



A Shared Future: Collaborative Opportunities for South East Queensland

2015-2016
Federal Advocacy Document



Council of Mayors
South East Queensland

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The Council of Mayors (SEQ): One Region, One Voice



The Council of Mayors (SEQ) is Australia's largest regional local government advocacy organisation, representing the South East Queensland (SEQ) region.

The membership of the Council of Mayors (SEQ) includes Brisbane, Gold Coast, Ipswich, Lockyer Valley, Logan, Moreton Bay, Redland, Scenic Rim, Somerset, Sunshine Coast and Toowoomba Councils.





Why support South East Queensland?

South East Queensland generates one fifth of Australia's economic growth, houses one in seven Australians and continues to be a key driver of economic growth for Queensland and Australia.

We proudly feature relatively affordable housing, an idyllic climate and a very high standard of living. The desirability and attractiveness of our state to new businesses and residents has come predominantly from the successful and ongoing growth of our region.

In the past decade, SEQ has generated over 20 percent of the nation's economic and employment growth. Projections show that this region will continue to deliver strong economic growth in coming decades.

With a projected population growth of 4.4 million by 2031, SEQ faces the challenge of planning for and delivering the infrastructure and services needed to improve productivity, reduce cost of living pressures and maintain the liveability of the region.

The Council of Mayors (SEQ) offers the Federal Government a unique opportunity to build an effective partnership across one of Australia's fastest growing regions, which will be home to one in six Australians within 20 years.

Why does collaboration between Governments matter?

As the Mayors of Queensland's most economically significant and populous region, we believe value for money, strategic thinking and a measured approach are crucial to navigating the nation's changing economic landscape. This can only be achieved through a collaborative approach across issues and a strong alliance between all tiers of government.

This document defines the funding and resourcing commitments needed from the Federal Government to continue to drive economic development, productivity, social, environmental and economic sustainability for our region, our state and Australia.

SEQ continues to be an economic powerhouse for Queensland and Australia



Why now?

Right now, more than ever, investment in SEQ makes sense. SEQ continues to be an economic powerhouse for Queensland and Australia.

Through strong partnerships with Federal and State Governments, we can secure the future of SEQ against the risk of an economic stall.

Importantly, the end of the resources capital investment period has parlayed into a flat Queensland (and SEQ) economy. In many ways, our region is feeling the worst of the GFC's effects now, while the other large states are returning to strong growth. Investment in SEQ, and the growth it helps to deliver, is under threat.

"Business as usual" – pushing back new projects, new infrastructure and new investment until cash flows improve at the end of the forward estimates period – is not a realistic option. We cannot risk stalling an SEQ economy which contributes so much across Queensland and nationally, which is why courageous, innovative and farsighted decisions are needed right now.

This document summarises the aims and ideas of the Council of Mayors (SEQ) and outlines the commitments needed from the Federal Government to achieve them. We look forward to partnering with the Federal Government to deliver our shared objectives.

Where do we start?

Cities and regions rely on their various parts working together collaboratively and organically for success.

The quality, timeliness and location of infrastructure; the skills and commitment of people; the quality and reliability of climate; adaptation and resilience to natural and economic shocks; stable and responsive governments and institutions; a varied and innovative economy: each must play its part to ensure economic growth, new jobs, and improvements in quality of life.

Although transport and road infrastructure are always key items in our advocacy efforts, a regional focus on climate resilience and waterways management remains a high priority for the Council of Mayors (SEQ). Alongside this, a renewed focus on social and economic infrastructure, a Smart Region approach, and affordable housing are presented here for consideration.

Droughts, floods, erosion and sedimentation continue to have significant social and economic impacts on SEQ. Therefore, future proofing SEQ's waterways and catchments will play a vital role in our efforts in the coming years.

We are continuing to explore a potential regional bid for the 2028 summer Olympic Games, capitalising on our region's many strengths from climate and diversity, our innovative industries and central focus on hospitality and tourism.

The agenda of the Council of Mayors (SEQ), presented in this document, provides a clear opportunity for all tiers of Government to work together towards an Australian model of integrated planning and delivery in a regional context.

Taken together, these individual components are a roadmap towards a better, more secure, happier and more productive SEQ. More importantly, these plans come from a region with an unparalleled track record in collaborative delivery and a consistent growth focus.

The Mayors of SEQ look forward to working with the Federal Government to deliver for our communities and our region.





Summary of Recommendations



Building the Backbone: Transport and Road Infrastructure Priorities for SEQ

The Council of Mayors (SEQ) seeks continued commitment from the Federal Government to ensure the speedy delivery of already funded key transport infrastructure projects within their confirmed timeframes, including the Bruce Highway Upgrades, the Toowoomba Second Range Crossing, the Gateway Motorway North Upgrade and the Gold Coast Light Rail Stage 2.

The Council of Mayors (SEQ) seeks Federal Government commitment to significant new transport and road infrastructure projects requiring Federal funding:

Public transport

- Northern Busway
- Eastern Busway to Capalaba
- Gold Coast Light Rail Stage 3 – Broadbeach to Burleigh Heads
- Sunshine Coast High Quality Bus Corridor
- South East Busway Extension from Eight Mile Plains to Loganholme
- Manly to Cleveland Rail Duplication
- Darra to Springfield Rail Extension to Redbank Plains (School Road)
- Salisbury to Beaudesert Passenger Rail Service, funding of a business case

Freight

- Melbourne to Brisbane Inland Rail Project (Gowrie to Port of Brisbane [SEQ] section)
- North Coast Rail Line between Beerburrum and Nambour

Roads

- Bruce Highway – Caboolture to Sunshine Coast
- Open Level Crossing Elimination Program
- East Petrie Bypass / East Strathpine Bypass

- Ipswich Motorway, Darra to Rocklea Upgrade Stage 1
- Bruce Highway / Dohles Rocks Road Murrumba Downs – proposed signalised interchange
- North-South Urban Arterial – Anzac Avenue to Dohles Rocks Road
- Intra-Regional Transport Corridor (IRTC) – 4 lane urban arterial
- Redland City to Port of Brisbane Corridor
- Pacific Highway – Mudgeeraba to Varsity Lakes
- Cunningham Highway – Yamanto to Willowbank
- Pacific Highway – Gateway to Logan
- Norman Street Bridge
- Redland City to Gateway Motorway Corridor
- Southport-Burleigh Road, Ashmore Road and Salerno Street intersection
- Mt Lindesay Highway deviation – Woodhill to Bromelton
- Bruce Highway / Deception Bay Road – proposed bridge duplication and improved motorway interchange
- West Petrie Bypass (Youngs Crossing Road)
- Mt Lindesay Highway Upgrade
- Wembley Road/Logan Motorway Interchange Upgrade
- Southport-Burleigh Road Capacity Upgrade
- Coomera Interchange Exit 54 Upgrade
- Kilcoy Bypass
- Brisbane Valley Highway Upgrade – Blacksoil to Blackbutt
- Timber Bridge Replacement Program (SEQ)
- Old Coach Road Connector (Bermuda Street extension)
- O'Mara Road/Steger Road Corridor Stage 2
- Old Gympie Road / Boundary Road Intersection Upgrade.



Transformative Economic and Social Infrastructure for SEQ

The Council of Mayors (SEQ) seeks the Federal Government's commitment to considering the funding of social and economic infrastructure for SEQ, including:

- Gold Coast Cultural Precinct (GCCP) and Friendship Bridge
- Moreton Bay Region University Precinct
- Ipswich Motorsport Precinct Redevelopment
- Ipswich Regional Performing Arts Centre
- Redlands Aquatic and Emergency Precinct
- Toowoomba Railway Parklands Urban Renewal Project
- Sunshine Coast Airport.



Innovative Infrastructure Funding for Economic Growth in SEQ

The Council of Mayors (SEQ) seeks the Federal Government's commitment to a three tier Economic Growth Partnership Model for Queensland in collaboration with the Council of Mayors (SEQ), Queensland Government and industry in the current financial year.



Unified Catchment Planning for SEQ: The Resilient Rivers Initiative

The Council of Mayors (SEQ) seeks:

1. The Federal Government to commit to contributing funds to an interim investment strategy for SEQ waterways (2015-2018), which identifies priority project areas in the Lockyer, Mid-Brisbane and Pumicestone catchments
2. The Federal Government to commit to working in genuine partnership with the Council of Mayors (SEQ) and its member Councils as the Resilient Rivers Initiative lead to establish a longer term single plan and governance model for the region's catchments
3. The Federal Government to commit to working with the Council of Mayors (SEQ), Seqwater, Healthy Waterways, SEQ Catchments, Unitywater and Queensland Urban Utilities on a long term collaborative works program for SEQ's waterways.



Attracting Major Investment to SEQ

The Council of Mayors (SEQ) seeks:

1. The Federal Government to commit to collaborating with the Council of Mayors (SEQ) and Queensland Government on improving inbound investment attraction and reducing barriers to investment in SEQ. More specifically:
 - i. Focus on marketing SEQ to foreign investors to improve visibility for major investment
 - ii. Collaborate on environmental and planning issues to improve the speed of approvals
 - iii. Take an aggressive approach in getting the Significant Investor Visa applied more widely in the region
 - iv. Applying project-specific tax concessions to encourage those projects requiring significant foreign investment
 - v. Review the Foreign Investment Review Board (FIRB) process for specific, high-value projects in order to streamline and promote the processes to foreign investors.
2. The Federal Government (via Austrade) to commit to collaborating with the Council of Mayors (SEQ) to explore the viability of hosting a biennial trade and investment event in SEQ.



A Safe and Smart SEQ

The Council of Mayors (SEQ) seeks the Federal Government's commitment to supporting the implementation of the Safe and Smart SEQ Initiative and to work with the Council of Mayors (SEQ) and other partners to identify opportunities and assist in the delivery of projects under this initiative.



Delivering Natural Disaster Resilience across SEQ

The Council of Mayors (SEQ) seeks:

1. A calculation of the net present value of funds spent by the Federal Government on recovery of infrastructure following natural disasters over a recent period (i.e. 2008/09 to 2014/15) and commitment by the Federal Government of a similar level of funding to a resilience fund for the same period going forward
2. A program to fund works for public infrastructure, from the resilience fund, based on a region's exposure to disasters and current value / economic and social contribution of the infrastructure
3. Consideration of funding for significant regional resilience projects, including:
 - i. Palm Beach Shoreline Project
 - ii. Brisbane River East Flood Mitigation Access
 - iii. Warrego Highway Drainage Upgrade (James Street, Toowoomba).



Housing Affordability for SEQ

The Council of Mayors (SEQ) seeks a Federal Government commitment to collaborate in and fund programs to improve housing affordability in both the owner-occupied and rental markets in SEQ, with a view to rolling out successful trial initiatives across Queensland and nationally.



An SEQ Olympics for all Australians

The Council of Mayors (SEQ) seeks the Federal Government to acknowledge the pre-feasibility work currently being undertaken regarding a potential SEQ Olympic bid for 2028, and to commit to detailed engagement from mid-2016.

Building the Backbone: Transport and Road Infrastructure Priorities for SEQ



For the past four decades, SEQ has been a significant driver of economic growth, investment and innovation at a state and national level. SEQ accounts for approximately 75 percent of Queensland's growth, and continues to grow quickly from a larger, more mature base. Therefore, an incrementally higher level of infrastructure investment per capita is required to maintain this growth and the current standard of living.

Building future capacity for growth is the key to ensuring sustainable economic growth. The Council of Mayors (SEQ) believes this can be achieved through investment in transport infrastructure, securing a dynamic and sustainable economy for one of the nation's fastest growing regions.

A 2011 GHD Meyrick report commissioned by the Council of Mayors (SEQ) found that while public sector spending on infrastructure had decreased since the early 1980s, investment by State and Local Governments was now increasing. However, infrastructure investment by the Federal Government had levelled off between 2001 and 2011. This led to a real and pressing concern that inadequate infrastructure would be a significant restraint to growth unless major infrastructure decisions were made urgently.

The Council of Mayors (SEQ) has welcomed the commitments by the Federal and State Governments to several major infrastructure projects advocated by the SEQ Mayors:

Bruce Highway

**\$6.7 billion over 10 years (Federal),
\$768 million for 2014-2015 (State)**

The Government's commitment of \$6.7 billion over 10 years to upgrade sections of the Bruce Highway will address significant safety and congestion issues on this major national highway.

Toowoomba Second Range Crossing

\$1.285 billion (Federal), \$321.25 million (State)

In January 2014, the Federal Government committed to spending \$1.3 billion to build a bypass route north of Toowoomba. When completed, this 41 kilometre bypass will form part of the National Land Transport Network. This bypass will increase crossing capacity, reduce heaving vehicle operating costs, improve travel times and freight efficiency and reduce crashes by providing a safer, less congested route.

Gateway Motorway North

\$929.6 million (Federal), \$232.4 million (State)

The Federal Government has committed to widening the Gateway Motorway from four to six lanes between Nudgee and Bracken Ridge. When completed, this upgrade will reduce congestion and improve the safety and efficiency of the motorway.

Gold Coast Light Rail Stage 2

\$95 million (Federal)

The Federal and Queensland Governments, along with the City of Gold Coast, have committed funding to construct a light rail extension from the current G: Link terminus at the Gold Coast University Hospital station to passenger heavy rail. The northern Light Rail connection will deliver significant gains to the overall transport network, and is timed to be open to serve the massive increases in public transport demand arising from the Gold Coast 2018 Commonwealth Games.

Each of these projects has been a major advocacy priority for the Mayors of our region for several years. The relevant Councils are committed to working with their State and Federal counterparts to ensure their effective and expeditious completion.

The Council of Mayors (SEQ) seeks

Continued support from the Federal Government to ensure the speedy delivery of these already funded key transport infrastructure projects within their confirmed timeframes.

In addition to these already committed major projects, significantly more road and transport infrastructure and services will be required to support SEQ's growing population. Government spending on such infrastructure delivers real benefits, reduces business costs and lifts international competitiveness.

Effective infrastructure investment is essential to drive sustainable economic development, lift productivity, boost employment and manage population growth. As the level of government that derives the greatest revenue benefit from the economic growth these projects facilitate, the SEQ Mayors look to the Federal Government to provide financial support for significant transport infrastructure projects.

The Council of Mayors (SEQ) has identified numerous new transport and road infrastructure priorities requiring Federal funding commitments to progress. Each has been identified for the practical and positive regional impact it will offer, and the economic growth it will support.

The following list of priority infrastructure projects is presented for consideration and funding by the Commonwealth:

Public transport

Northern Busway

\$2-3 billion

The busway project includes three main stages being from Kedron – Chermside, Chermside – Aspley and Aspley – Carseldine. The provision of a reliable bus connection between the City Centre and northern suburbs is important to the economic growth of Brisbane and provides a viable public transport alternative to the people who live and work in the Gympie Road Corridor. The Northern Busway section between Kedron and Aspley, along Gympie Road is approximately six kilometres in length. Council's preferred alignment is along the Gympie Road corridor.

Eastern Busway to Capalaba

\$1.736 billion

Extending the Eastern Busway to Capalaba will provide an effective solution to commuter movement within the Translink network and connections to the City Rail network, the city bus network and the South East Busway. The 18 kilometre busway will reduce travel times by up to 20 minutes, providing access to/from Capalaba, the Chandler sporting complex, University of Queensland, Princess Alexandra Hospital, Boggo Road Urban Village, the EcoSciences Precinct and the Brisbane CBD.

Gold Coast Light Rail Stage 3 – Broadbeach to Burleigh Heads

\$480 million

Extending the highly successful light rail to serve the southern portion of the Gold Coast is a high priority in Council's new City Plan and the 2013 City Transport Strategy. This will enable ongoing residential and commercial regeneration of the coastal strip to occur in line with the City's planning objective of concentrating new urban development close to mass urban transit, and reducing the high reliance of the Gold Coast on private car transport. Planning for the next stage has already been completed by the Queensland Government and the City of Gold Coast.

Sunshine Coast High Quality Bus Corridor

\$350 million

The Sunshine Coast High Quality Bus Corridor would provide a priority bus spine between Caloundra and Maroochydore and include priority lanes, bus stations in key activity areas, bus stop upgrades, bus queue bypasses and on-road cycle lanes where practical. This project will deliver improvements in the frequency, reliability, safety and convenience of public transport and is projected to reduce bus travel times by up to 13 minutes between Maroochydore and Caloundra.

South East Busway Extension from Eight Mile Plains to Loganholme

\$250 million

The South East Busway extension will provide more sustainable connections to employment areas for southside communities, which will continue to experience significant population growth. This will also stimulate significant economic growth opportunities in Springwood and Loganholme, turning these areas into major employment, business and community hubs.

Manly to Cleveland Rail Duplication

\$180 million

The duplication of the rail line between Manly and Cleveland will allow more frequent rail services to the Brisbane CBD and the airport.

Darra to Springfield Rail Extension to Redbank Plains (School Road)

\$180 million

The opening of the passenger rail corridor from Darra to Springfield has increased public transport usage in the western corridor and reduced the number of vehicles on the Centenary Highway. Extending the rail line through to Redbank Plains will further improve accessibility to public transport for significant urban growth areas and support increased density around a planned new centre at School Road Redbank Plains.

Salisbury to Beaudesert Passenger Rail Service, funding of a business case

\$5 million

Development of the Salisbury to Beaudesert passenger rail project would provide essential public transport infrastructure to the development areas of Greater Flagstone and the south west corridor. Greater Flagstone is intended to house an estimated 120,000 people in 50,000 new homes over the next 30-50 years creating demand for 30,000 local jobs. The liveability of these areas and their ability to meet housing and employment targets is dependent on the timely delivery of public transport infrastructure and other services. The project would also improve services for established and proposed urban development areas to the south of Brisbane through connectivity with the existing Citytrain network. There is also the potential opportunity for shared infrastructure.

Freight

Melbourne to Brisbane Inland Rail Project (Gowrie to Port of Brisbane [SEQ] section)

\$4-6 billion

The Inland Rail Project is a significant nation-building initiative. The SEQ section from the NSW border to the Port of Brisbane, via Kagaru and Acacia Ridge, will have a massive business and environmental impact across the SEQ region. It will be a major facilitator for both the Toowoomba Enterprise Hub and Bromelton State Development Area (SDA), west of Beaudesert.

The Toowoomba Enterprise Hub will inject more than \$6 billion annually into the region's economy and will complement the Toowoomba Second Range Crossing and the Brisbane West Wellcamp Airport to provide a vital new logistical hub of national importance. Bromelton SDA is currently the only area available in SEQ for industrial development with access to the both the National Standard gauge and Queensland gauge rail infrastructure, providing connectivity to Sydney and Brisbane on the existing coastal rail network. Stage One of Bromelton is 1,052 hectares with a developed value of \$5 billion. The Inland Rail project will intersect with the existing coastal line at Kagaru, at the northern end of Bromelton SDA, placing this site at the new crossroads of interstate rail freight between Brisbane and Sydney via the coast and Brisbane and Melbourne across the great divide. Both projects will open up significant new opportunities for logistics facilities and renewal across the region.

The Inland Rail project also provides a potential opportunity to bring forward the Salisbury to Beaudesert Passenger Rail project, which is mentioned elsewhere in this document. There is the potential to share infrastructure and deliver cost and time savings through ensuring passenger rail is supported as part of any design process carried out for Inland Rail.

As part of the Inland Rail Project's planning, it will be necessary to tunnel through the established urban area from Acacia Ridge to the Port of Brisbane.

North Coast Rail Line between Beerburum and Nambour

\$2 billion

- Stage 1 (Beerwah to Landsborough)
estimated \$500 million
- Stage 2 (Landsborough to Nambour)
estimated \$1.5 billion

The duplication and upgrade of the North Coast Rail Line between Beerburum and Nambour has been sought for many years to improve the reliability, speed and accessibility of rail freight operations and passenger transport services. Freight operations are severely constrained in this section of the North Coast line due to conflict with passenger services and poor track alignment.

The commitment sought is to prioritise the at least \$2 billion upgrade of the North Coast Rail Line Corridor and for the Federal Government to fund in conjunction with the Queensland Government, or investigate co-funding in conjunction with the Australian Rail Track Corporation.

Roads

Bruce Highway – Caboolture to Sunshine Coast

approximately \$2 billion

There is a current commitment by the Federal and Queensland governments to upgrade the Caloundra Road to Sunshine Motorway section of the Bruce Highway, and to undertake planning for priority upgrade works between the Pine River and Caloundra. The Sunshine Coast community is seeking a clear commitment to include the Caboolture to Caloundra Road six lane upgrade in the Bruce Highway Action Plan for delivery by 2025.

The upgrade will address safety concerns and significant congestion, assist in managing traffic flows and increase economic benefits for business and industry in improving connectivity and capacity. The largest share of the Sunshine Coast's visitor market is derived from locations within a 3 hour drive of the region, making the six lane upgrade of the Bruce Highway potentially the most critical tourism infrastructure project for the Sunshine Coast.

Open Level Crossing Elimination Program

\$1.130 billion (15% to be funded by Brisbane City Council)

Railway open level crossings are emerging as major congestion and safety concerns in the Brisbane urban area. These issues are compounded by the desire to increase rail public transport and freight services, which in turn increase the frequency and closure times at key at-grade rail crossings in the city. The recently completed joint State and Local government projects to provide grade separated rail crossings in Telegraph Road, Bracken Ridge and Robinson Road, Geebung have significantly improved travel movements in the Brisbane northern suburbs.

Concept investigations undertaken by Council and the Department of Transport and Main Roads have identified a number of priority at-grade rail crossings for grade separation. The five top sites are:

- Boundary Road, Coopers Plains (\$220 Million)
- Cavendish Road, Coorparoo (\$320 Million)
- Beams Road, Carseldine (\$140 Million)
- South Pine Road, Alderley (\$250 Million)
- Wacol Station Road, Wacol (\$200 Million)

East Petrie Bypass/ East Strathpine Bypass

\$1 billion

Intra-regional trips are currently highly constrained along the north-south axis of the Moreton Bay Region due to the lack of alternative routes. The Bruce Highway (M1) is at capacity during peak periods and the nearest alternative north-south route – Gympie Road, Petrie is also at capacity with severe queuing and delays at the intersection of Gympie Road/Dayboro Road, known locally as the “Petrie Roundabout”. The East Petrie and East Strathpine Bypass Proposal will significantly improve capacity to the southern section of the Moreton Bay Region where most of the traffic congestion occurs. This proposal will also allow more intra-regional trips to transfer from the national Bruce Highway – providing additional capacity on the Bruce Highway for more strategic inter-regional trips. Planning for this project needs to be undertaken in close partnership with Moreton Bay Regional Council so as to not adversely affect the planning and development of the former Petrie Mill site.

Ipswich Motorway, Darra to Rocklea Upgrade Stage 1

\$558 million

The Ipswich Motorway is the principal corridor between Ipswich and Brisbane and connects the Warrego Highway, Cunningham Highway, Logan Motorway and Centenary Highway to the Brisbane traffic network and Port of Brisbane. The upgrade

to this section of the Ipswich Motorway will reduce traffic congestion on this section of the motorway and improve travel times for motorway users between Brisbane and Ipswich particularly at peak times. The motorway works will include an upgrade to six lanes between the Centenary Motorway at Darra and the Granard Road interchange at Rocklea as well as improvements to a number of interchanges including the Oxley Road interchange. This section of the motorway is proposed to be delivered in stages with Stage 1 (\$558m) including upgrade of the motorway to three lanes (between Oxley Road and Suscatand Street) eastbound and westbound, northern service road across Oxley Creek, ramp rationalisation and smarter motorway treatments for the entire seven kilometre Darra to Rocklea section.

Bruce Highway/Dohles Rocks Road Murrumba Downs – proposed signalised interchange

\$500 million

This interchange is located immediately to the north of the Bruce Highway (M1) diverge where the road continues south as the Gateway Motorway (M1) and the Gympie Arterial Road (A1). The relatively short length of weaving section between the Dohles Rocks Road on ramp and the Gympie Arterial Road (A1) creates a traffic shockwave that extends for several kilometres to the north along the Bruce Highway (M1). This results in major delays and safety hazards on a daily basis, primarily during the morning peak period. Significant queues and delays also occur along Dohles Rocks Road as vehicles cannot enter the traffic stream on the Bruce Highway. A redesigned interchange is proposed that separates the two southerly traffic movements (Gateway Motorway M1 and Gympie Arterial Road A1) at Dohles Rocks Road before they enter the Bruce Highway preventing the weaving and resulting traffic delays from occurring.

North-South Urban Arterial – Anzac Avenue to Dohles Rocks Road

\$500 million

Suburbs to the eastern side of the Bruce Highway between North Lakes and the boundary with Brisbane City Council have experienced rapid population growth over the past ten years. This population growth is continuing at a fast pace with the growth of Mango Hill and Griffin. The North-South Urban Arterial provides a north-south traffic capacity response to this growth which will allow more intra-regional trips to transfer from the congested Bruce Highway.



Intra-Regional Transport Corridor (IRTC) – 4 lane urban arterial

\$500 million

- Stage 1: Coomera Marine (Shipper Drive) to Gold Coast Highway four lane alignment – expected cost \$180 million
- Stage 2: Gold Coast Highway to Nerang-Broadbeach Road four lane alignment – expected cost \$150 million
- Stage 3: Shipper Drive to Stapylton-Jacobs Well Road – expected cost \$170 million

The proposed project would provide an alternative north-south route to the Pacific Motorway between Stapylton-Jacobs Well Road and Nerang-Broadbeach Road. The project would reduce pressure on the Pacific Motorway, provide alternative traffic routes if there is an incident on the motorway and will assist in the development of expected high growth areas of the city, particularly the Coomera Town Centre.

Redland City to Port of Brisbane Corridor

\$360 million

This project will link the major residential areas in Brisbane's south east to the Australia Trade Coast precinct, reducing travel times for commercial vehicles, improving safety and providing significant transport benefits for residential communities.

Pacific Highway – Mudgeeraba to Varsity Lakes

\$280 million

The M1 Pacific Motorway is the principal road link between Brisbane and the Gold Coast. Currently, daily traffic volumes exceed 135,000 vehicles resulting in congestion and traffic incidents during peak hour. This upgrade would provide an important part of the national freight network improving the level of service for commercial vehicles. It would improve the commute between the Gold Coast and Brisbane by increasing the lanes to eight between the Gateway Motorway and Smith Street, and to six lanes between Gaven and Tugun.

Cunningham Highway – Yamanto to Willowbank

\$276 million

This project is driven by road safety and capacity constraints arising from a combination of rapid development in south-western corridor and limited transport networks available to support the demand. This project would improve safety, reduce congestion and provide greater efficiency in the movement of interstate and inter-regional freight to the Port of Brisbane and Australian Trade Coast precinct as well as improving access to RAAF Base Amberley (one of Australia's largest Defence facilities) and the state and regionally significant Ebenezer Willowbank Business and Industry Area.

Pacific Highway – Gateway to Logan

\$270 million (including an initial \$20 million to fund development of the business case)

This funding will allow for feasibility works to be undertaken for an upgrade to address the operation of the 16 km section of the Pacific Motorway from the Gateway Motorway to the Logan Motorway which is significantly affected by congestion where the motorway narrows from eight lanes to six lanes and then to four lanes (at the Gateway Motorway merge).

The Infrastructure Australia Audit released in May 2015 reported sections of the Pacific Motorway are at capacity even in inter-peak periods with efficiency falling short of the majority of SEQ's road network. When completed, this upgrade will reduce travel times for both private and commercial vehicles, offer a better integrated public transport solution and support the future economic prosperity of the region, the state and the nation.

Norman Street Bridge

\$250 million

This bridge will provide a second crossing of the Bremer River for the Ipswich CBD – a designated Principal Regional Activity Centre. This crossing will improve access and productivity by removing non-essential through traffic, and will also ensure key additional access during emergencies and natural disasters.

Redland City to Gateway Motorway Corridor

\$196 million

This project will improve the freight and transport corridor that joins Redland City Council to the Gateway Motorway. It will provide residents in Redland and Brisbane's east with better access to employment opportunities and it will also improve road capacity and levels of public transport.

Southport-Burleigh Road, Ashmore Road and Salerno Street intersection

\$190 million

- Stage 1: realignment with widening to improve capacity of intersection (non-grade separation) – \$40 million
- Stage 2: Ultimate at-grade solution – \$150 million

Stage 1 funding would provide improved traffic capacity and safety for all users with more efficient operation of the side street phases for this intersection. The works would be complementary to the proposed six lane upgrade of Southport-Burleigh Road.

Mt Lindesay Highway deviation – Woodhill to Bromelton

\$185 million

The Bromelton State Development Area (SDA), west of Beaudesert, is the only available development site in SEQ with access to the national standard gauge rail network, providing connectivity to Sydney and Brisbane on the existing interstate rail line and Melbourne via the inland rail project. Bromelton is positioned as a significant inter-modal freight and logistics hub and anticipated to activate in 2016. Construction of a strategic north-south road corridor through the centre of the SDA site, between the Mt Lindesay Hwy at Woodhill and Boonah-Beaudesert Road at Bromelton, would provide vital connectivity for the movement of heavy vehicles and freight maximising productivity and road safety.

Bruce Highway/Deception Bay Road – proposed bridge duplication and improved motorway interchange

\$175 million

This interchange services large population catchments to both the east and west including Redcliffe, Kippa-Ring, Rothwell, Deception Bay, Narangba and Burpengary. The current interchange has a single, two-lane bridge which creates daily queuing and delays for all vehicle movements. Further population growth on the western side of the interchange in the suburbs of Narangba and Burpengary will continue to exacerbate these delays until the interchange is reconfigured with a higher capacity bridge and new motorway access ramps.

West Petrie Bypass (Youngs Crossing Road)

\$150 million

- Stage 1: \$100 million
- Stage 2: \$50 million

The West Petrie Bypass provides additional north-south traffic capacity along the western edge of the Moreton Bay Urban Conurbation linking high population growth suburbs in Moreton Bay with the Brisbane City Council area. Part of this route has already been developed as a four-lane dual carriageway road but is currently constrained west of Petrie at Young's Crossing causeway which has been impacted in excess of 30 times since January 2011 by releases from the North Pine Dam. When these releases occur the road is often closed for a number of days creating significant increases in traffic volumes on the already congested parallel routes of Gympie Road Strathpine and the Bruce Highway at Murrumba Downs.

A high-level bridge is proposed to span Young's Crossing which will have flood immunity from dam releases. It is proposed to construct the West Petrie Bypass in two stages: the first stage will cross Young's Crossing and link with the east-west Dayboro Road; and the second stage will continue north and link with Narangba Road at Kallangur.

Mt Lindesay Highway Upgrade

\$100 million

This project is to widen the highway from two to four lanes between Rosia Road and Chambers Flat Road delivering a strategic national and regional transport network, and improved road safety. It will also facilitate high-volume freight movements between industry in the south, south-west and Australian Trade Coast precinct.

Wembley Road/Logan Motorway Interchange Upgrade

\$100 million

Wembley Road is a strategic link route connecting the Logan Central area and suburbs south of the Logan Motorway. It is critically important to support a safe and efficient route for heavy vehicles travelling to and from the Berrinba and Crestmead Industrial Estates, servicing growth in industrial, commercial and residential developments and forming a major interchange with the Logan Motorway. This interchange upgrade is the first stage of a larger implementation strategy to support continual growth and will focus on widening the road capacity and improving entry points. It is understood that the Benefit Cost Ratio is approximately 2:1 and that the upgrade would ensure the desired level of service for the interchange for at least the next ten years, which is the key to unlocking approximately 2,300 new industry jobs.

Southport-Burleigh Road Capacity Upgrade

\$80 million

Southport-Burleigh Road is the busiest urban arterial (54,000 annual average daily traffic) in the Gold Coast, carrying nearly twice the traffic compared to the other two north-south connectors (Gold Coast Highway and Labrador-Carrara Road). This project involves the proposed upgrade from four to six lane capacity. During the Gold Coast 2018 Commonwealth Games (GC2018), forecasts show at least an extra 23 percent of traffic will use Southport-Burleigh Road due to GC2018 lane priority and closures on other major roads due to security needs. The project is essential to improve capacity, relieve congestion and keep the city moving during the GC2018. This project also needs to be paired with the upgrade of the intersection of Southport-Burleigh Road, Ashmore Road and Salerno Street.

Coomera Interchange Exit 54 Upgrade

\$74 million

The Exit 54 interchange is currently at capacity and this critical upgrade would provide for significant delay and travel time benefits and would assist in the development of a high growth area of the city. The project involves replacement of the existing roundabout controlled interchange intersections with traffic signals. Bridge duplication will also occur to improve capacity of the interchange.

Kilcoy Bypass

\$60 million

The Kilcoy Bypass will provide a safe alternative to the current route that takes heavy vehicle highway traffic through the commercial centre of Kilcoy and adjacent residential areas. The current route has two T-intersections controlled by stop signs. The bypass will reduce travel times and provide a much safer road environment.

Brisbane Valley Highway Upgrade – Blacksoil to Blackbutt

\$45 million

This project involves upgrading of a large section of the Brisbane Valley Highway. This project will increase road safety, improve the freight and transport links between the Somerset Region, the South Burnett and the Warrego Highway. It will provide for the growth in commuter traffic using the Brisbane Valley Highway to access work and retail hubs in Ipswich and the western suburbs of Brisbane.



Timber Bridge Replacement Program (SEQ)

\$40 million

This project will provide greater road safety and freight transport efficiency by facilitating the replacement of several timber bridges across SEQ. This will also reduce long-term maintenance costs.

Old Coach Road Connector (Bermuda Street extension)

\$40 million

Development of a new road link and the works to modify the Exit 87 interchange would provide for a necessary upgrade to allow a two lane construction to connect the Pacific Motorway at Bermuda Street and Old Coach Road at Reedy Creek. Currently there is limited connectivity to the M1 for residential areas west of the Pacific Motorway and the Reedy Creek interchange (Exit 85) experiences significant peak hour congestion. The project would provide an alternative for motorway access and cross motorway traffic.

O'Mara Road/Steger Road Corridor Stage 2

\$30 million (partly funded by Toowoomba Regional Council)

This road corridor provides a major heavy vehicle road link within the 1800 hectare Toowoomba Enterprise Hub (industrial zone on the western side of Toowoomba), that has the potential to provide 12,000 to 15,000 jobs and increase the Toowoomba Regional Council's GRP in the order of 30 percent.

Old Gympie Road/Boundary Road Intersection Upgrade

\$10 million

The Bruce Highway interchange at Boundary Road, Narangba is proposed to be upgraded to a new higher capacity interchange with a two-lane bridge, commencing construction in 2016. This interchange has suffered from severe traffic delays for a number of years due to the constraints of the single two-lane bridge. Immediately to the west of the interchange on Boundary Road is a roundabout intersection with Old Gympie Road.

This roundabout has limited capacity and currently experiences significant queues and delays during peak periods. Traffic modeling analysis indicates that during the evening peak period queues will extend back from the roundabout along Boundary Road past the northbound off ramp at the Bruce Highway. Immediately to the north of the Boundary Road/Old Gympie Road intersection is a large developing industrial zone which will be directly impacted by these traffic delays. A detailed design is currently being prepared for a new high-capacity traffic signal intersection as a solution to this problem.

The Council of Mayors (SEQ) seeks

Continued commitment from the Federal Government to ensure the speedy delivery of already funded key transport infrastructure projects within their confirmed timeframes, including the Bruce Highway Upgrades, the Toowoomba Second Range Crossing, the Gateway Motorway North Upgrade and the Gold Coast Light Rail Stage 2.

The Council of Mayors (SEQ) seeks

Federal Government commitment to significant new transport and road infrastructure projects requiring Federal funding:

Public transport

- Northern Busway
- Eastern Busway to Capalaba
- Gold Coast Light Rail Stage 3 – Broadbeach to Burleigh Heads
- Sunshine Coast High Quality Bus Corridor
- South East Busway Extension from Eight Mile Plains to Loganholme
- Manly to Cleveland Rail Duplication
- Darra to Springfield Rail Extension to Redbank Plains (School Road)
- Salisbury to Beaudesert Passenger Rail Service, funding of a business case

Freight

- Melbourne to Brisbane Inland Rail Project (Gowrie to Port of Brisbane [SEQ] section)
- North Coast Rail Line between Beerburrum and Nambour

Roads

- Bruce Highway – Caboolture to Sunshine Coast
- Open Level Crossing Elimination Program
- East Petrie Bypass/East Strathpine Bypass
- Ipswich Motorway, Darra to Rocklea Upgrade Stage 1
- Bruce Highway/Dohles Rocks Road Murrumba Downs – proposed signalised interchange
- North-South Urban Arterial – Anzac Avenue to Dohles Rocks Road

- Intra-Regional Transport Corridor (IRTC) – 4 lane urban arterial
- Redland City to Port of Brisbane Corridor
- Pacific Highway – Mudgeeraba to Varsity Lakes
- Cunningham Highway – Yamanto to Willowbank
- Pacific Highway – Gateway to Logan
- Norman Street Bridge
- Redland City to Gateway Motorway Corridor
- Southport-Burleigh Road, Ashmore Road and Salerno Street intersection
- Mt Lindesay Highway deviation – Woodhill to Bromelton
- Bruce Highway/Deception Bay Road – proposed bridge duplication and improved motorway interchange
- West Petrie Bypass (Youngs Crossing Road)
- Mt Lindesay Highway Upgrade
- Wembley Road/Logan Motorway Interchange Upgrade
- Southport-Burleigh Road Capacity Upgrade
- Coomera Interchange Exit 54 Upgrade
- Kilcoy Bypass
- Brisbane Valley Highway Upgrade – Blacksoil to Blackbutt
- Timber Bridge Replacement Program (SEQ)
- Old Coach Road Connector (Bermuda Street extension)
- O'Mara Road/Steger Road Corridor Stage 2
- Old Gympie Road/Boundary Road Intersection Upgrade.



Transformative Economic and Social Infrastructure for SEQ

Successful communities with strong population and economic growth require social, community and economic infrastructure well beyond roads and transport. As Australia's fastest growing urban region for many years, and with a growth founded largely upon our region's appealing quality of life, the need for such infrastructure in SEQ remains paramount. Council of Mayors (SEQ) commends the following projects to the Federal Government for funding support:

Social infrastructure

Gold Coast Cultural Precinct (GCCP) and Friendship Bridge

\$395 million

This project is an opportunity to transform a major civic land asset and provide cultural facilities that keep pace with community growth. The project can be staged to deliver new and expanded performing arts facilities, a landmark Art Tower visual arts museum, a curated outdoor Artscape and a Friendship Bridge pedestrian and cycle link to Surfers Paradise. Stage one is anticipated to be delivered prior to the Gold Coast 2018 Commonwealth Games.

Moreton Bay Region University Precinct

\$200 million

The Moreton Bay Region is home to 410,000 residents. The area is growing at a rapid pace, as are the northern parts of Brisbane City and the southern parts of the Sunshine Coast. Within the Moreton Bay region itself, there are only around 1000 university places currently on offer (based in Caboolture). Research indicates no other part of any major city in Australia is as poorly serviced by local universities. This means 90 percent of university students travel outside the region to attend university – often very long distances, which is a major contributor to the area's lower than average university participation rates. Given this, the Moreton Bay Regional Council is currently working with an independent consultant to look for an anchor education partner to develop a university in the region.

The site identified for this university is the former paper mill at Petrie. Purchased by the Council in mid-August 2015, the 195 hectare site is located in the heart of the region next to the Petrie train station

at the juncture of the Caboolture rail line (north-south) and new Moreton Bay Rail line (east-west). It is in close proximity to major road arterial roads including Gympie Road and the Bruce Highway.

The site offers around 65 hectares of developable land sites, which are suitable for a wide range of uses, including the proposed university, as well as possible private hospital and community precincts. The site also provides an opportunity to protect environmental corridors and regionally significant green space. Critically, a university precinct on the site offers Moreton Bay the opportunity to help achieve its aspiration of 70 per cent self-containment. With current self-containment rates below 50 percent, this development would not only offer educational opportunities for the region and its neighbours, but also provide economic opportunities.

Ipswich Motorsport Precinct Redevelopment

\$93 million

Ipswich City Council is committed to the vision of positioning the Ipswich Motorsport Precinct as an internationally recognised motorsport facility and maximising the potential commercial and economic benefits to the state, regional and local economy. The proposal involves the redevelopment and extension of existing facilities and the addition of exciting new motorsport disciplines including motorcycle racing and speedway, along with the development of a motorsport business hub to support motorsport in SEQ. Estimated to cost \$93 million, the redevelopment will provide 460 jobs during construction and sustain some additional 600 jobs in the region through motorsport activities.

Ipswich Regional Performing Arts Centre

\$90 million

This project includes a 1500 seat main auditorium, a 400 to 600 seat secondary auditorium, a 500 seat function facility and ancillary areas for conferences, a kitchen, recording studio, rehearsal spaces and selected retail outlets. The space will be used for the performing arts, conferences, exhibitions, functions and events, boosting the regional economy and supporting the role of the Ipswich CBD as a designated Principal Regional Activity Centre.

Redlands Aquatic and Emergency Precinct

\$60 million

This project utilises nearly 40,000 square metres of land in the centre of SEQ, close to both Brisbane and Gold Coast airports. It brings together emergency services (fire, ambulance and SES volunteers), Local Government and Surf Life-Saving Queensland (SLSQ) in a unique partnership to create a nationally significant aquatic and emergency services precinct. The project will deliver broad economic benefits to this region, a world-class and Australian-first Surf Life Saving Centre of Excellence, employment opportunities, cost savings for government through the shared use of facilities and resources, better coordination and accommodation for emergency services personnel, and is a project that will support the North Stradbroke Island Economic Transition Strategy.

SLSQ estimates that it alone will create 200 ongoing full-time equivalent jobs if it locates its headquarters to this precinct. The construction of an aquatic training centre will attract more jobs, both in its construction and operation.

The centre will attract visitors from interstate and overseas to its training facility. The facility will help to continue to build the Redlands as an attractive tourist destination. The proposal permits the continuation of public access to the pools, with a return of profits to the community.

A new purpose-built emergency services centre on this site will enable the sharing of training and accommodation with SLSQ. The current emergency services' facilities are dated and the new centre will enable the Queensland Fire and Emergency Service, including the State Emergency Service volunteers, to have joint access to lecture theatres, training facilities, swimming pools and a gymnasium. The centre will also house a new local disaster management centre, enabling the Local Government and emergency services to co-locate resources for enhanced coordination of training, exercises and responding to real emergencies.

Toowoomba Railway Parklands Urban Renewal Project

\$50 million

The Toowoomba Railway Parklands project will be the centerpiece in revitalising a 50 hectare parcel of land with historic significance. The project will invigorate business investment, employment opportunities and boost the housing sector within an underutilised area of the Toowoomba CBD. Council's vision, in which it will also invest, is to form an urban village complementing major commercial development opportunities. High-quality parklands surrounded by mixed-use development will encourage inner city

living and recreation. Approximately 1500 residential dwellings will offer a range of housing choice opportunities. The precinct will generate \$680 million and 3300 jobs in commercial construction, leading to over \$1 billion per annum in new economic activity and 5000 new jobs.

Airports

Sunshine Coast Airport

\$181 million

The current runway configuration at the Sunshine Coast Airport is a constraint to economic growth in the region and limits the type of aircraft that can use the airport, the distances that can be flown and the passenger and cargo capacity of aircraft. A new, fully compliant, international standard runway will enable the Sunshine Coast to attract new carriers servicing new destinations and enhance the region's economic development potential. It will also enable the Sunshine Coast to avoid the risk of loss of jet services to the region in the future. The airport expansion project is forecast to contribute \$4.1 billion to the regional economy between 2020 and 2040, generate more than 2200 jobs and substantially reduce the number of homes impacted by aircraft noise.

The Council of Mayors (SEQ) seeks

Federal Government's commitment to considering the funding of social and economic infrastructure for SEQ, including:

- Gold Coast Cultural Precinct (GCCP) and Friendship Bridge
- Moreton Bay Region University Precinct
- Ipswich Motorsport Precinct Redevelopment
- Ipswich Regional Performing Arts Centre
- Redlands Aquatic and Emergency Precinct
- Toowoomba Railway Parklands Urban Renewal Project
- Sunshine Coast Airport.



Innovative Infrastructure Funding for Economic Growth in SEQ

The Council of Mayors (SEQ) in partnership with the Property Council of Australia (PCA) and the then Queensland Department of State Development, Infrastructure and Planning (DSDIP) undertook an investigation of alternative models for funding infrastructure across the state in early 2014.

The key driver for this work was the desire of all stakeholders to explore innovative and sustainable infrastructure funding and financing models to deliver economic growth and improved development outcomes for Queenslanders.

The result of this investigation was the definition of an Economic Growth Partnership Model (EGPM) – an Australian version of the UK City Deals approach – an agreement between different tiers of government to enable joint investment in key infrastructure aimed at driving economic growth. The key components of this model are:

1. A Growth Infrastructure Fund (GIF)
2. A prioritised list of Infrastructure Projects
3. Leveraged borrowings off council books, underwritten by State or Federal Government
4. Measuring of value uplift as the result of economic growth
5. Payment by results of a dividend by State or Federal Government into the GIF due to value uplift
6. Managed through an agreement between government/s and a group of Councils.

Through discussion between Council of Mayors (SEQ), the PCA and DSDIP, it is evident that the alignment of these components offers an opportunity to develop a unified approach to funding economic growth stimulating infrastructure in the state.

Similar models are also being discussed at the Federal level by both the Productivity Commission and Infrastructure Australia, and as part of the Federal Government's infrastructure, urban and regional agendas.

The City Deals model has the potential to address the national infrastructure funding shortfall. Most importantly, it offers a genuine and immediate opportunity for the Federal Government to join Queensland (and SEQ in particular) to lead the nation in an innovative, three-tier infrastructure funding model which may address the gaps in current funding approaches.

The Council of Mayors (SEQ) seeks

Federal Government's commitment to a three tier Economic Growth Partnership Model for Queensland in collaboration with the Council of Mayors (SEQ), Queensland Government and industry in the current financial year.

Unified Catchment Planning for SEQ: The Resilient Rivers Initiative



The waterways of SEQ underpin the economic, environmental and social viability of the region. SEQ's productivity, resilience and livability need to be enhanced to ensure continued economic growth into the long term. The region relies on the integrity of its beaches, bays and rivers.

Recent natural disasters tragically cost lives and resulted in a \$1 billion reconstruction bill for SEQ. Brisbane residents and businesses also faced the real prospect of running out of drinking water when silt from the Lockyer Valley threatened the Mt Crosby Water Treatment Plant, a supplier of 40 percent of the region's water.

Over the past 12 months, the Council of Mayors (SEQ) has worked with key organisations and the Queensland Government on building a long term approach to waterways management and is keen to continue this relationship.

An agreement between key organisations with an interest in catchment management in SEQ was signed in early 2014, foreshadowing a united and coordinated approach to looking after the region's catchments. The signatories are the Council of Mayors (SEQ), Seqwater, Healthy Waterways, SEQ Catchments, Unitywater and Queensland Urban Utilities.

The December 2014 launch of the Resilient Rivers Initiative provides a clear route for the development of a single plan integrating the economic, environmental and social aspects of waterways management in SEQ. In a first for the region, the Resilient Rivers Initiative will combine the collective wisdom of our Councils and key organisations to develop a long term plan for our waterways.

The ultimate objective of the Resilient Rivers Initiative is protecting our residents, our drinking water, our farm lands, beaches, bays, pastures and infrastructure for the current and future generations of South East Queenslanders.

While this management plan is in development, the partners have prepared an interim investment strategy for SEQ waterways (2015-2018). The Lockyer and Mid-Brisbane catchments have been identified as priority areas for this strategy. It is anticipated all partners will contribute to these works, however, the input of Federal funds will act as a catalyst for these priority projects:

Priority Project 1: Lockyer Valley On-ground Works *\$5 million*

Outcomes: Sediment reduction, water supply protection, climate resilience, enhanced delivery

Focus: Addressing the very high risk of sediment movement from the catchment as identified in key State and Local Government and Seqwater investigations into the 2011 flood and January (Australia Day) 2013 weather event.

Description: The Lockyer Creek catchment is located west of Ipswich, with the steep slopes of the Great Dividing Range to the west and Little Liverpool Range to the east. With a catchment area of 2,974km² it accounts for approximately a quarter of the Brisbane River catchment. Major waterways within the Lockyer Creek catchment include Ma Ma, Flagstone, Tenthill, Spring, Buaraba and Laidley Creeks.

The water storages within the catchment are Atkinson Dam, Lake Clarendon and Bill Gunn Dam. A series of 20 weirs in the catchment provide for irrigation, groundwater recharge and urban recharge purposes. There are also alluvial groundwater management areas – Central and Lower Lockyer irrigation schemes. The system joins the Mid-Brisbane River approximately 2km downstream of Wivenhoe Dam, upstream of the Mt Crosby Weir.

The primary land use within the Lockyer Creek catchment is agricultural and includes grazing and intensive horticulture with these mainly freehold properties lining the major waterways within the catchment. Grazing land covers approximately 73 percent of the catchment area and has contributed significantly to the elevated sediment loads observed at times in the Mid-Brisbane River following rainfall. The urban and peri-urban areas of the local townships (Gatton and Laidley) are expanding as important zones for residential growth due to population increases within SEQ.

A significant amount of investigation has been undertaken in the Lockyer Valley catchment by a number of the investing partners including:

- The Big Flood: Will it happen again? ARC linkage project, hydro-geomorphological investigation
- Final Report January (Australia Day) 2013 weather event, Seqwater investigation into ex-Tropical Cyclone Oswald impacts
- Reach studies and options analyses for Mt Sylvia, Laidley Creek, Buaraba Creek and Lockyer Creek conducted variously by Seqwater, Queensland Government and Lockyer Valley Regional Council.

Priority areas for investment are sites along the main Lockyer Creek channel along with the major tributaries of Laidley, Sandy, Blackfellow, Tenthill and Buaraba Creek. Priority areas would require civil works, revegetation and landholder engagement for access to land. The proximity of the road to the stream in the Mt Sylvia area means that land purchase would be required. Further detailed design would be required before final on-ground commitment and this is to be incorporated in priority project funding.

The project will build on the Lockyer Buaraba Creek project, Lockyer farm practice enhancement project and other “reach” projects implemented and partially investigated in the catchment.

Priority Project 2: Mid Brisbane Catchment On-ground Works

\$5 million

Outcomes: Sediment reduction, water supply protection

Focus: Addressing the very high risk of sediment movement from the catchment as identified in key state and local government, and Seqwater investigations into the January (Australia Day) 2013 weather event.

Description: The Mid-Brisbane River extends 61 km from Wivenhoe Dam to the Mount Crosby Water Treatment Plant and the Lockyer Creek flows into it approximately 2km from Wivenhoe. With a catchment area of 563 km² it accounts for a small but vital area of the Brisbane River catchment.

The Mid-Brisbane acts as a conduit for water supply between Wivenhoe Dam and the Water Treatment Plant as well as flood mitigation. In addition to water supply and flood mitigation the Mid-Brisbane supports significant irrigated agriculture, grazing, recreation and rural residential values.

Much of the river's riparian areas are poorly vegetated making them susceptible to erosion with significant erosion observed during the flooding of 2011 and 2013. Stabilisation and strengthening of the channel is required so it can continue to provide its significant values.

Detailed geotechnical analysis of the Mid-Brisbane channel has been undertaken. This analysis has split the Mid-Brisbane into 61 reaches and these have been classified in terms of the type and magnitude of erosion process i.e. fluvial scour and wet flow failure.

It has been recommended that stabilisation should both protect and enhance areas of better riparian vegetation and begin restoring areas of poorer (or failed) riparian condition. The critical riparian area for this purpose is the area between the ‘toe’ (bank adjacent to the low-flow water level) and the top of the high bank.

Further detailed design including specific site locations would be required before final on-ground commitment and this would be incorporated in priority project funding.

Major relevant studies conducted by Seqwater for this area include:

- Final Report January (Australia Day) 2013 weather event – Investigation into the impact of Ex-Tropical Cyclone Oswald on Mt Crosby Water Treatment Plants and the bulk water supply system performance (2013)
- Mid-Brisbane Stabilisation Strategy: Technical Assessment (2014)
- Mid-Brisbane River Stabilisation Strategy (2014).



Priority Project 3: Pumicestone Passage On-ground Works

\$10 million

Outcomes: Sediment reduction, community resilience, environmental resilience, enhanced delivery, coastal adaptive management

Focus: Addressing the five key management challenges of reversing declining water quality, protecting and rehabilitating wildlife habitat areas and corridors, minimising impacts from population growth and demand, preserving and improving social and cultural values, and preserving and improving economic and recreational values, as identified in the Pumicestone Passage and Catchment Action Plan 2013–2016.

Description: The Pumicestone Passage is an internationally recognised RAMSAR listed tidal waterway between Bribie Island and the mainland, winding 45 kilometres from Caloundra in the north to Deception Bay in the south. The Passage has extensive mangrove forests, seagrass meadows and inter-tidal sandbars and mudflats, which provide valuable habitat for a wide variety of local and migratory species. It also provides a wide range of water-based recreational activities that support local lifestyles and tourism.

The 784 square kilometre catchment includes major forestry plantations and other primary production including pineapples, strawberries, turf and tree cropping, a population of 61,000 (2011 census), and protected bushland areas, including national park reserves around the iconic Glass House Mountains and on Bribie Island.

Priority areas for investment include:

- Improving water quality through enhanced land management practices, strategic riparian habitat restoration and land acquisition for environmental purposes
- Better understanding future coastal erosion processes on Bribie Island and the mainland resulting from changing climates and establishing improved design and implementation of coastal protection works
- Better understanding the potential impacts of Bribie Island breakthrough/s scenarios through enhanced coastal modelling
- Reducing sediment inputs through enhanced erosion and sediment control practices across all land uses and activities
- Enhanced research capacity to investigate the reinstatement of habitats and ecological processes for improved water quality outcomes
- Maintaining the regional inter-urban break to protect the National heritage landscape of the Glass House Mountains and the water quality of the Pumicestone Passage, and to retain the unique tourism and recreation opportunities for the region, particularly ecotourism, outdoor recreation activities, boating and fishing which support tourism and healthy communities.



Major relevant studies that have been completed in the catchment and available to inform on-ground delivery include the:

- Pumicestone Passage and Catchment Action Plan 2013–2016.
- Shoreline Erosion Management Plan (SCC)
- Bribie Island Break through Study (SCC)
- Australian Research Council Linkage Grant commenced to deploy a range of mobile technologies to study Pumicestone Passage current velocities, dynamics, and bathymetry to improve understanding of passage behaviour and inform targeted programs for foreshore resilience and coastal protection
- Recurrent monitoring programs for seagrass, water quality and fish habitat monitoring.

The project will build on the significant achievements already realised within the catchment by Sunshine Coast Council, Moreton Bay Regional Council and more than 30 stakeholders who are actively contributing to the delivery of 41 actions featured in the Pumicestone Passage and Catchment Action Plan 2013–2016. To date, 11 actions have been completed, 25 have commenced but require further investment and support, and five actions are yet to commence.

With recent declines in water quality, loss of wildlife habitat and high population growth projections for the catchment, now is the time to act in the Pumicestone Passage and its catchment to maintain the enviable lifestyle and environment that it supports.

The Council of Mayors (SEQ) seeks:

1. The Federal Government to commit to contributing funds to an interim investment strategy for SEQ waterways (2015-2018), which identifies priority project areas in the Lockyer, Mid-Brisbane and Pumicestone catchments
2. The Federal Government to commit to working in genuine partnership with the Council of Mayors (SEQ) and its member Councils as the Resilient Rivers Initiative lead to establish a longer term single plan and governance model for the region's catchments
3. The Federal Government to commit to working with the Council of Mayors (SEQ), Seqwater, Healthy Waterways, SEQ Catchments, Unitywater and Queensland Urban Utilities on a long term collaborative works program for SEQ's waterways.

Attracting Major Investment to SEQ



In 2013, Australia was the 11th largest recipient of Foreign Direct Investment (FDI) in the world (falling from 8th place in 2012). The major country specific factors influencing choices about trade and investment include macroeconomic features, political environment, natural and inherent characteristics and regulatory and policy settings.

Australia has several advantages including close proximity to Southeast Asia, its stable and deregulated financial system, a stable and effective political system, strong and stable domestic demand, effective internal security and a reliable, independent legal system.

Despite these advantages, the nation is ranked lower on the majority of global indices relating to investment attractiveness compared to countries such as Singapore, Hong Kong and New Zealand, implying scope for improvement. A survey completed by the World Bank 2014 Ease of Doing Business Report ranked Australia lower due to higher business and investment costs and more complex, lengthier processes due to its regulations.

In July 2013, the Council of Mayors (SEQ) commenced the Major Economic Development and Investment Attraction project to gain a better understanding of the impediments to foreign investment in SEQ. The barriers identified by this project included:

1. Investors from Asia have a relatively low knowledge of SEQ and its investment opportunities
2. Restrictive and costly planning and zoning regulations result in low rates of progression from application to construction
3. Liquor licensing approvals often involve lengthy delays and onerous processes
4. The Foreign Investment Review Board (FIRB) approval process can create a perception that Australia is not investor 'friendly'
5. The Significant Investor Visa process is administratively burdensome and carries low approval rates
6. Restrictive and costly labour laws reduce the attractiveness of setting up commercial operators in the tourism industry
7. Australia's tax rates are higher than most countries in the Asia Pacific region.

Governments of all three tiers must work together to remove barriers impeding inbound investment into major employment-generating projects.

A SEQ trade and investment event could become a key investment initiative for the region. The purpose of the event would be to showcase a portfolio of high quality private and public sector developments, and export ready goods and services to international investors, with a particular focus on the Asian market. Led by Council of Mayors (SEQ), the event could grow into a landmark expo positioning SEQ as a driver of economic growth opportunities and leaders in regional collaboration.

The Council of Mayors (SEQ) seeks:

1. The Federal Government to commit to collaborating with the Council of Mayors (SEQ) and Queensland Government on improving inbound investment attraction and reducing barriers to investment in SEQ. More specifically:
 - i. Focus on marketing SEQ to foreign investors to improve visibility for major investment
 - ii. Collaborate on environmental and planning issues to improve the speed of approvals
 - iii. Take an aggressive approach in getting the Significant Investor Visa applied more widely in the region
 - iv. Applying project-specific tax concessions to encourage those projects requiring significant foreign investment
 - v. Review the Foreign Investment Review Board (FIRB) process for specific, high-value projects in order to streamline and promote the processes to foreign investors.
2. The Federal Government (via Austrade) to commit to collaborating with the Council of Mayors (SEQ) to explore the viability of hosting a biennial trade and investment event in SEQ.



A Safe and Smart SEQ

The Council of Mayors (SEQ) is designing a Smart Region Initiative, Safe and Smart SEQ.

The evolution of “Smart Cities” has been progressing rapidly in recent times and is most famously showcased in places such as Barcelona and Singapore. These cities use digital technologies to improve performance of their urban centers, reducing costs and resource consumption and engaging more actively with their citizens.

The Council of Mayors (SEQ), with partnering corporates such as CISCO, has devoted significant resources investigating the creation of a “Smart Region” for SEQ – a region where our member Councils can share resources and information, strengthening innovation and investment in ICT services for the purpose of improving public services and quality of life.

Investment in this strategy is a unique opportunity to work across a region as diverse as ours, but with a small number of Councils covering a large area and population, with a strong level of regional collaboration. This initiative provides the Federal Government with an opportunity to showcase the NBN capability in the SEQ region, making use of the Smart technologies that can be delivered.

The initial focus of Safe and Smart SEQ is not on strategy documents or research, but towards on-ground projects which can leverage maximum value from work already being undertaken by our member Councils and government agencies. The first tranche of such projects may include:

- A Smart Safety project to improve public safety through better utilisation of the expanding CCTV networks across the region
- Co-ordinated regional Smart Parking and Smart Lighting projects
- Smart Public Transport projects
- Various project options in Smart Agriculture and Smart Logistics.

The primary driver for the Council of Mayors (SEQ) to be involved in this initiative is to facilitate future economic growth, safety and liveability for the region. This will benefit all tiers of government and the Council of Mayors (SEQ) seeks input and participation by the Federal Government to ensure strong outcomes can be achieved.

The Council of Mayors (SEQ) seeks

Federal Government’s commitment to supporting the implementation of the Safe and Smart SEQ Initiative and to work with the Council of Mayors (SEQ) and other partners to identify opportunities and assist in the delivery of projects under this initiative.

Delivering Natural Disaster Resilience across SEQ



South East Queensland is at ongoing risk from a variety of natural disasters. It is generally accepted a greater focus on disaster resilience and mitigation works would aid in reducing damage and recovery costs.

Natural disasters in recent years have had a significant financial impact in Queensland. More than \$5.4 billion of local government assets have required reinstatement as a result of natural disasters over the last six years (2008/09 to 2013/14).

The Council of Mayors (SEQ) has been critical of the like-for-like replacement of infrastructure. Allowing public assets to be rebuilt to a more resilient standard, where it is cost-effective to do so, is a sensible option for all levels of government. The Council of Mayors (SEQ) supports the Local Government Association of Queensland (LGAQ) in advocating for strong recovery packages in conjunction with planned resilience packages.

South East Queensland is exposed to the greatest financial risk of any region throughout Queensland given the value and importance of its infrastructure to the state's economy. Figures used by various government agencies indicate a benefit ratio of resilience versus recovery funding of approximately 7:1. This provides a compelling argument for a greater focus on resilience. However, this focus cannot come at the cost of genuine recovery funds for inevitable future natural disasters.

It must be recognised by all tiers of government that even a substantial increase in resilience funding will take time to have an effect on disaster mitigation, and will never completely eliminate the need for substantial disaster recovery funding.

In addition, there are a number of significant resilience projects within the region worthy of funding consideration, including:

Palm Beach Shoreline Project

\$21 million

The City of Gold Coast's Ocean Beaches Strategy ensures the long term future of Gold Coast beaches and includes investments to improve the community's resilience against coastal hazards such as erosion and storm surge. The Palm Beach Shoreline Project includes beach replenishment that will provide an increased level of protection for coastal infrastructure along the most vulnerable section of the coastline. Implementation of this project prior to the Commonwealth Games would ensure that healthy beaches are in place contributing to the City's image and reputation and directly supporting the City's tourism economy.

Brisbane River East Flood Mitigation Access

\$14 million

This project is to provide improved access solutions for communities east of the Brisbane River that are seasonally isolated as a consequence of flooding. This project is consistent with recommendations 17.25 and 17.26 of the Queensland Flood Commission of Inquiry Final Report.

Warrego Highway Drainage Upgrade (James Street, Toowoomba)

\$13 million

James Street forms part of the Warrego Highway – the primary transportation artery between the Darling Downs region and Brisbane. Currently, this critical road link is cut at East and West Creeks in any significant rainfall event. The upgrade of these crossings to deliver an acceptable level of flood immunity would provide significant benefits to both Toowoomba and the Greater Darling Downs region. The project will upgrade the East and West Creek culvert crossings to a nominal Q100 level of immunity consistent with Council's flood mitigation upgrade program. It will bring business enhancement, community access and safety benefits.



The Council of Mayors (SEQ) seeks:

1. A calculation of the net present value of funds spent by the Federal Government on recovery of infrastructure following natural disasters over a recent period (i.e. 2008/09 to 2014/15) and commitment by the Federal Government of a similar level of funding to a resilience fund for the same period going forward
2. A program to fund works for public infrastructure, from the resilience fund, based on a region's exposure to disasters and current value / economic and social contribution of the infrastructure
3. Consideration of funding for significant regional resilience projects, including:
 - i. Palm Beach Shoreline Project
 - ii. Brisbane River East Flood Mitigation Access
 - iii. Warrego Highway Drainage Upgrade (James Street, Toowoomba).

Housing Affordability for SEQ



Council of Mayors (SEQ) is well placed to work with the Federal Government on new, dynamic projects addressing many aspects of the urban agenda. One option which has become increasingly urgent, given the need to avoid the housing affordability pitfalls plaguing Sydney and Melbourne, is a collaboration in and investigation of housing affordability strategies which can be introduced by our member Councils.

Our regional experience in this space is important. The Council of Mayors (SEQ)-coordinated Housing Affordability Program (2008-11) was one of Australia's most successful improvements of Councils' development application processes. This was a progressive approach to planning policy in relation to housing products and medium density development.

The fully implemented solutions of the Program's Target 5 Days (T5) project ultimately reduced approval timeframes from an average of 97 business days to as low as 2 business days and drove a cultural shift in the way Councils of SEQ viewed risk and the development assessment process.

The Program's policy projects of Next Generation Planning (NGP) and Liveable Compact Cities Project (LCCP) delivered industry leading policy ideas and tools to address the challenges of delivering effective, affordable and community-supported outcomes in affordable housing and medium density development. It specifically addressed the commercial viability of affordable product, community engagement tools and form-based codes to make Council planning schemes more effective.

Subsequent to these projects, the Council of Mayors (SEQ) successfully delivered a revolutionary approach to the approval of large subdivisions achieving reductions in approval times from hundreds of days to 20 or less. This approach was further extended to introduce third party certification and approval of operational works and plan sealing processes, again taking approval times from multiple weeks to a few days.

The combination of these solutions provides a sound base for Councils to drive reduced costs for the development industry, ultimately leading to lower costs being passed onto home buyers. At the same time, it places the Councils of SEQ and the Council of Mayors (SEQ) in a nation leading position to help deliver these improvements to a wider jurisdiction and to provide a test bed for any further innovation in the housing affordability challenge.

The Council of Mayors (SEQ) seeks

Federal Government commitment to collaborate in and fund programs to improve housing affordability in both the owner-occupied and rental markets in SEQ, with a view to rolling out successful trial initiatives across Queensland and nationally.





An SEQ Olympics for all Australians

At its Board Meeting of 6 March 2015, the Council of Mayors (SEQ) resolved to explore the potential for a regional bid for the 2028 summer Olympic Games. Such a bid could tie together our region's many strengths – our climate and diversity, our innovative industries and institutions, our central focus on hospitality and tourism, our record of sporting excellence – and place them on the greatest international stage.

An SEQ Olympic bid can, and will, only proceed if it will demonstrably deliver a better region for our residents, and a stronger economy for Australia. A successful SEQ Olympic bid must tie to inbound investment attraction, industry growth and job creation, greater sustainability and an improved standard of living for all in the region.

To achieve these lofty aims in the international spotlight will require a fully collaborative effort across social and political lines. Without collaboration from all levels of Government, all political parties, all business sectors, all sports, and across the community, an SEQ Olympic bid cannot succeed.

It is intended to complete a pre-feasibility review of a potential bid by mid-2016, at which time a decision on proceeding to full feasibility will be made. At this point, the commencement of a detailed engagement process will require the involvement of all tiers of government.

Whilst acknowledging it is early days in the exploration of an SEQ Olympic bid, and there is much work to be done to get to the starting line, the need for a broad commitment to collaboration is paramount.

The Council of Mayors (SEQ) seeks

Federal Government to acknowledge the pre-feasibility work currently being undertaken regarding a potential SEQ Olympic bid for 2028, and to commit to detailed engagement from mid-2016.







Council of Mayors

South East Queensland

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