisbane



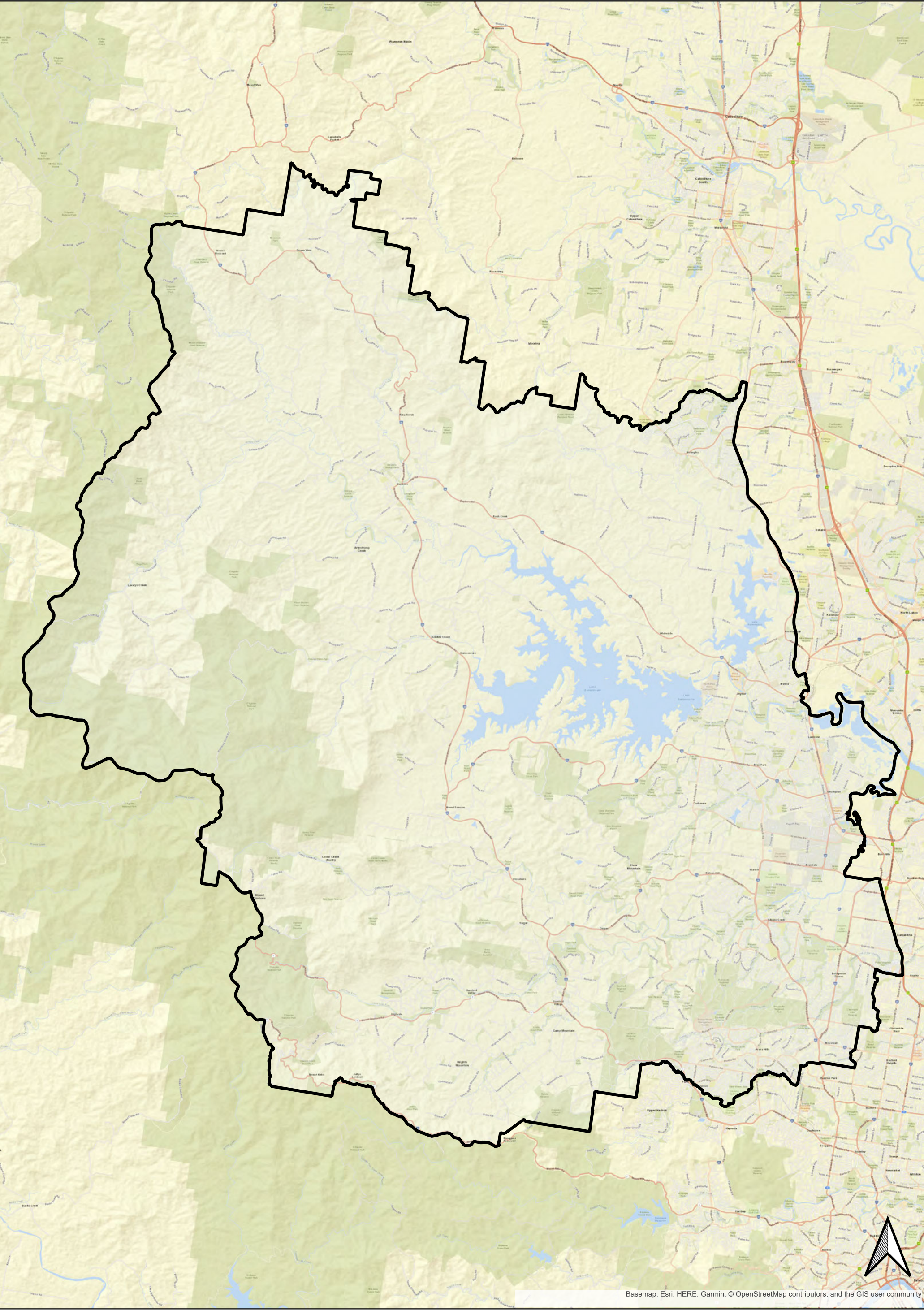
Proposed Federal Division of Capricornia



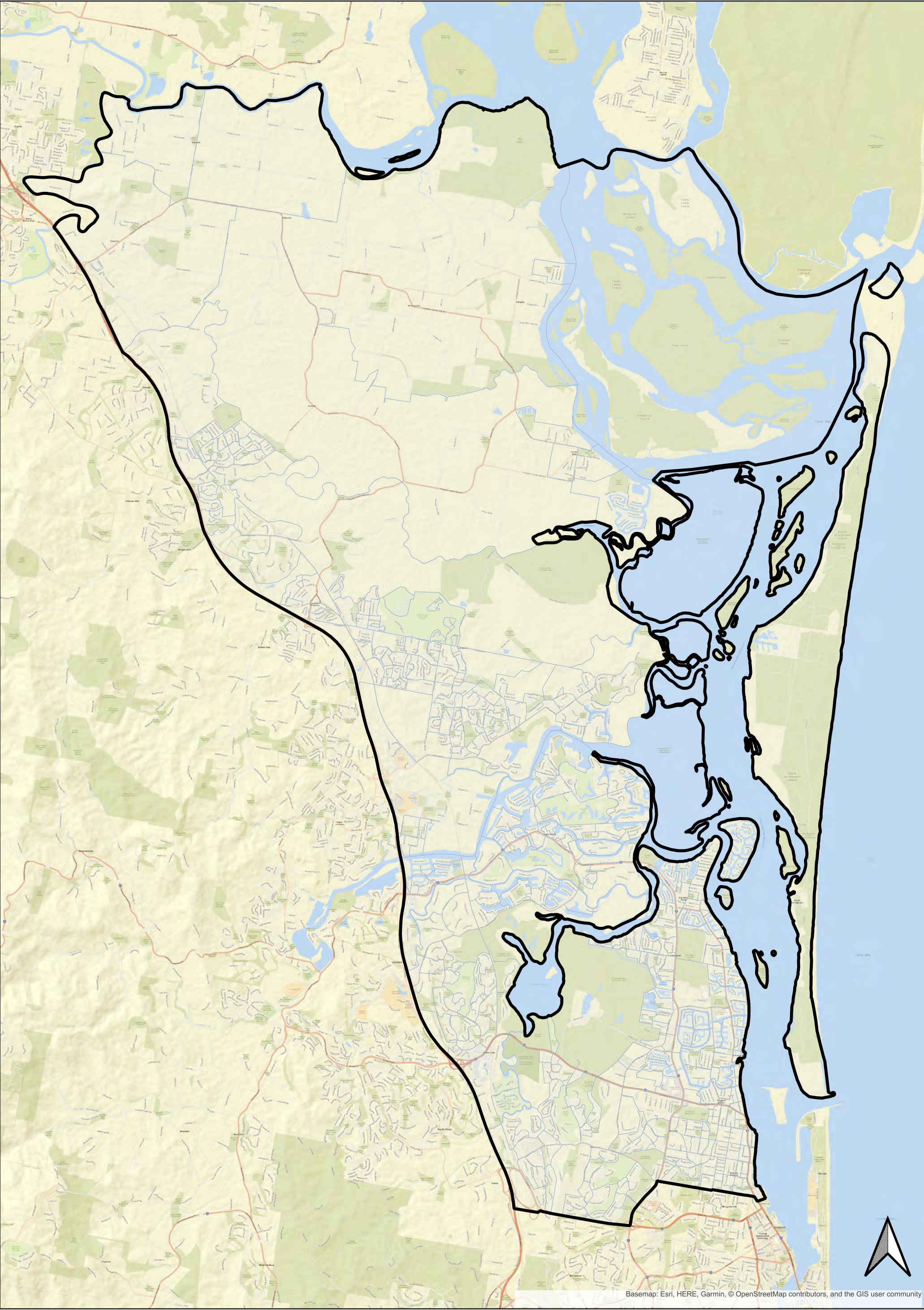
Proposed Federal Division of Dawson



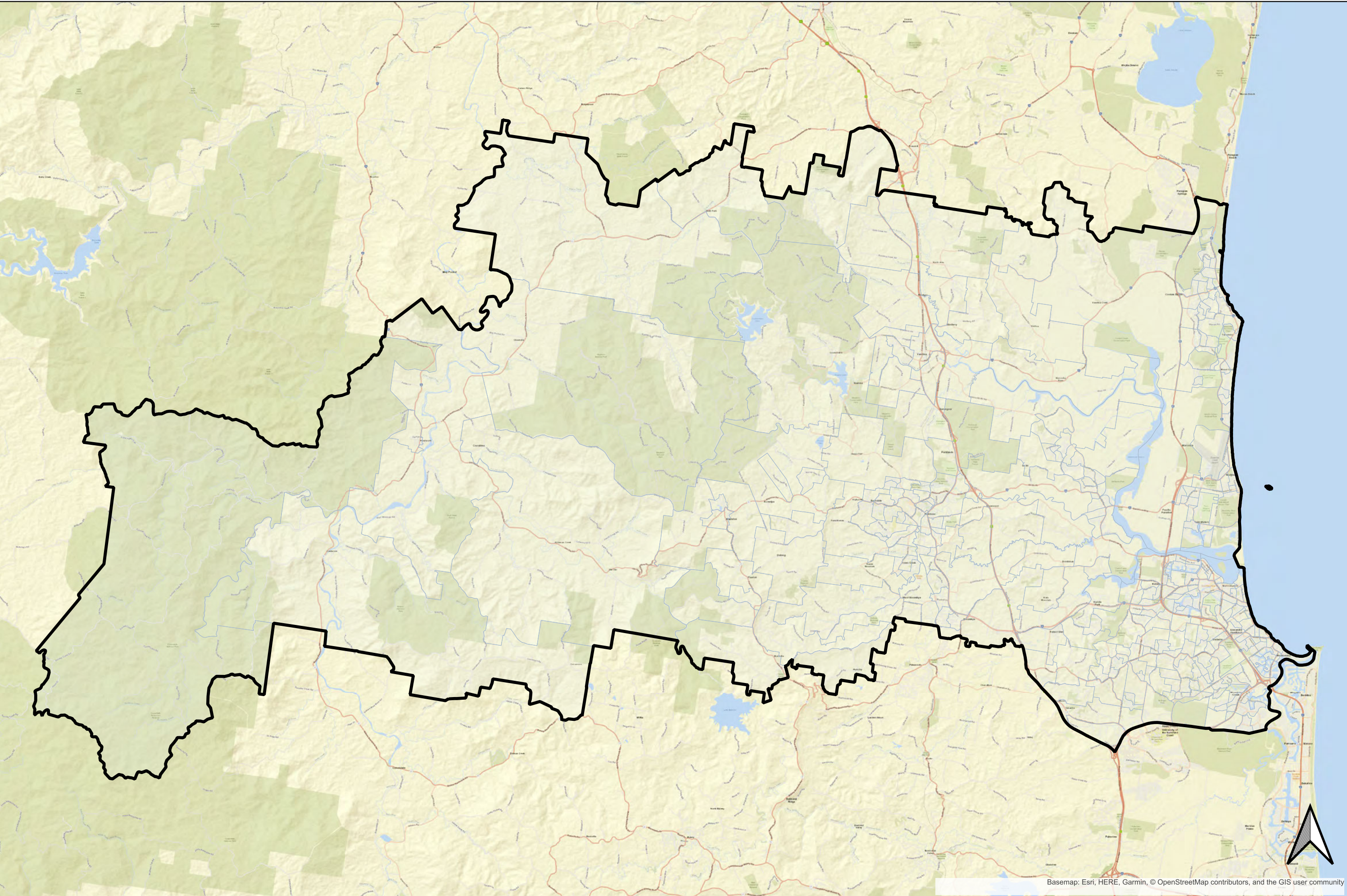
Proposed Federal Division of Dickson



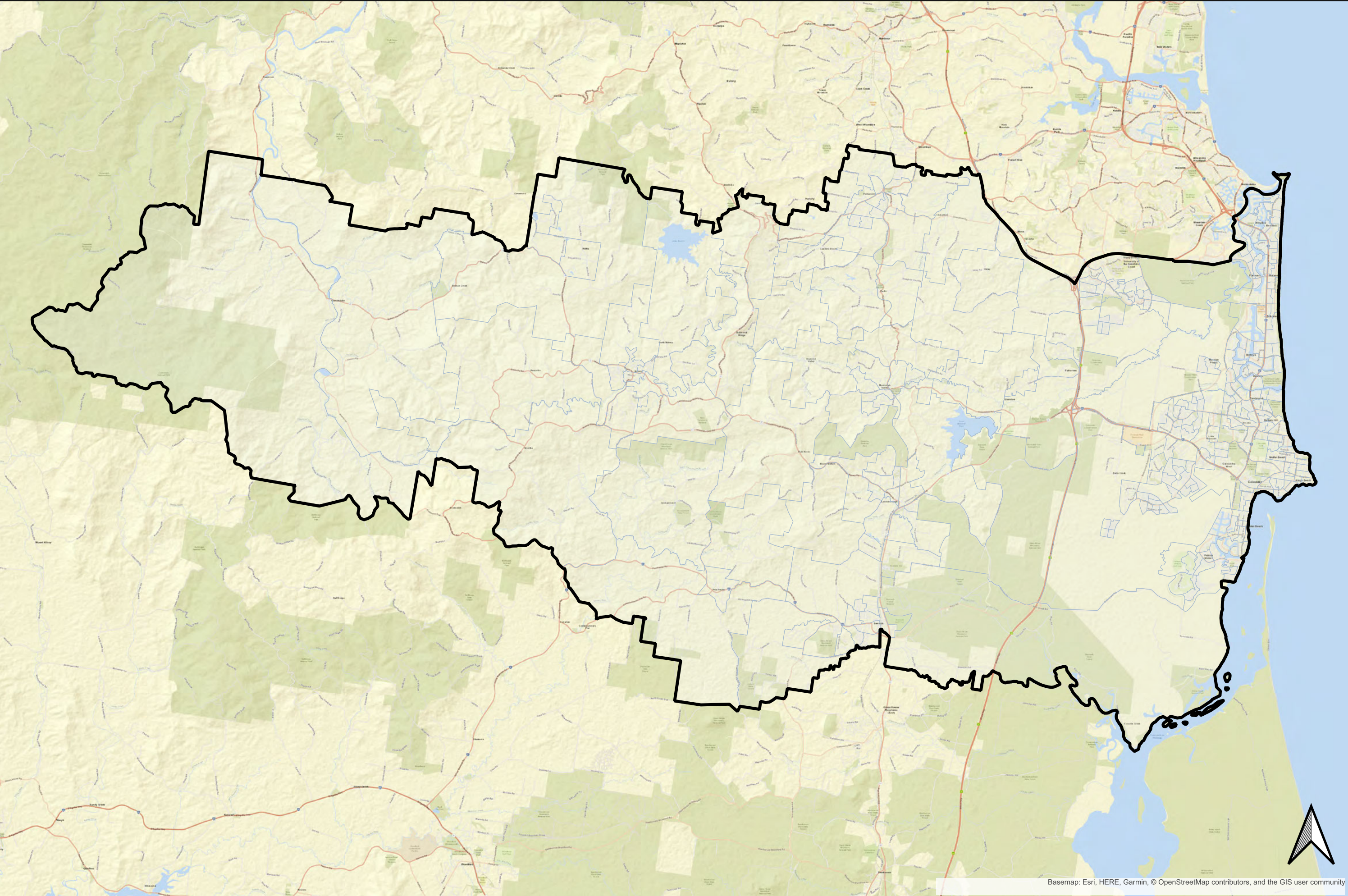
Proposed Federal Division of Fadden



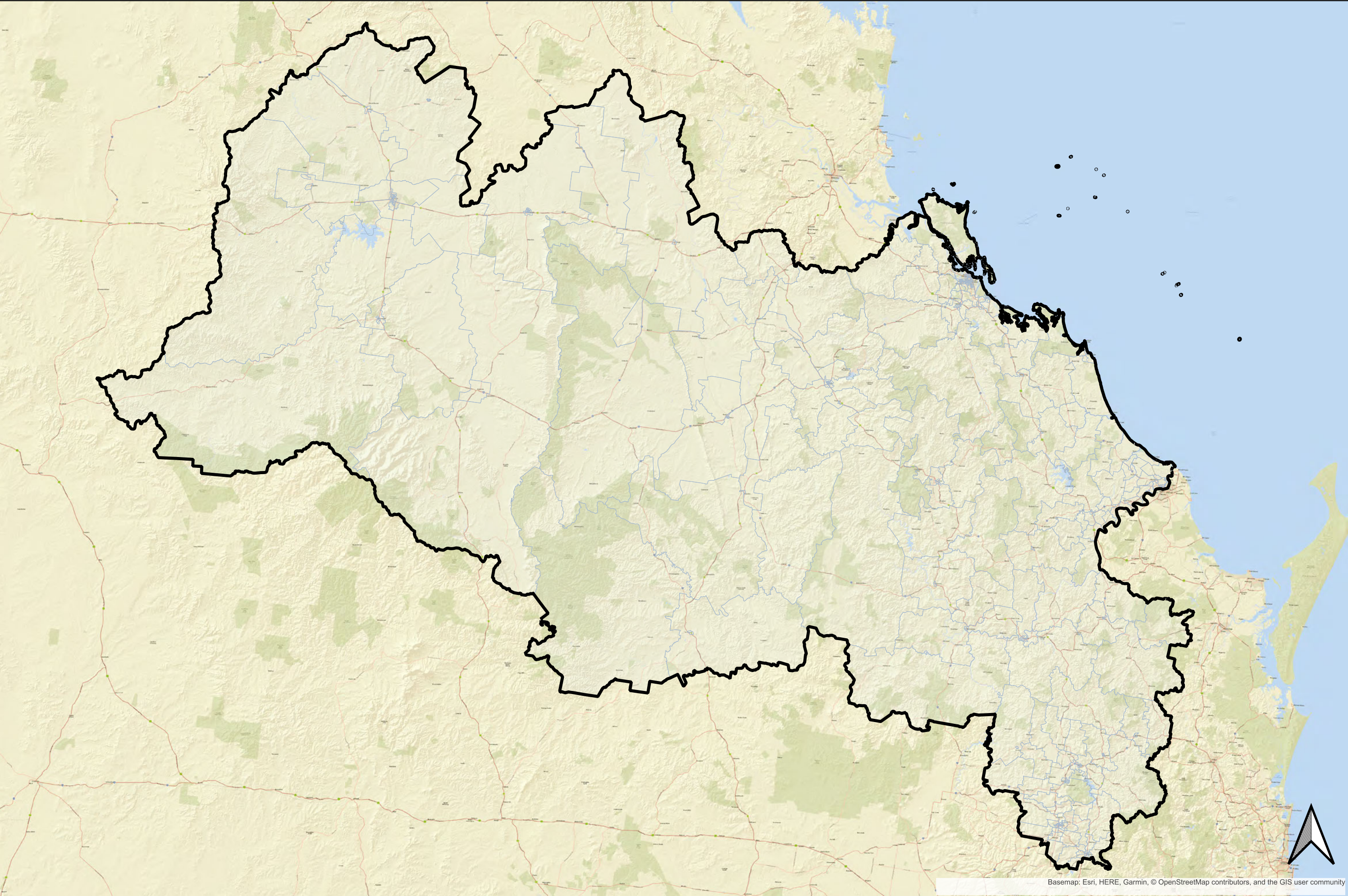
Proposed Federal Division of Fairfax



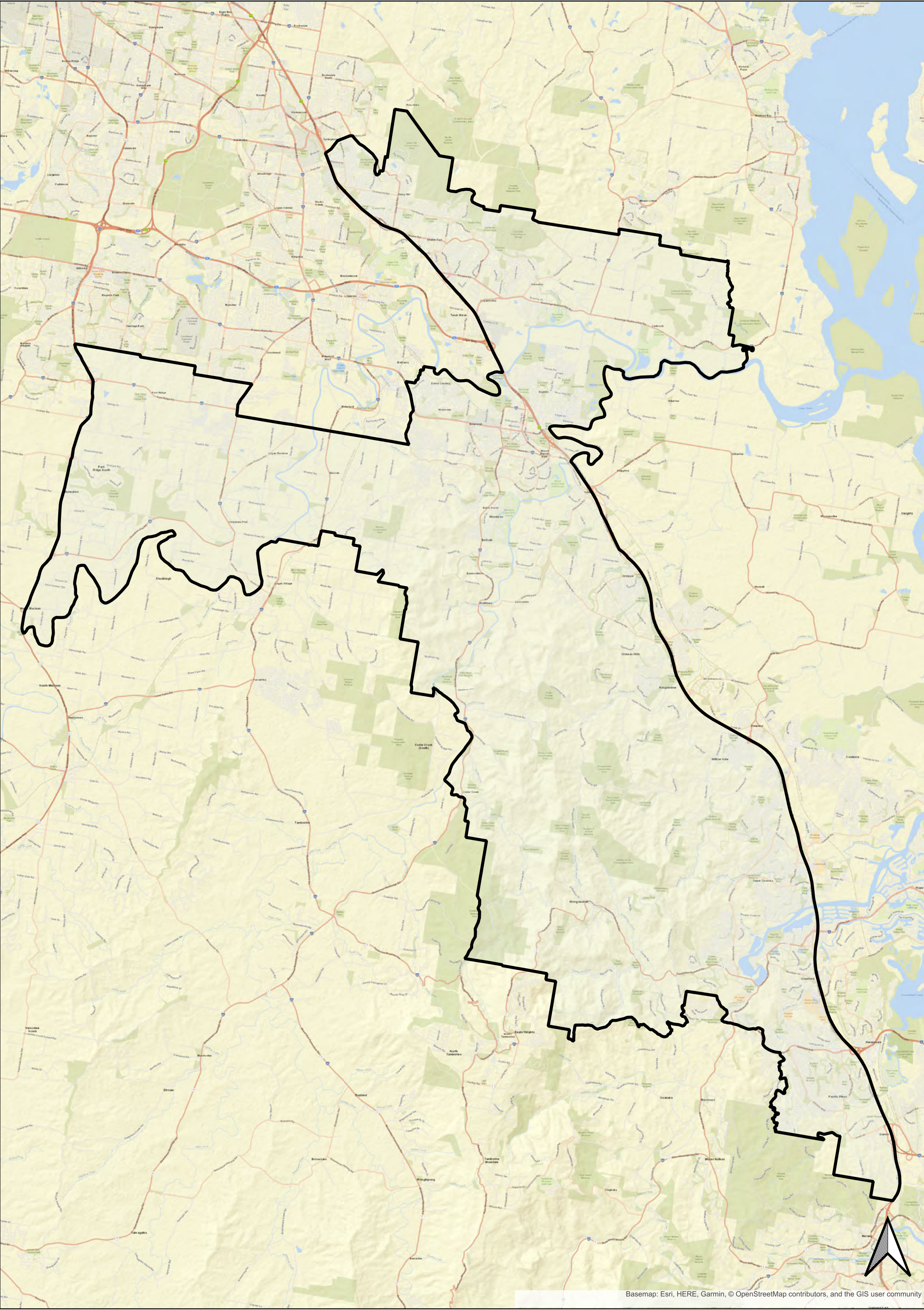
Proposed Federal Division of Fisher



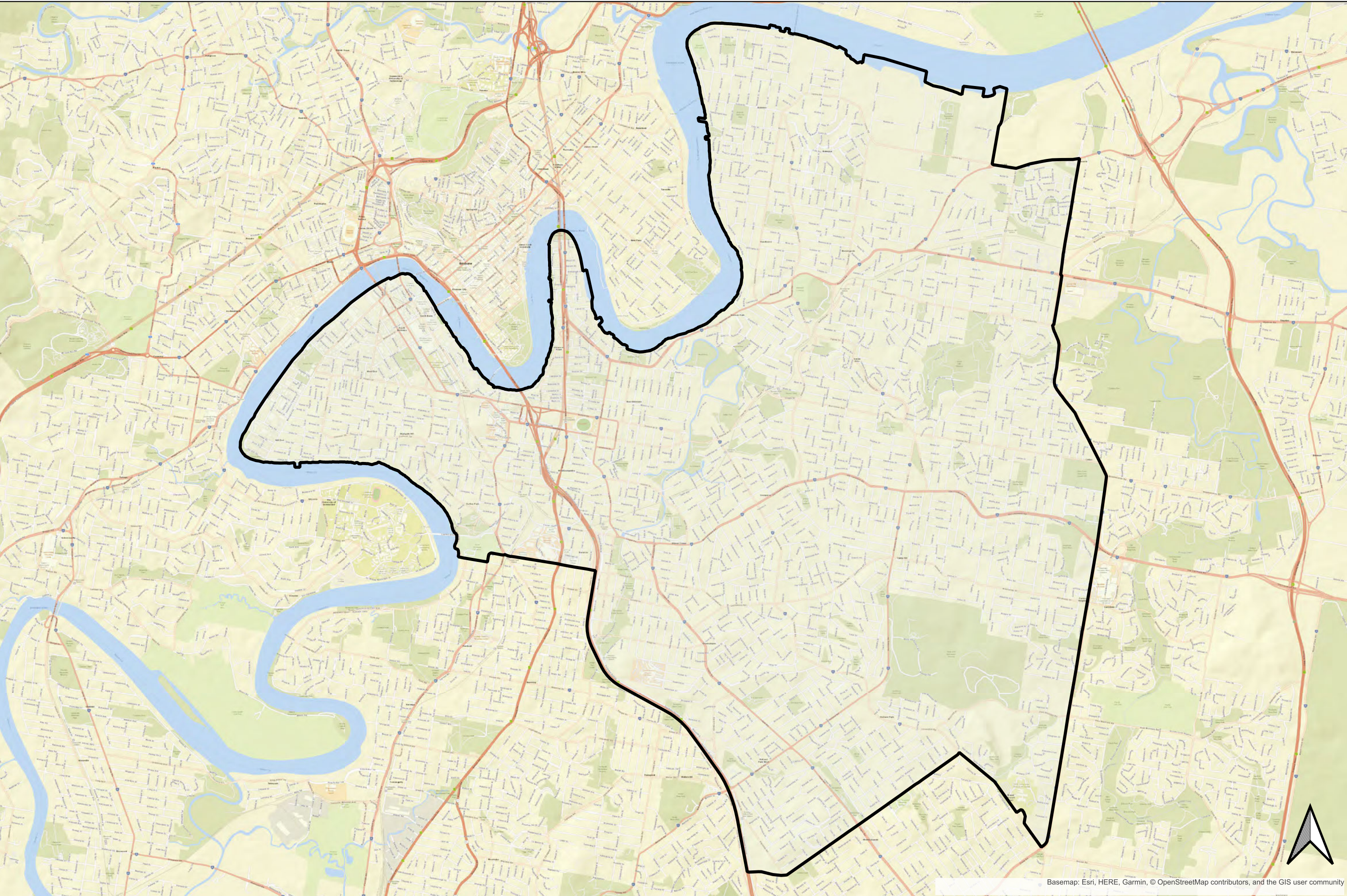
Proposed Federal Division of Flynn



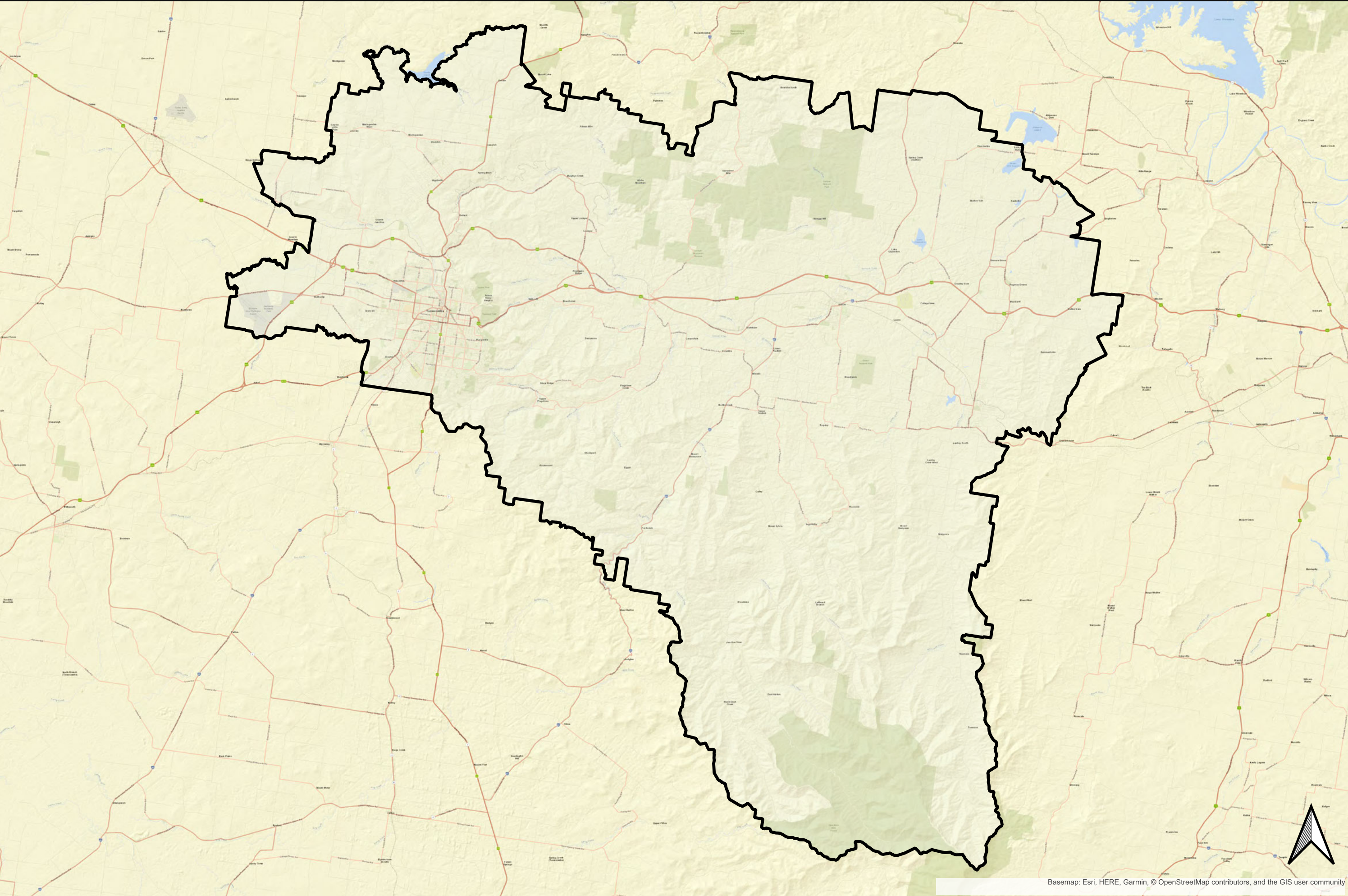
Proposed Federal Division of Forde



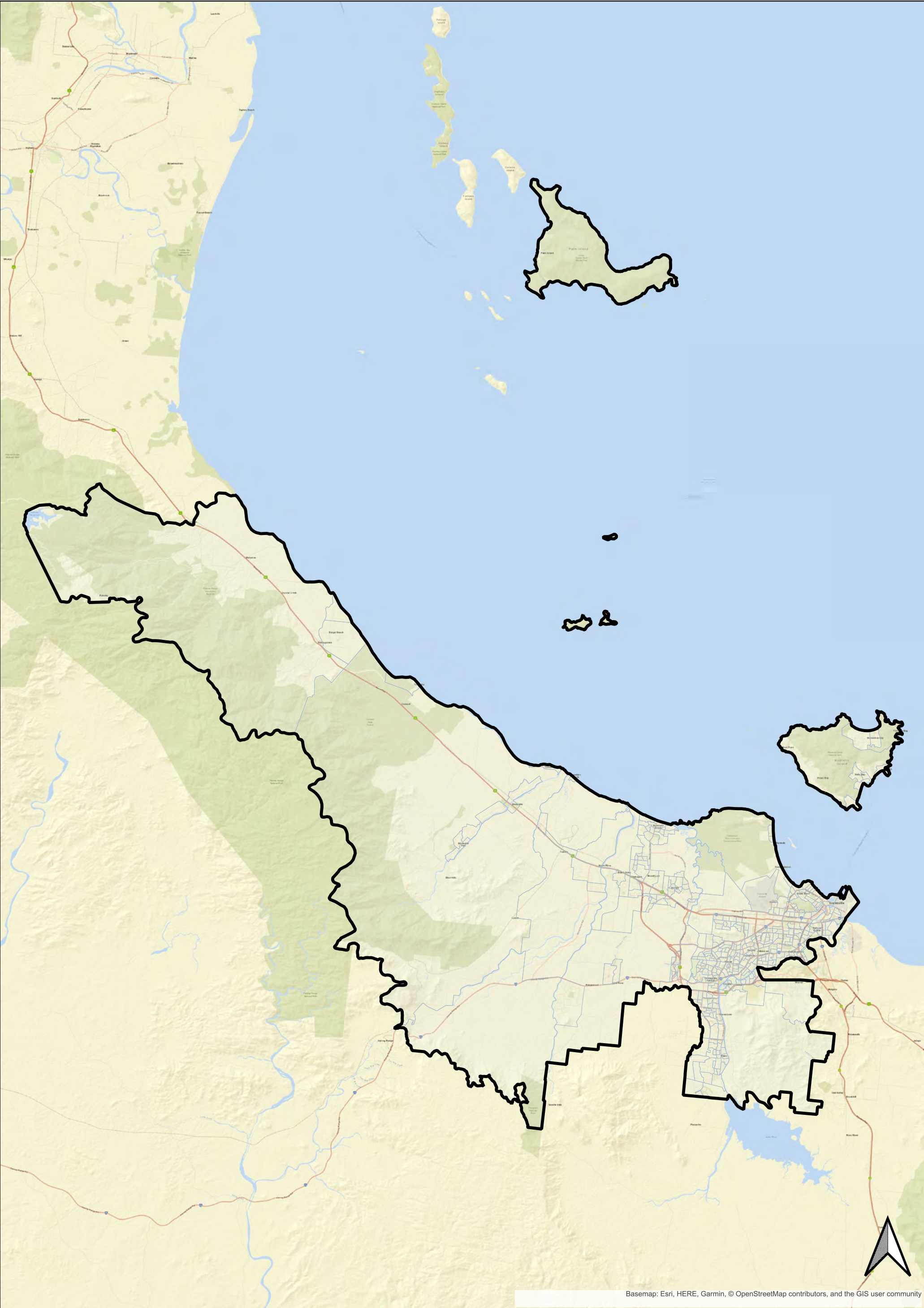
Proposed Federal Division of Griffith



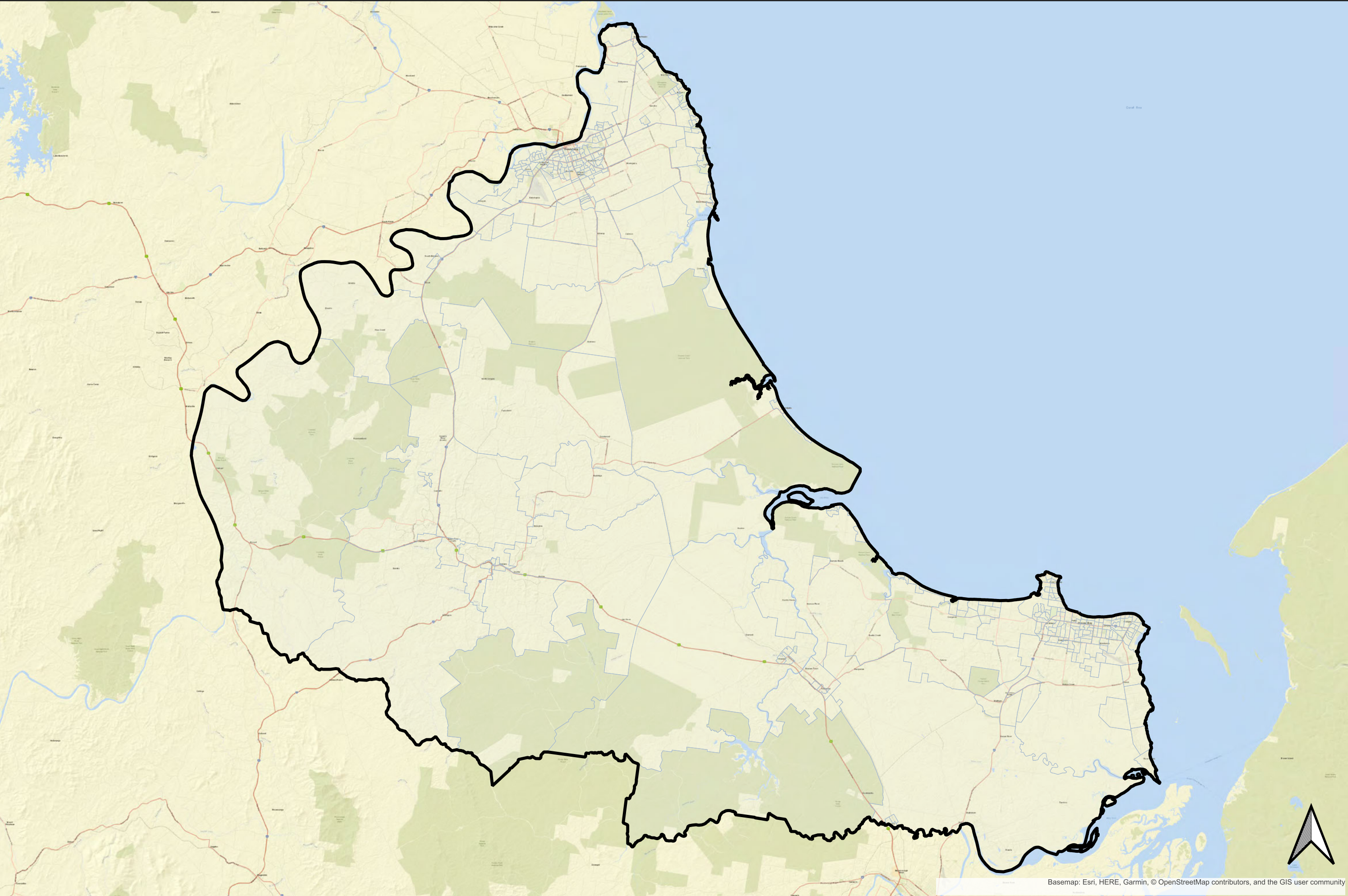
Proposed Federal Division of Groom



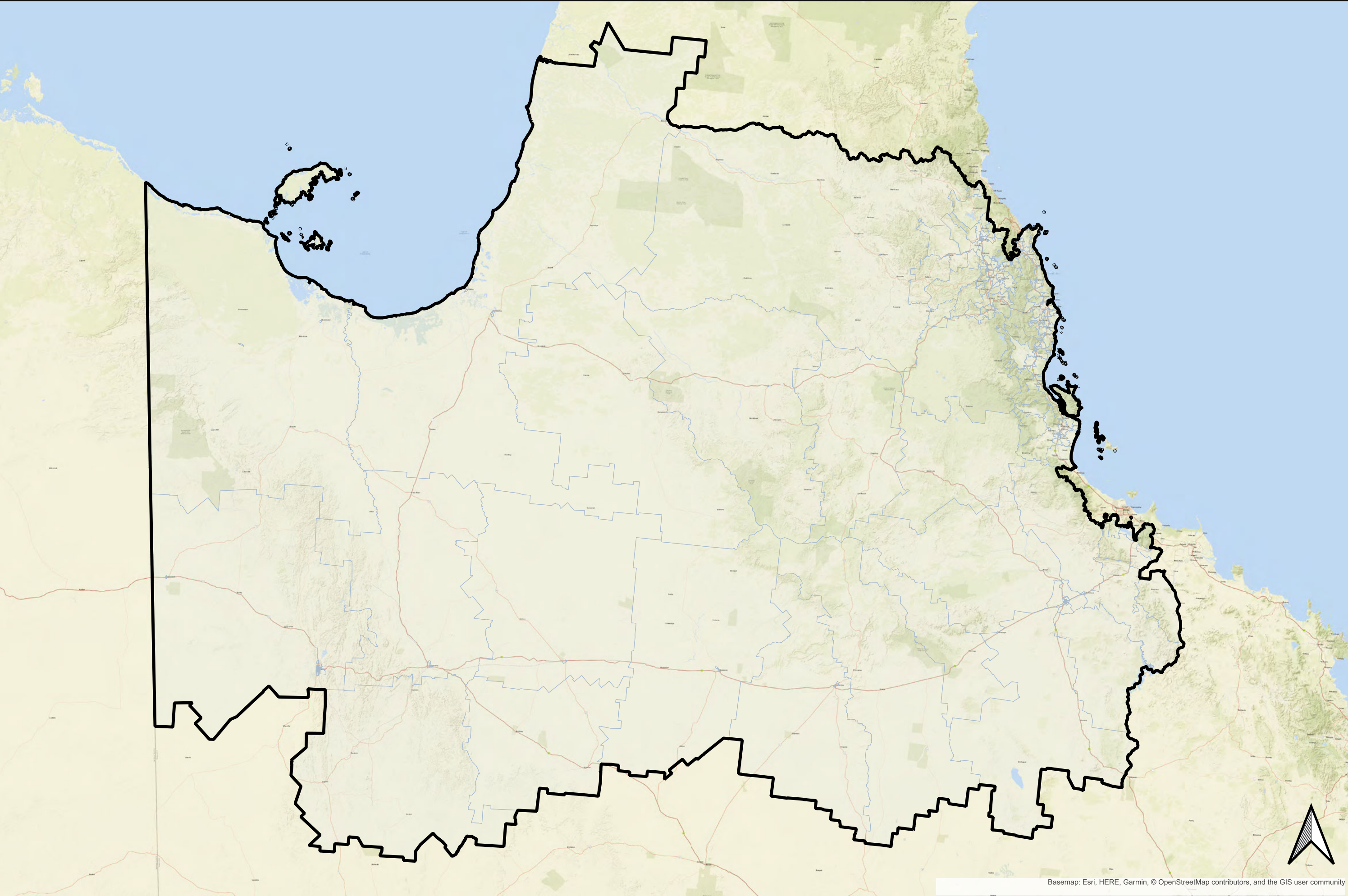
Proposed Federal Division of Herbert



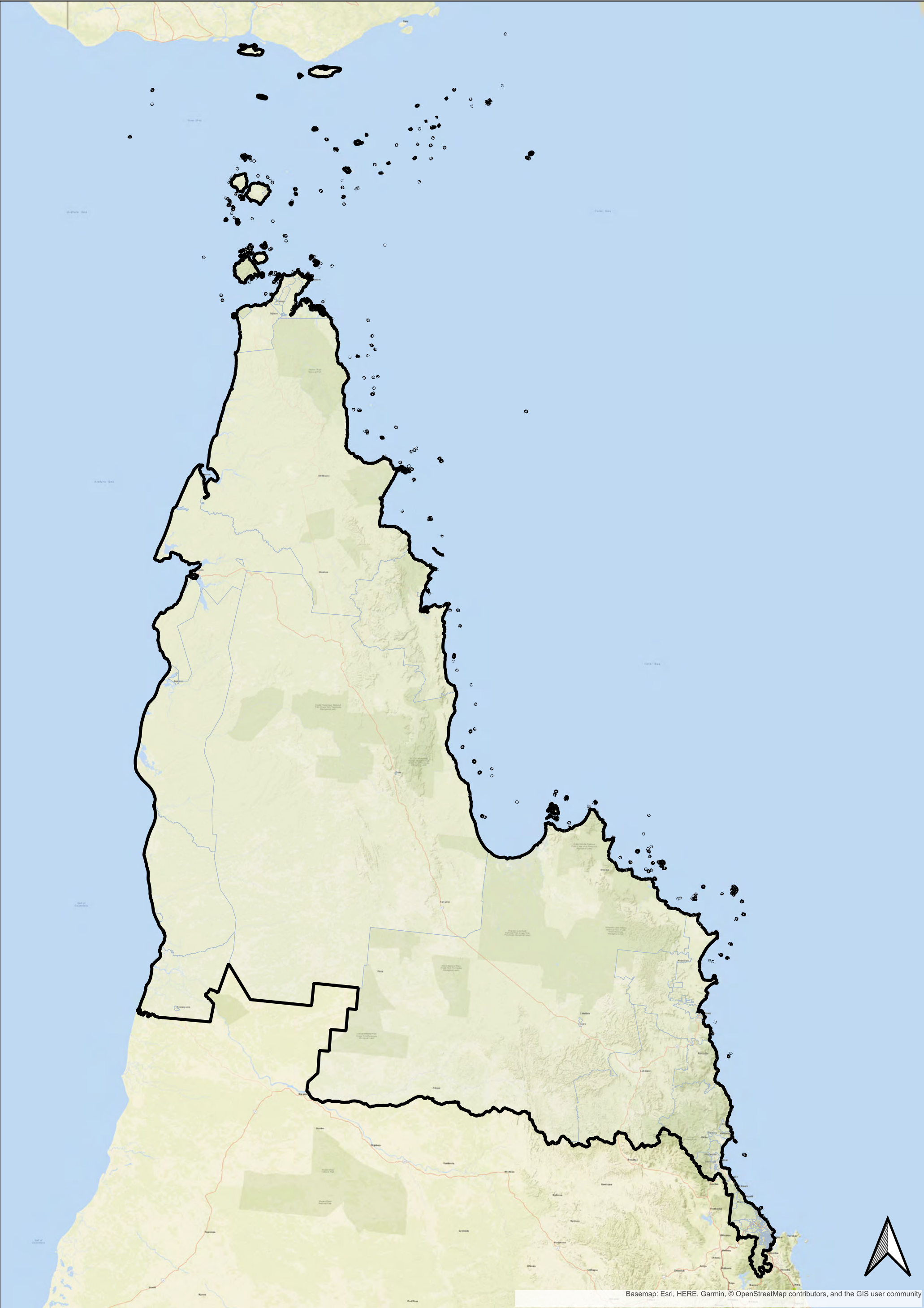
Proposed Federal Division of Hinkler



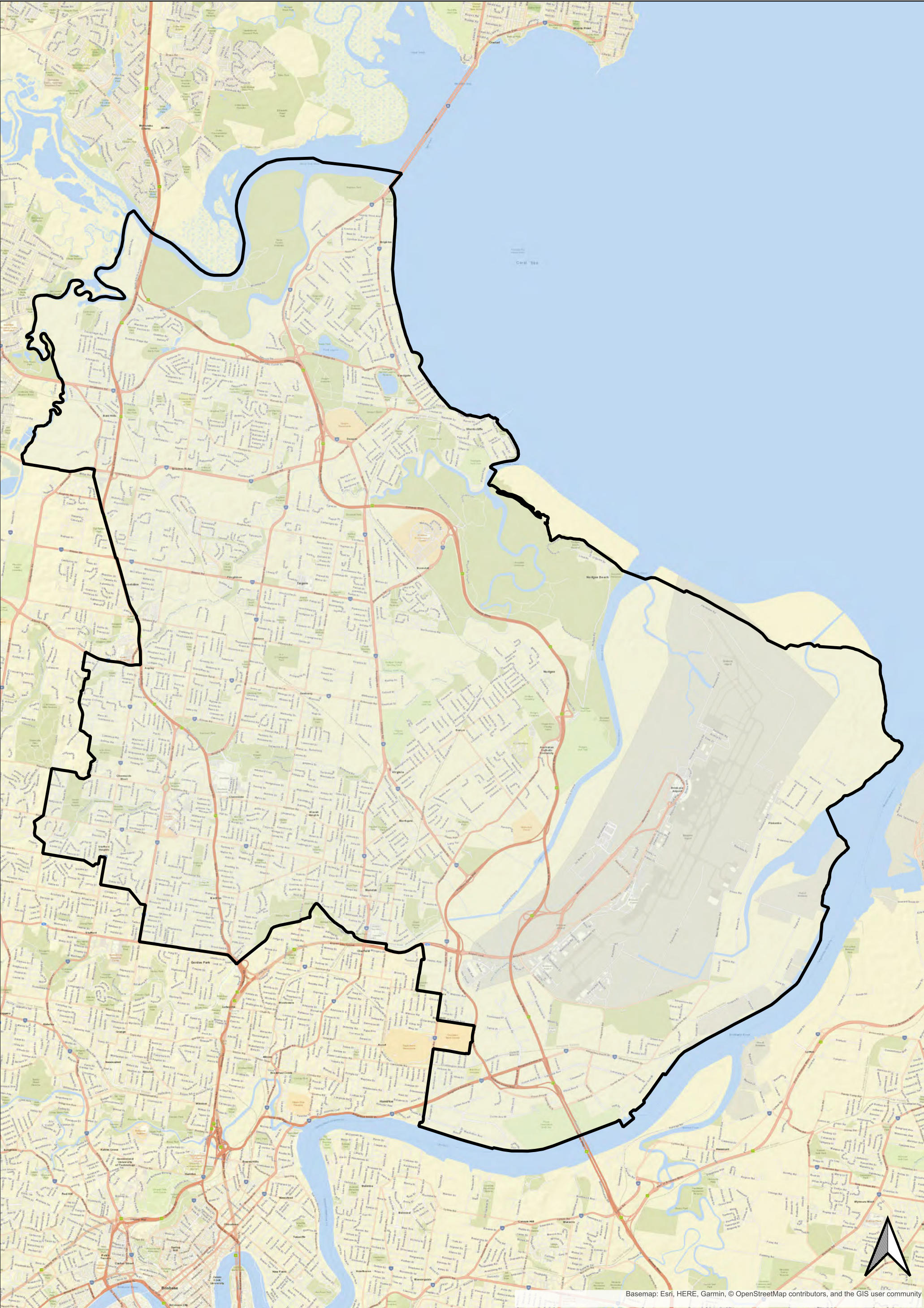
Proposed Federal Division of Kennedy



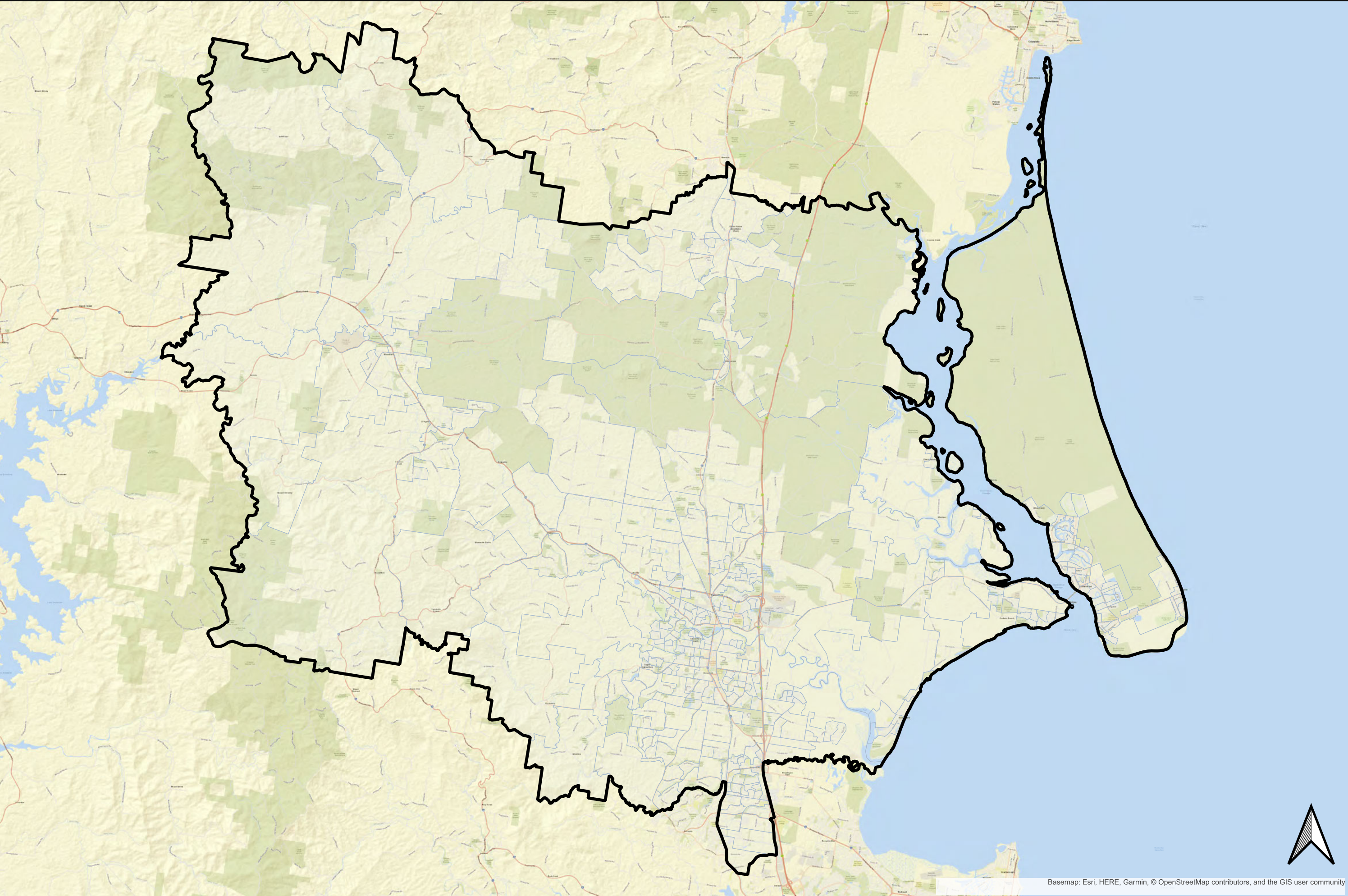
Proposed Federal Division of Leichhardt



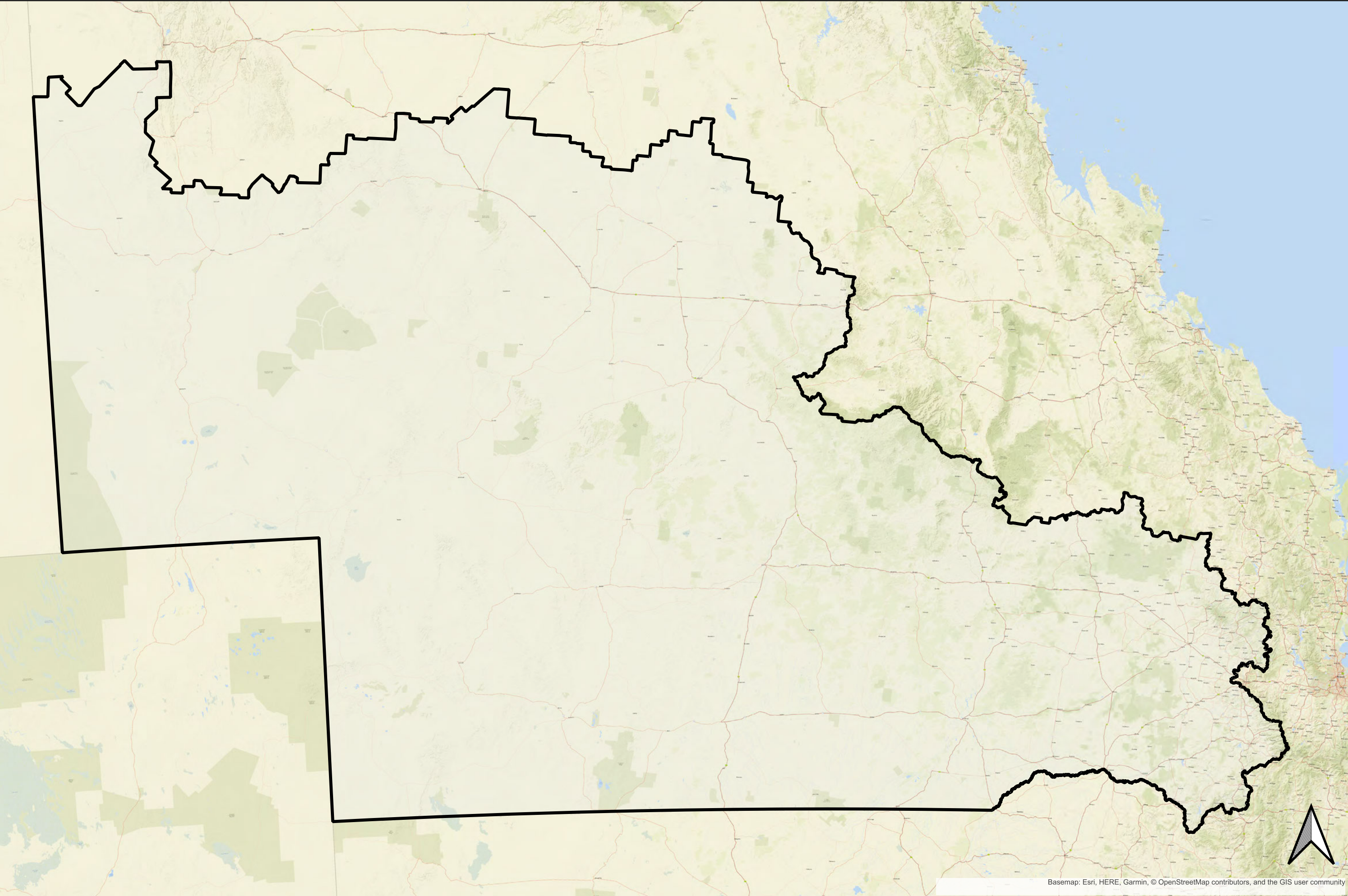
Proposed Federal Division of Lilley



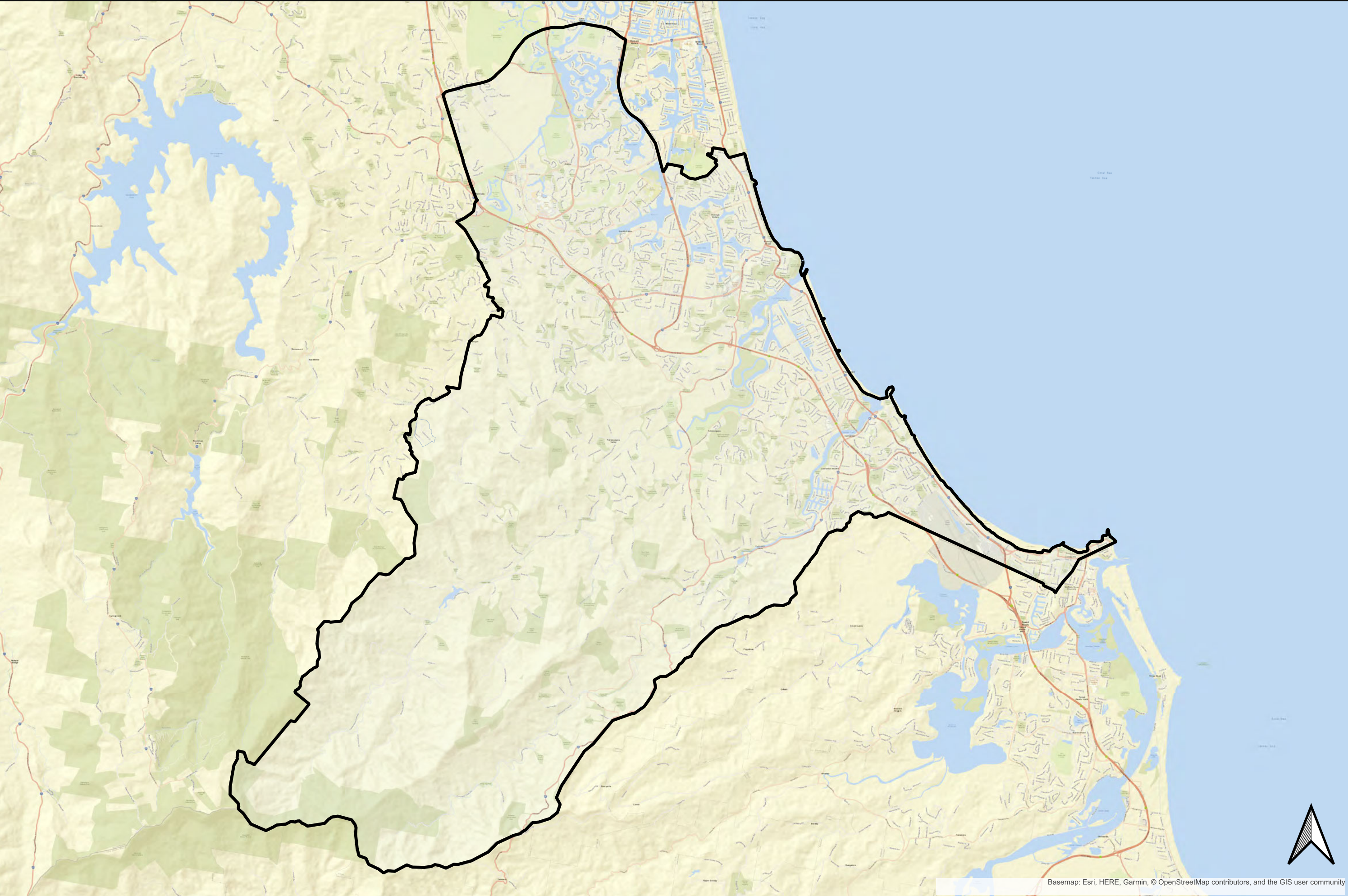
Proposed Federal Division of Longman



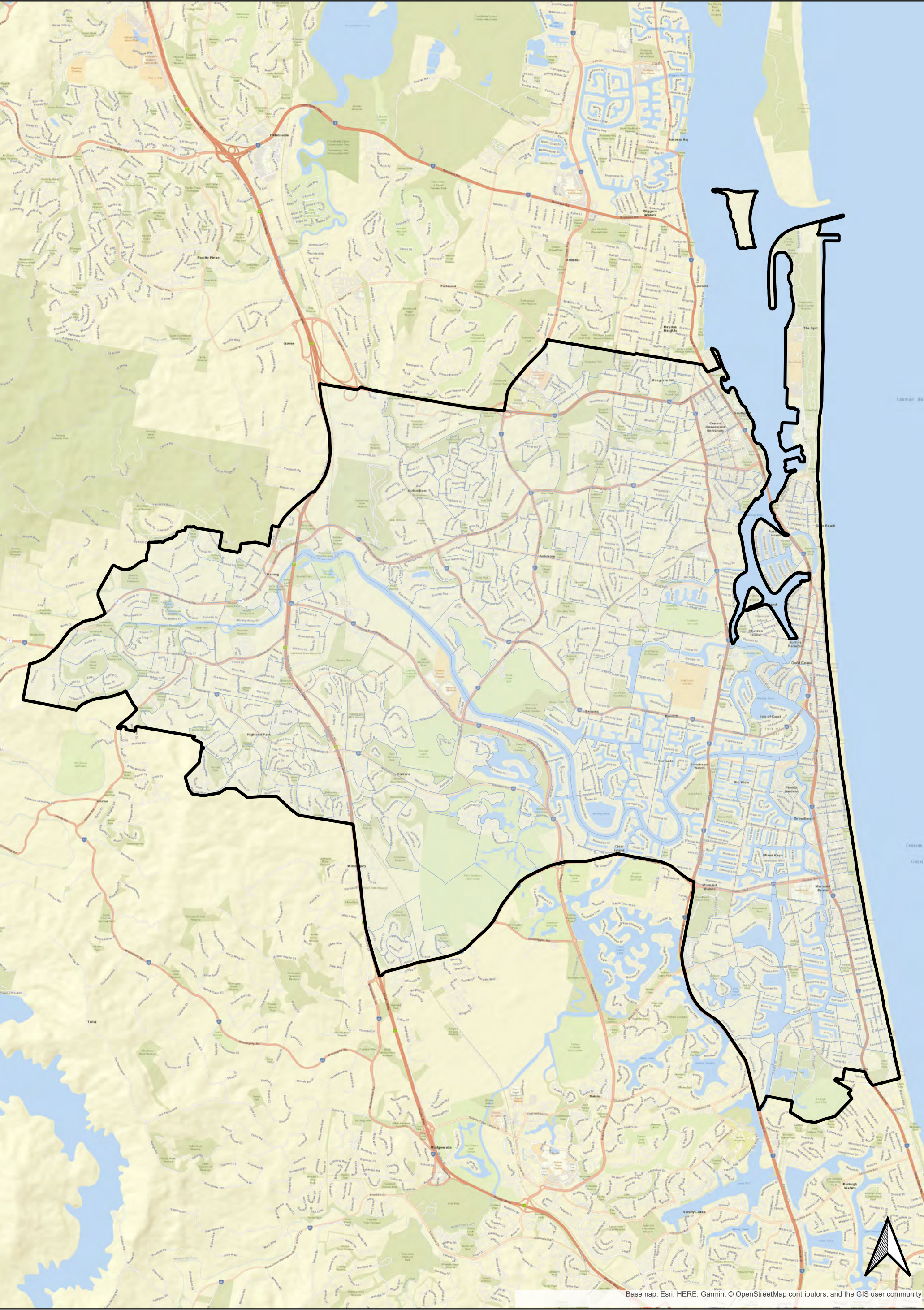
Proposed Federal Division of Maranoa



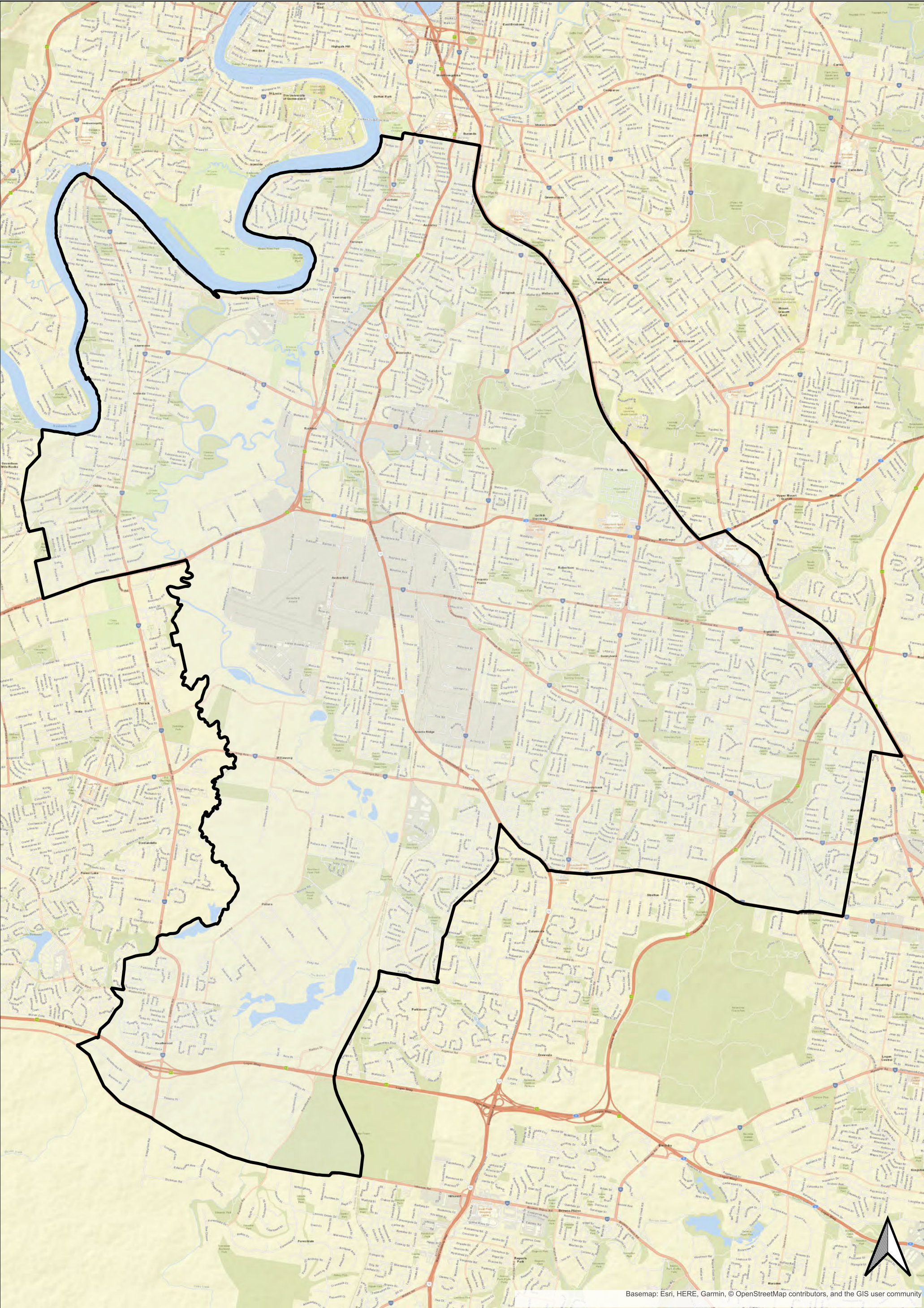
Proposed Federal Division of McPherson



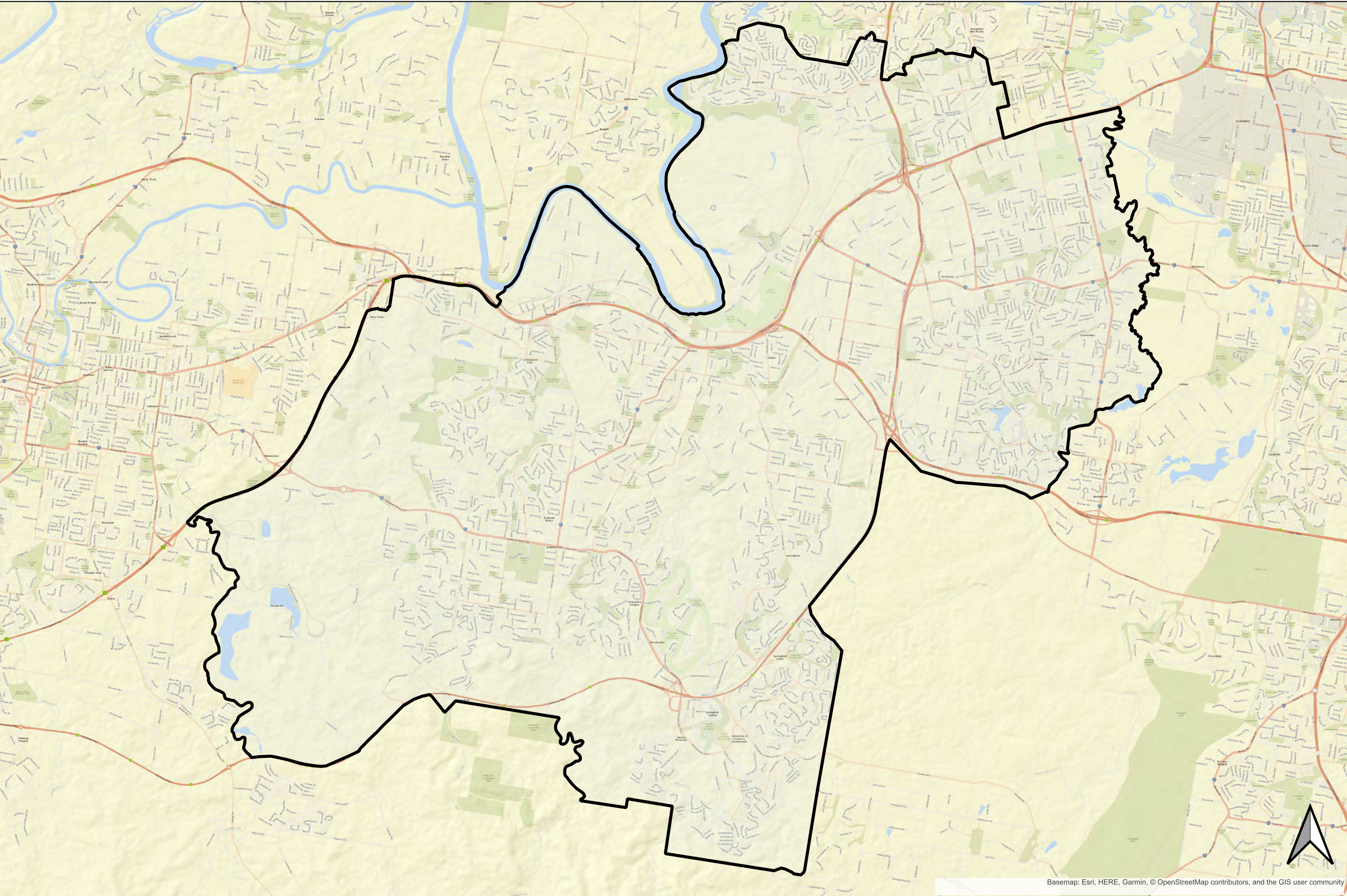
Proposed Federal Division of Moncrieff



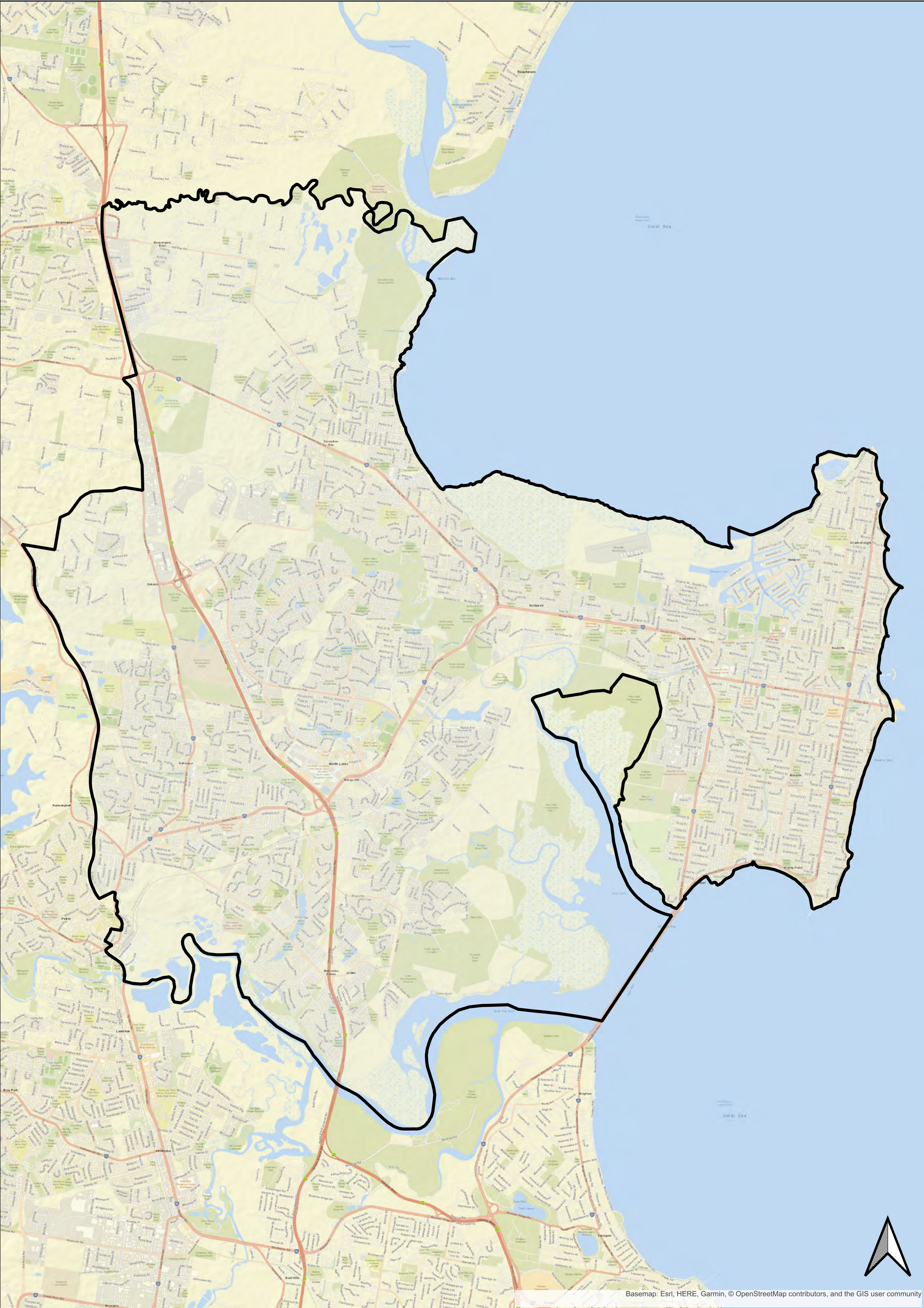
Proposed Federal Division of Moreton



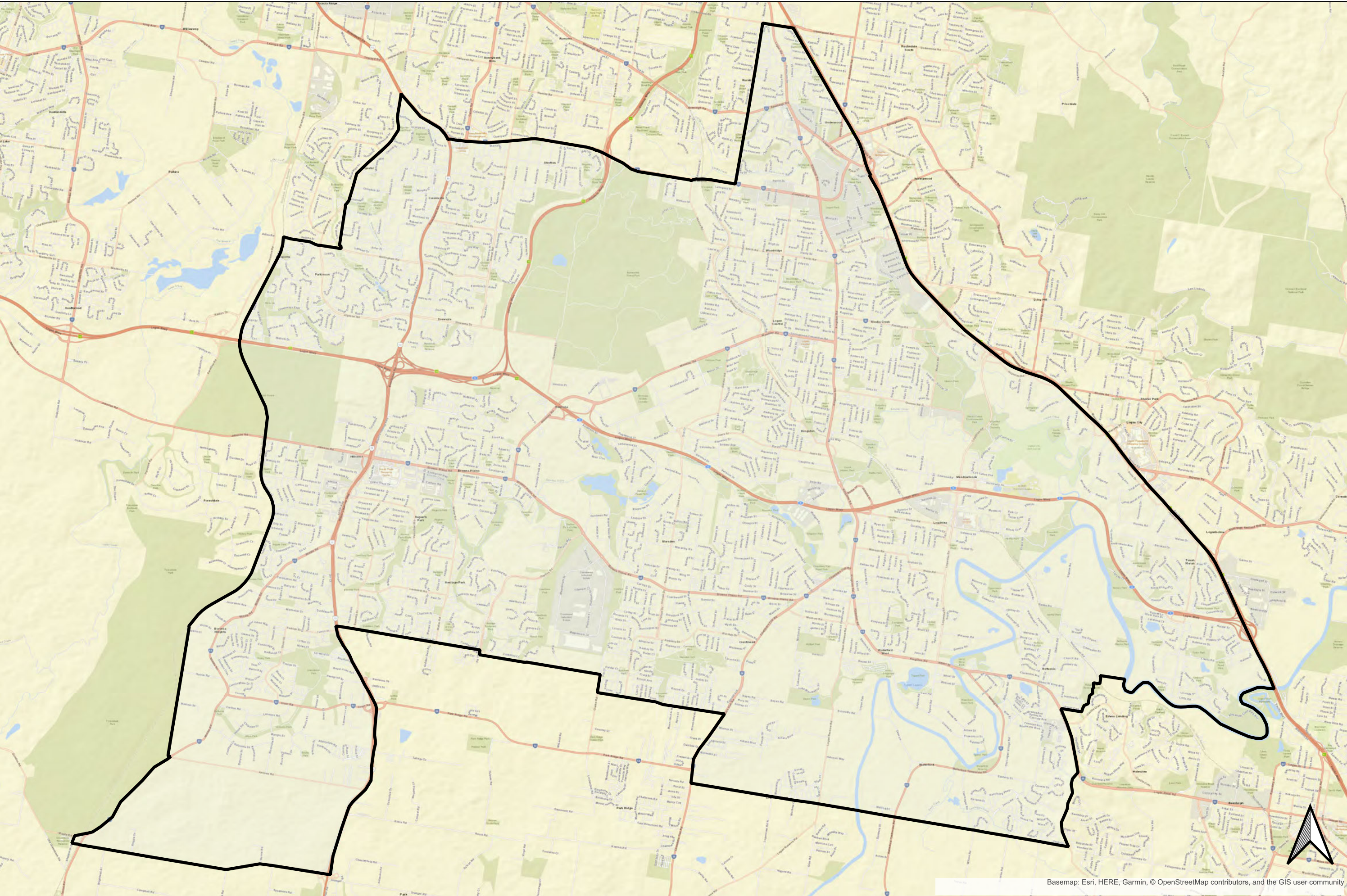
Proposed Federal Division of Oxley



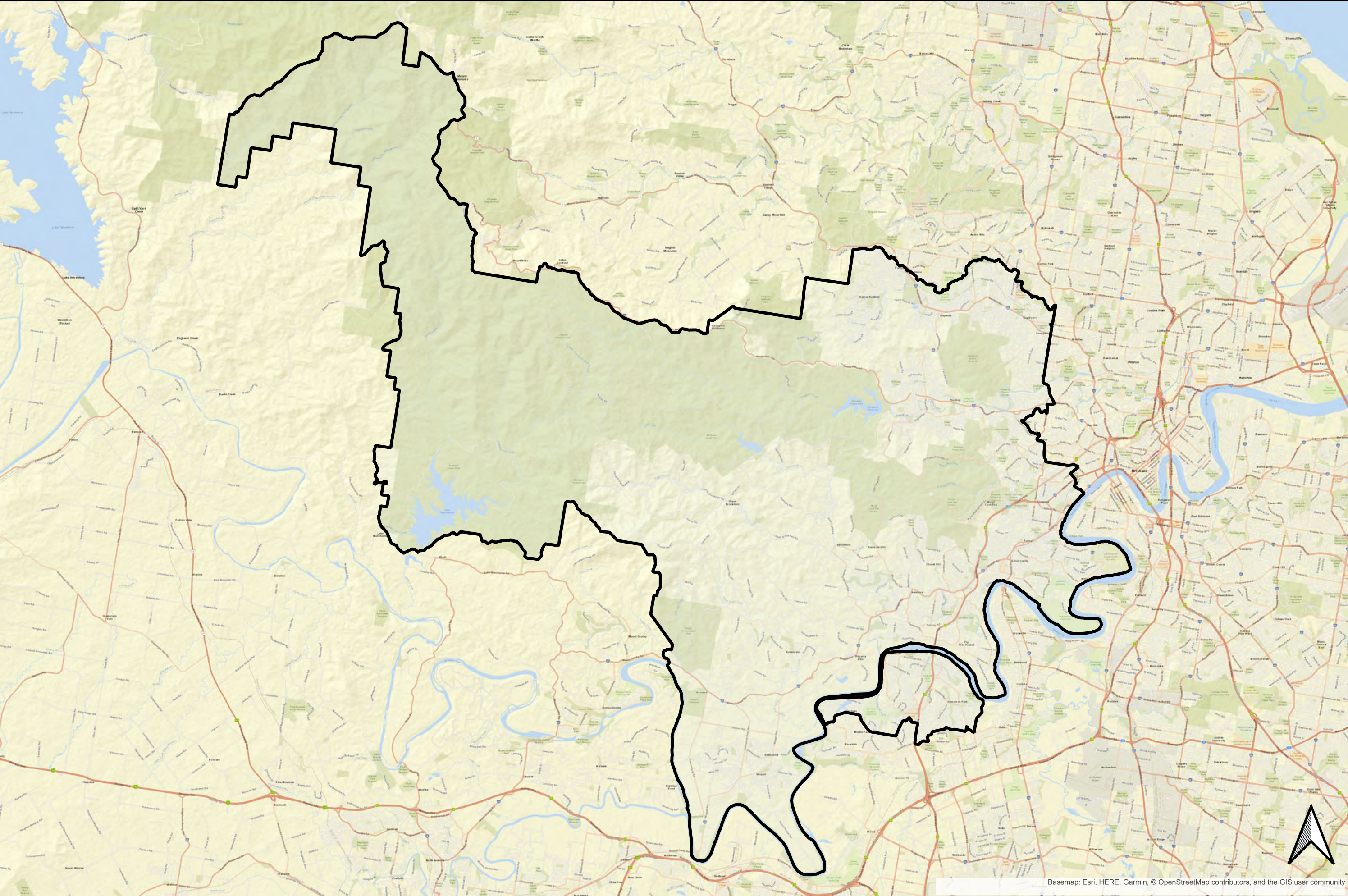
Proposed Federal Division of Petrie



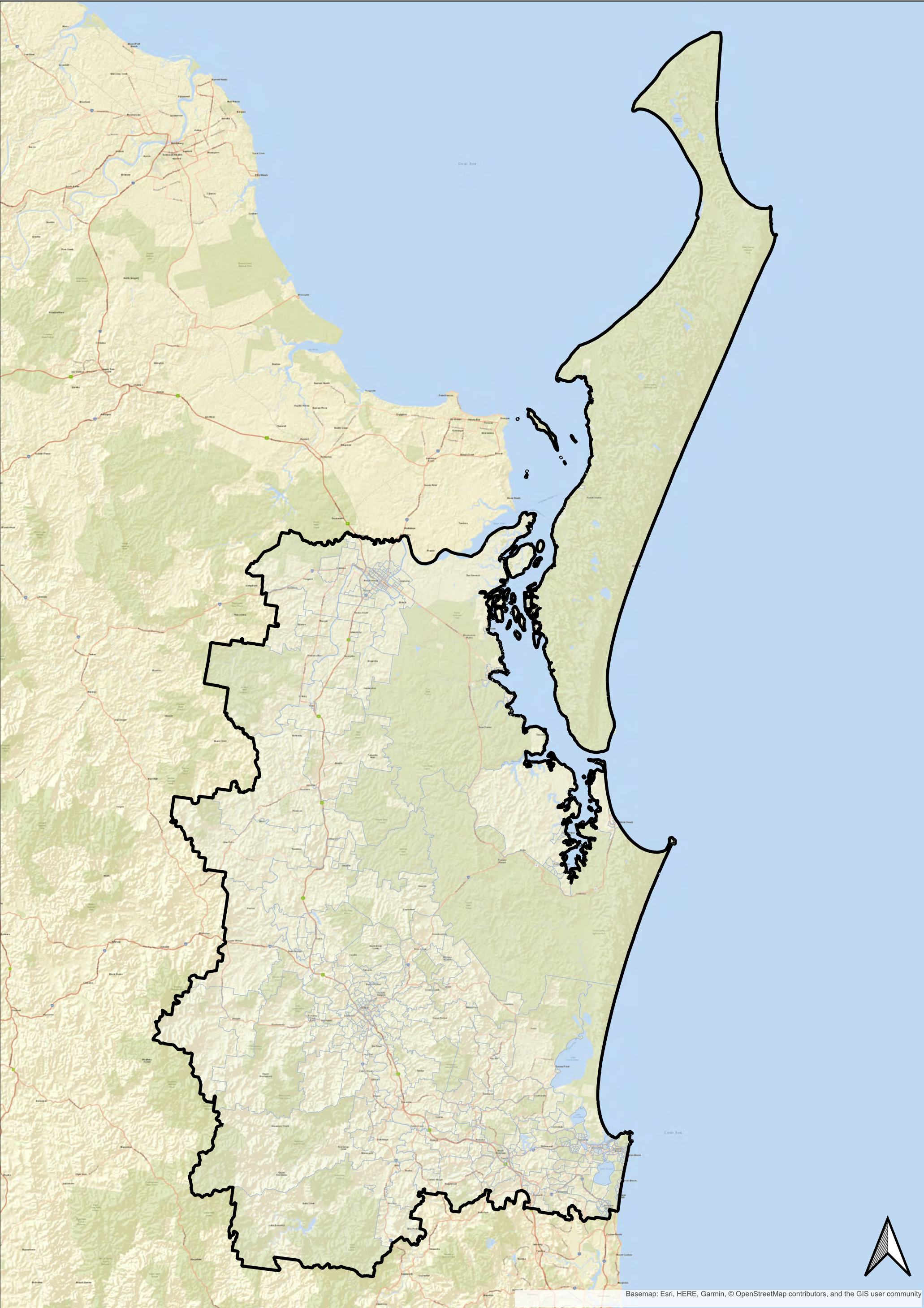
Proposed Federal Division of Rankin



Proposed Federal Division of Ryan



Proposed Federal Division of Wide Bay



Proposed Federal Division of Wright

