



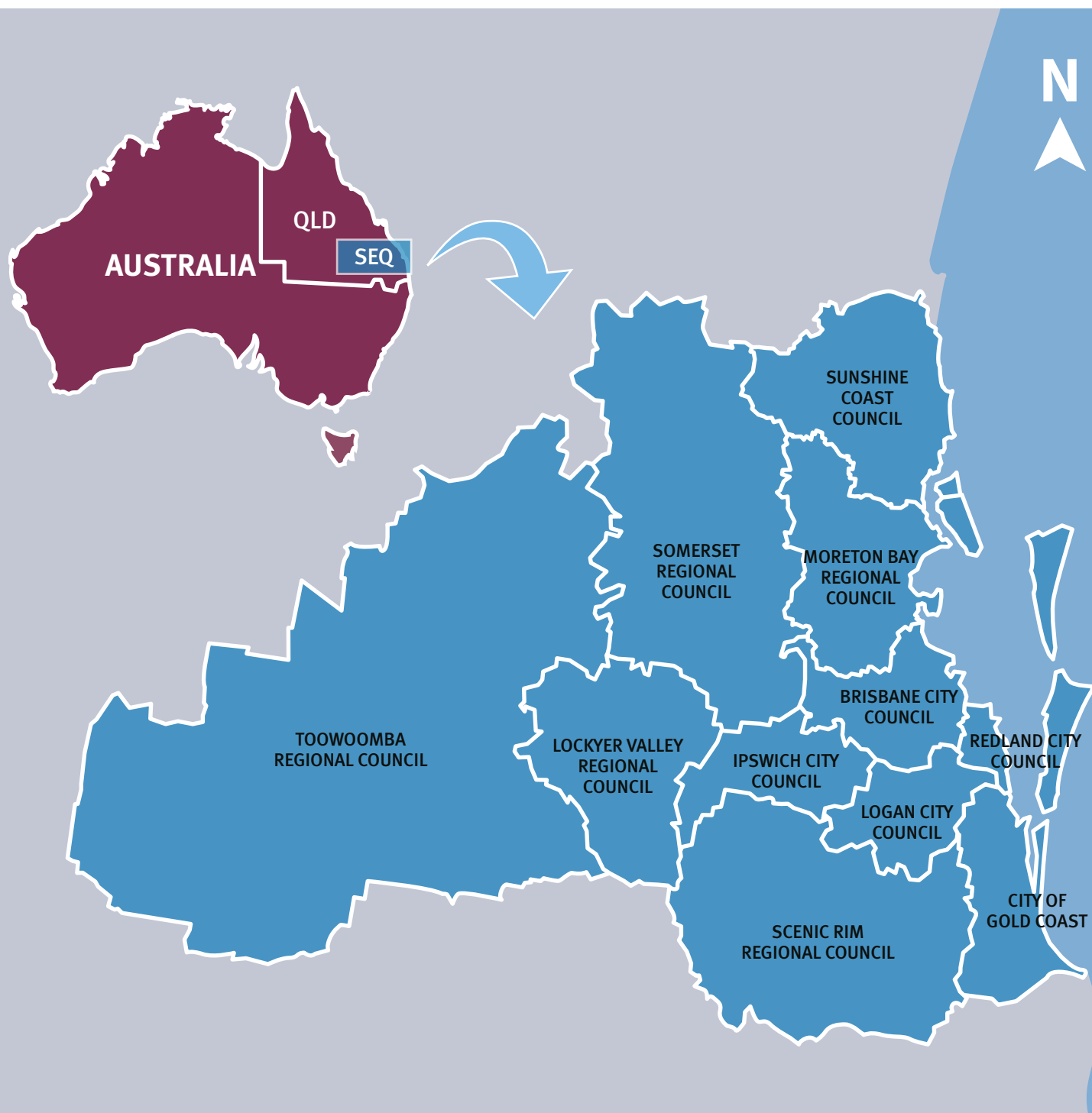
# Smart, Sustainable and Safe: South East Queensland's Collaborative Future

2017 Federal Advocacy Document

# 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.



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# Introduction

South East Queensland (SEQ), home to one in seven Australians, is a region unlike any other.

The strong economic growth, high standard of living, and idyllic climate and lifestyle on offer in SEQ present a myriad of opportunities for residents, visitors and investors.

The region continues to be an economic powerhouse, generating nearly one fifth of the nation's growth over the past decade. Five of the ten largest councils in Australia call SEQ home, with our councils serving a population which will grow to more than 5 million by 2041.

SEQ's population growth fuels future projections of strong economic growth for the region in coming decades. However, these great opportunities come with real challenges.

The region is already facing the challenge of planning and delivering the infrastructure and services needed to accommodate its increasing population, drive productivity and address rising cost of living pressures.

SEQ's sub tropical climate also leaves the region vulnerable to severe weather events and drought, significantly impacting the catchments and waterways that are the lifeblood of our businesses and communities.

Right now, a lack of government investment in SEQ has the potential to stall the growth that has significantly contributed to the advancement of the state and national economy.

Through strong and positive partnerships with the Commonwealth Government and the Queensland Government, the Council of Mayors (SEQ) has demonstrated its capacity to support the successful, ongoing growth of SEQ.

## Collaboration for the Future

What elevates SEQ above other regions is the strong history of regional cooperation and collaborative action between the region's eleven councils.

A coalition of some of the most powerful local governments in Australia, the Council of Mayors (SEQ) is the ideal vehicle to demonstrate how all tiers of government can work together for the benefit of all.

The agenda of the Council of Mayors (SEQ) is firmly focused on economic growth and a high quality of life for the communities of SEQ through the delivery of effective infrastructure, world leading environmental initiatives and the best advances in productive technology.

The Council of Mayors (SEQ) seeks to further this agenda through strategic partnerships, innovative funding and delivery models, and co-investment with government and industry to maximise outcomes for the SEQ community.

We know – and have shown for many years – that working strategically across all levels of government is the key to empowering the nation's regions, and securing the long term success and prosperity of SEQ.

## Smart Investment in SEQ

The Council of Mayors (SEQ) is seeking a partnership with the Federal Government, in conjunction with the Queensland Government, to facilitate a pipeline of long term investment in this region, and to expedite the delivery of important infrastructure.

A reliance on unreliable, one-off funding is no longer meeting the demands of a growing SEQ, illustrating the need for a more sustainable and innovative approach to financing the works needed to maintain the liveability of the region.

This has been demonstrated through the Council of Mayors' (SEQ) ongoing work in developing a 'City Deal' model for application in SEQ and its early investigations into a potential regional bid for the Olympic and Paralympic Games.

There is a clear alignment in the agenda of the Council of Mayors (SEQ) and the objectives of the Commonwealth Government. It is this synergy, alongside our region's unparalleled record in collaborative delivery, which paves the way for smart and innovative investment in SEQ.



**A lack of government investment in SEQ has the potential to stall the growth that has significantly contributed to the advancement of the state and national economy.**

# Immediate Priorities for SEQ

Whilst all the recommendations within this document are important to the future sustainable growth of SEQ, these following projects and policies are of immediate and urgent need, and require immediate prioritisation by all three tiers of government. The focus of the Commonwealth for SEQ should be on the fastest possible delivery of these immediate priorities:



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# The Unifying Factor: an SEQ City Deal

The competitiveness of Australia's major regions is critical to the continued growth of our national economy and the retention of the opportunities and choices that Australians value.

South East Queensland is the third largest urban region in Australia, home to one in seven Australians and producing nearly 20 percent of GDP growth.

The Council of Mayors (SEQ) recognises the quality, timeliness and location of infrastructure delivered in SEQ is essential to the future prosperity of the region, state and the nation as a whole.

It is with this in mind that the SEQ Mayors embarked on research into the UK City Deal model in 2013 as a means to addressing the inadequacy of infrastructure investment in the region.

The outcome of these investigations demonstrated a genuine opportunity for the Federal Government to collaboratively address the weaknesses in current funding approaches.

The recent release of the Turnbull Government's Smart Cities Plan has only served to fuel the SEQ Mayors' commitment to the City Deal model, as clear synergies emerged between the Council of Mayors' (SEQ) agenda and the Commonwealth's approach to future infrastructure planning, prioritisation and investment.

An SEQ City Deal has been identified by the leaders of SEQ as a mechanism to deliver vital infrastructure priorities, but also greater cross-government collaboration, a strategic approach to project prioritisation and targeted investment across the region. Above all, an SEQ City Deal will deliver long term certainty for governments, contractors, investors and our community.

## Gateway to an SEQ City Deal

South East Queensland is the most advanced region in the nation in the investigation of the City Deal funding model and its application to infrastructure prioritisation and investment in Australia.

The Council of Mayors (SEQ) has strengthened this position with the recent completion of the Gateway 1 project, delivered in partnership with the Queensland Government and the Property Council of Australia (Qld).

The Gateway 1 project formally outlined the scope, framework and proposed outcomes of an SEQ City Deal, and detailed the next steps in developing a formal City Deal arrangement with the Commonwealth, State and SEQ Local governments.

The development and delivery of the Gateway 1 project has built momentum and interest in the City Deal approach across SEQ and demonstrated how stronger government collaboration will deliver regionally significant outcomes.

It is critical that this momentum is maintained through a formal commitment from the Federal Government to commence negotiations with the Council of Mayors (SEQ) and the Queensland Government towards an SEQ City Deal.

## Building a better SEQ

The SEQ Mayors understand that a City Deal is more than a funding arrangement; it is a new approach to building a more productive and liveable region.

An SEQ City Deal will be based on nationally and locally informed objectives, and focused on connectivity, economic growth, jobs creation, housing affordability, and environmental outcomes.

It will establish a clear alignment between the strategic objectives of Federal, State and Local governments, and provide a platform for the delivery of a number of the Council of Mayors' (SEQ) key priorities.

A reliance on annual Federal funding and grants as the primary source of infrastructure investment is no longer a model that meets this region's growing needs. The Council of Mayors (SEQ) is ready to partner with the Commonwealth Government as a long term investor in the future of SEQ.

## The Council of Mayors (SEQ) seeks

A Memorandum of Understanding to be undertaken between the Federal Government, Queensland Government and the Council of Mayors (SEQ) to commit to working collaboratively to deliver an SEQ City Deal to commence in 2018.

# Infrastructure Priorities for SEQ

The delivery of growth supporting and productive infrastructure – public transport, roads, freight, and other social and economic infrastructure – is at the heart of ensuring a productive, thriving and liveable region. SEQ has traditionally delivered well on this promise to our community, guaranteeing the enviable quality of life and desirability of the region for many decades.

Unfortunately, in recent years, delivery has waned and the current pipeline of infrastructure projects has not kept up with the region's current needs, let alone delivered with an eye to the future.

For the last two years, the Queensland Government has delivered two key strategies guiding infrastructure planning in SEQ: *Shaping SEQ – Draft South East Queensland Regional Plan* (October 2016) and the *State Infrastructure Plan* (March 2016).

*ShapingSEQ* sets out a 25-year strategy to manage the region's growth through to 2041. SEQ's population is anticipated to increase by approximately 1.98 million by 2041. To accommodate projected population growth, the State anticipates SEQ will require 907,200 new dwellings by 2041.

The projected growth in SEQ means greater pressure on infrastructure. Differences in scale and planning horizons between *ShapingSEQ* and the *State Infrastructure Plan* make the planning and coordination of infrastructure delivery difficult. Major shortfalls in the planning include a lack of public transport through and across the region; the need for identification of a strategic arterial road network of sufficient capacity to handle the level of growth anticipated; and an absence of detailed plans to deal with the region's freight tasks.

Clearly a collaborative regional infrastructure planning approach needs to be implemented for the required infrastructure to enable sustainable growth, and this longer-term fix is addressed at "The Unifying Factor: an SEQ City Deal" on page 6.

However, whilst this current gap exists, new commitments to infrastructure funding are required urgently. To assist with this decision making process, the councils of SEQ have defined the following projects across the region for funding consideration by the Federal Government.

## Public Transport

Planning of and investment in the region's bus and rail networks services has not kept pace with population and economic growth. In many cases, key elements of the transport system do not have funding commitments.

### **Northern Busway**

**\$2-3 billion**

The busway project includes three main stages being from Kedron – Chermshire; Chermshire – 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 3A (Broadbeach to Burleigh Heads)**

**\$700 million**

Extending the highly successful "G" 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 sustainable management of ongoing residential and commercial regeneration in the coastal corridor to occur in line with the City's planning objectives. These are centred on concentrating the greater part of new urban development in urban infill areas close to mass urban transit, and reducing the high reliance of the Gold Coast on private car transport. The City is undertaking a reference design and preparing a business case for the next stage of the "G" to Burleigh Heads.



Further planning to complete the extension to Coolangatta town centre via the Gold Coast Airport will commence later in 2017.

### ***South East Busway Extension (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.

### ***Springfield to Ipswich Southern Rail corridor***

***\$150 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. Springfield to Ipswich Rail 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, funding of a business case***

***\$5 million***

The timely delivery of passenger rail is needed to service future growth areas in the corridor to the south-west of Brisbane to connect people with jobs and services. Within this corridor is Greater Flagstone, estimated to house 120,000 people in 50,000 new homes over the next 30-50 years and create demand for 30,000 local jobs. Early action is needed to ensure that the corridor preservation study by the State Government is completed in a timely manner and that project momentum is maintained through the funding of a strategic business case. Passenger rail has the potential to deliver up to \$15,000 per resident, per year in avoided time costs or up 4 hours each day for connections to and from the Brisbane CBD. The project would support more than 5,000 jobs in the region during construction.

### ***Toowoomba to Rosewood Passenger Bus / Rail Service, funding of a business case***

***\$2.5 million***

Development of the Toowoomba to Rosewood Passenger Bus/Rail Service would provide essential public transport infrastructure to the south-west of the State to Brisbane in the shorter term as an interim connection pending the future delivery of passenger rail through the Inland Rail delivery mechanism. This service could comprise a combination of bus connections to Withcott and fast diesel passenger rail to Rosewood. Greater Toowoomba is intended to house an estimated additional 80,000 people over the next 20 years. With an international jet capable airport, high quality educational institutions and regional economic freight significance, the liveability of this region and its ability to meet housing and employment targets is dependent on the timely delivery of public transport infrastructure.



## Roads

Strategic regional road links are reaching capacity and are not keeping pace with the needs of industry and the community. The extent of regional growth highlights the need for a more productive road system to move people and freight across the region. Regional road links and sub regional road networks need to be provided in the region to meet forecast growth.

### **Bruce Highway** **\$6.7 billion over 10 years**

Delivery of 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. Specifically, there is a current commitment by the Federal and Queensland governments to upgrade the Caloundra Road to Sunshine Motorway section of the Bruce Highway. The Council of Mayors (SEQ) seeks 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.

### **M1 Pacific Motorway Upgrades** **\$1.93 billion**

#### **Varsity Lakes to Tugun - \$1 billion**

This section of the M1 is the most congested in the region. An upgrade to six lanes to link the Robina to Varsity Lakes section to the Tugun bypass is required to ensure the region is effectively linked to Brisbane and NSW, and to support reliable interstate freight

movements. Planning is well advanced and it is imperative the project receive Commonwealth and Queensland Government funding support.

#### **Loganholme - \$710 million**

Demand along the corridor is expected to increase substantially with strong population and employment growth. Unless urgent upgrades occur, future increases in demand will over burden the network and lead to greater congestion and soaring economic costs.

Stage 1 - the M1 Pacific Motorway – Gateway Motorway merge is on Infrastructure Australia's (IA) Priority Infrastructure List (February 2016). The project is categorised as 'near term' with urban congestion likely to have a material impact on national productivity within the next five years. During peak periods, lasting up to four hours, the corridor experiences the most significant congestion between Eight Mile Plains and Springwood where seven lanes merge into three. Travel speeds along this section drop below 30km/h, significantly lower than the 100km/h speed limit. Without intervention, speeds are expected to fall to 21km/h by 2031. The IA Audit from 2015 found that, without critical upgrades, the cost of congestion is set to grow from \$75 million in 2011 to \$374 million in 2031 on the Pacific Motorway (City to Beenleigh) corridor.

#### **Mudgeeraba to Varsity Lakes - \$220 million**

This upgrade to six lanes would provide an important part of the national transport network improving the level of service for commercial vehicles. It would improve the reliability of 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 Varsity Lakes.

### ***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.

### ***Centenary Motorway (Moggill Road to Ipswich Motorway)*** **\$1 billion**

The pressure of high population growth in southwest Brisbane and neighbouring regions such as Springfield and Ripley, combined with the single four lane crossing of the Brisbane River at Jindalee, will result in major congestion on the Moggill Road to Ipswich Motorway portion of the Centenary Motorway in the near future. The Centenary Bridge itself is unable to carry B-Double heavy vehicles which constrains this western motorway corridor for higher productivity vehicles. The first stage of an upgrade of the Centenary Motorway to six lanes was undertaken in conjunction with Legacy Way and the remaining section between the Moggill Road and the Sumners Road interchanges is four lanes. The Queensland Department of Transport and Main Roads has previously examined options for the augmentation of the motorway and the bridge to six lanes and to make provision ultimately for eight lanes.

### ***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.

### ***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 Moreton Bay 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 – \$180 million
- Stage 2: Gold Coast Highway to Nerang-Broadbeach Road four lane alignment – \$150 million
- Stage 3: Shipper Drive to Stapylton-Jacobs Well Road – \$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 Gold Coast, 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.

**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.

**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.

**Mt Lindesay Highway Deviation**  
**(Woodhill to Bromelton)**  
**\$185 million**

The Bromelton State Development Area, 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 Melbourne markets

on the existing interstate rail line and via the inland rail project over the long term. Bromelton is positioned as a significant freight and logistics hub following the opening of a \$30 million intermodal terminal within the precinct. 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 Rd at Bromelton, would provide vital connectivity for the movement of heavy vehicles and freight maximising productivity and road safety.

**Bruce Highway / Deception Bay Road,**  
**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 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 thirty 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.



### ***Telegraph Road and Lemke Road Corridor Upgrade Stage 2***

***\$142 million***

The Telegraph Road and Lemke Road corridor upgrade project – Stage 2 will support growth in the northern suburbs by improving access to major transport corridors to the north and south including the Gateway Motorway and Gympie Arterial Road/Bruce Highway. It will also deliver active transport infrastructure along the length of Telegraph Road and sections of Lemke Road and Depot Road, making walking and cycling safer and easier for residents. Stage 2 will connect with the Depot Road upgrade that is being delivered as part of the Gateway Upgrade North project being completed by the Department of Transport and Main Roads. The project will improve safety, travel times, facilities for pedestrians and cyclists, road flood immunity and cater for existing and future traffic demands in the area to reduce congestion.

### ***Mt Lindesay Highway Upgrade***

***\$100 million***

The Mt Lindesay Highway is a transport route crucial to regional economic growth in SEQ and more widely Queensland. It is the most important north south link in the south western corridor of the region. The Mt Lindesay Highway supports 40,000 vehicles daily in each direction and this is expected to increase to 63,900 by 2031 (up 64 percent). It is a key route in connecting activity centres and employment nodes, including Acacia Ridge, Browns Plains, Jimboomba and Greater Flagstone, as well as connecting back into Brisbane (connections with the Logan Motorway and the Ipswich and Gateway Motorways via the Logan Motorway). It will provide connections to future housing and employment areas of

Greater Flagstone and North Maclean. Future upgrades of the Mt Lindesay Highway are crucial to improving the efficiency, productivity and safety of the national freight industry. National recognition and priority funding is needed to ensure the staging and sequencing of upgrades keeps pace with projected demand.

### ***Canungra Bypass***

***\$85 million***

Scenic Rim Regional Council has proposed to establish a bypass in order to reduce the flow of heavy vehicles through the town centre by providing a more efficient, alternative route. Local traffic could continue to use the existing alignment in the town centre, however the bypass will address long-term safety issues as well as deterioration of the roads caused by heavy vehicle traffic. The bypass will allow further revitalisation of the main street of Canungra, resulting in increased visitation by tourists.

### ***SEQ Regional Timber Bridge Replacement Program***

***\$63 million***

Whilst individual councils have successfully applied for funding in recent years for the replacement of some timber bridges, a more concerted region-wide Timber Bridges Replacement Program is required. This program will improve SEQ's local bridges to better serve communities and drive greater efficiency and safety in road freight and traffic movement. The program will address council managed timber road bridges – many of them over a century old – and will target upgrading of their structural capacity given the high maintenance liabilities associated with these bridges.



Timber bridges provide essential links for rural and regional Queensland and this program will help to keep communities connected by providing safe and reliable access for basic community and economic activities such as getting freight to markets and children to school. The replacement of timber bridges with wider, stronger bridge structures will also improve flood resilience. The nature of these works will also provide jobs and strong economic multipliers in local communities.

An initial assessment shows that 72 timber bridges across the region require replacement urgently, at an assessed cost of approximately \$63 million.

#### ***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.

#### ***Grantham Interchange*** ***\$50 million***

During the flood disaster of 2011, it was identified that there was no escape access point to the Warrego Highway for Grantham and surrounding residents. As part of the rebuilding Grantham project, the Lockyer Valley Regional Council identified the strategic importance of an overpass to the economic and social recovery of the region. The Council has already entered into a preliminary development of the industrial site and one of the key points for the success of this site and for

job generation is the development of an overpass on the Warrego Highway. This will also open up the Gattton West Industrial Zone (GWIZ) and industries located on either side of this highway.

#### ***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, improving 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.

#### ***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.

### **Isle of Capri Bridge**

**\$40 million**

Due to increasing traffic congestion leading into Surfers Paradise, particularly from Bundall Road (which is currently being upgraded by the Queensland Department of Transport and Main Roads), an additional bridge is required across the Nerang River. This structure will add another two vehicle lanes plus segregated walking and cycling facilities, and will require additional works to provide additional capacity into and from the Gold Coast Highway. Transport modelling shows that if this structure is not completed, significant traffic congestion will result, adding to the already-congested peak hour movements into/from Surfers Paradise across Chevron Island.

### **O'Mara Road Corridor Stage 2**

**\$25 million**

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. This project completes the O'Mara Road Corridor project, including a signalised intersection with the Toowoomba – Cecil Plains Road.

### **Bruce Highway / Dohles Rocks Road Murrumba Downs, widening and lengthening of on ramp**

**\$25 million**

During the morning peak which stretches over several hours, southbound traffic entering the Bruce Highway from Dohles Rocks Road is forced into a weaving manoeuvre with traffic already on the highway. This weaving is created by the downstream highway split into the Gateway Motorway and the Gympie Arterial Road. This creates a traffic shockwave effect on a daily basis that travels northwards creating considerable delays and results in a significant crash rate. A solution is required to split the southbound on ramp at Dohles Rocks Road in order that Gateway Motorway traffic and Gympie Arterial traffic are already in their correct lanes before entering the Bruce Highway.

### **Beaundesert Town Centre Bypass Stage 2**

**\$17 million**

The bypass will reduce the flow of heavy vehicles from Bromelton and south of Beaundesert through the town centre by providing a more efficient, alternative route. Local traffic can continue to use the existing alignment in the town centre. The \$27.5 million first stage of the bypass - a 1.5-kilometre realignment of the Mount Lindesay Highway west of the town centre - is currently under construction. This stage also included project planning and preservation of the corridor for the second stage, which will extend the bypass route to the south of Beaundesert.

### **Teviot Brook causeway upgrade Coulson**

**\$4.2 million**

Boonah-Beaundesert Rd is a significant east-west transport corridor linking the Mount Lindesay and Cunningham highways. Frequent localised flooding at the Teviot Brook causeway and bridge at Coulson results in the closure of this road. In 2015, there were five separate closures of the road due to flooding. In addition, productivity losses from restricted access to farms during such road closures are estimated at \$3.37 million over 10 years. Scenic Rim Regional Council is seeking to progress a flood-free crossing of Teviot Brook to provide improved connectivity for heavy vehicles, tourists, residents and primary producers.



**The extent of regional growth highlights the need for a more productive road system to move people and freight across the region.**





## Freight

A forecast increase in freight in the region has identified the need to improve safety, increase capacity and transport efficiency and boost flood immunity and reliability of key freight routes. Investment needs to be targeted to ensure proper planning, funding and development of regional freight networks.

### **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 Gowrie 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, 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 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

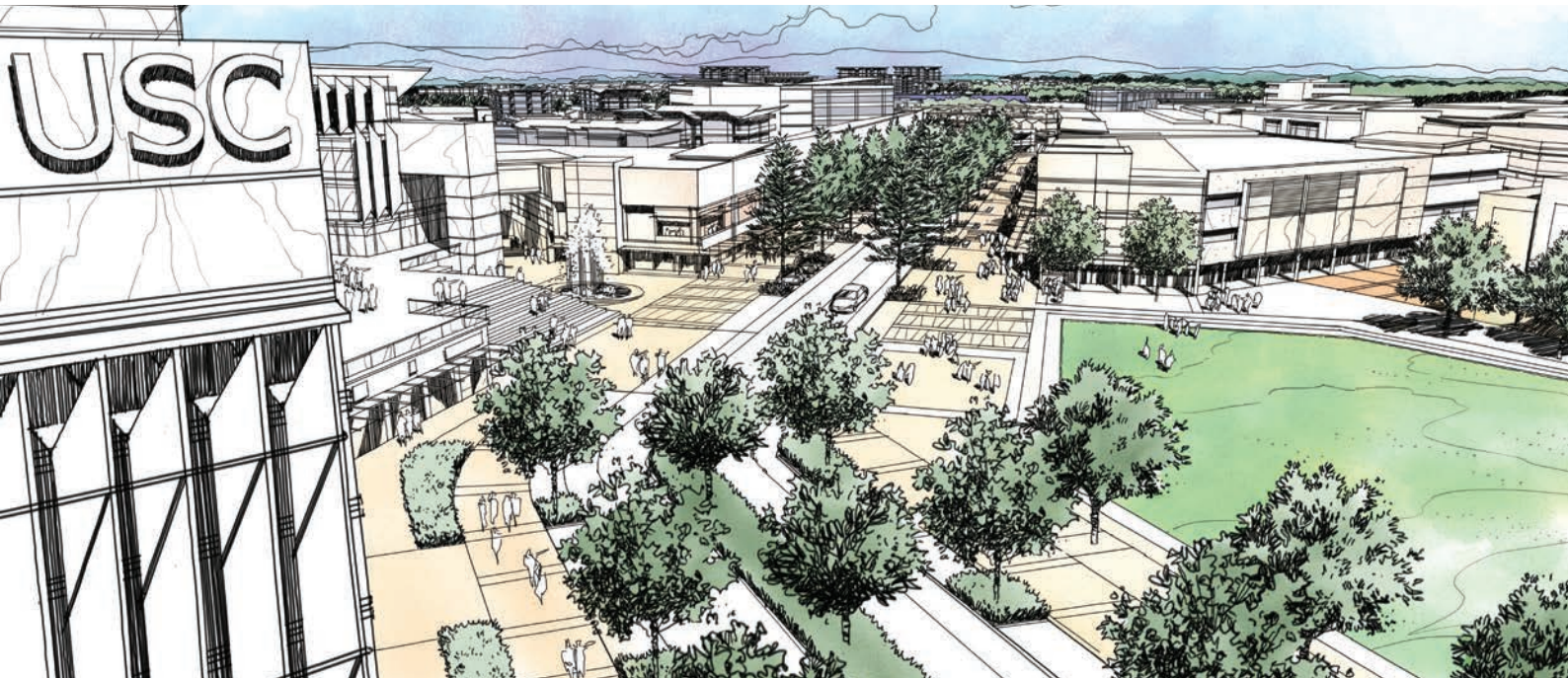
opportunities for logistics facilities and renewal across the region.

The Inland Rail project also provides a potential opportunity to bring forward the Salisbury to Beaudesert Passenger Rail project, mentioned elsewhere in this document. There is the potential to share infrastructure and deliver cost savings 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, and this must be a priority inclusion from the start of the project.

### **North Coast Rail Line between Beerburrum and Nambour \$2 billion**

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

The duplication and upgrade of the North Coast Rail Line between Beerburrum 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 \$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.



## Economic and Social Infrastructure

With the diversity of active community and business organisations across the region, there is enormous opportunity to further develop the region's access to and reputation for arts, culture, learning, recreation and diversity. This will help to deliver an economically productive, socially viable and ecologically sustainable future for SEQ.

### **Toondah Harbour - EPBC Approvals** **\$1.3 billion (total redevelopment)**

Toondah Harbour was declared a Priority Development Area (PDA) in June 2013, and most recently it was awarded the Austrade Tourism Major Project Facilitation service status. The harbour is the main departure and arrival point for ferry and water taxi services between the mainland and North Stradbroke Island. It is also used to launch recreational and commercial craft, and comprises of residential and open space lands.

The proposed master plan for the \$1.3 billion redevelopment of Toondah Harbour was released on 25 November 2015, by the preferred developer Walker Group Holdings. The revitalisation represents unrivalled tourism, as well as cultural and economic growth opportunities for the region. Toondah Harbour provides the opportunity to innovate, attract and grow tourism to North Stradbroke Island, following the cessation of sand mining in 2019. A revitalised harbour will encourage more than 45,000 additional visitors to the region every year. This equates to a potential \$21 million per annum in tourism revenue and \$78 million per annum in additional retail expenditure for the region. It will also generate more than 1000 jobs per annum during the construction phase, 500 jobs per annum post construction, with jobs supported by visitor expenditure equating to more than 250.

Last December, the Department of Environment and Energy further suspended the referral of the Toondah Harbour development under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act). The timeframe for a decision on whether the proposal is a controlled action has been extended to 17 July 2017. The proposal has now been with the Department for 15 months, and a decision on a path forward is yet to be made. This decision-making process would normally take about one month, and a prompt decision on this project is vital for the SEQ region.

### **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.

### **The Mill at Moreton Bay** **\$200 million**

Moreton Bay Regional Council is creating a thriving new major precinct that will generate thousands of local higher education and employment opportunities for the region. With a full-scale University of the Sunshine Coast (USC) campus at its core, the precinct will offer world-class study opportunities to residents in the Moreton Bay Region. USC's new Petrie campus is on track for completion in 2020, supported by additional work, study

and community facilities, and will cater for up to 10,000 university students in its first ten years. This precinct is expected to significantly increase the region's university participation rates (which are currently much lower than average) and help achieve the region's aspiration of 70 percent self-containment (currently around 50 percent).

The onsite train station will connect local residents from right along the Moreton Bay Rail Link, and the Caboolture Line to the new Petrie campus. Regular bus services and car parking infrastructure will also be a key feature to the precinct to bring residents and business people from all over the region, reducing north and south traffic congestion. The precinct and surrounding areas now known as The Mill at Moreton Bay have been declared by the Queensland Government as a Priority Development Area (PDA).

### ***Ipswich Regional Performing Arts Centre*** **\$100 million**

This project includes a 1,500 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.

### ***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.

### ***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.

### ***Toowoomba Railway Parklands Urban Renewal Project*** **\$50 million**

The Toowoomba Railway Parklands project will be the centrepiece 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 1,500 residential dwellings will offer a range of housing choice opportunities. The precinct will generate \$680 million and 3,300 jobs in commercial construction, leading to over \$1 billion per annum in new economic activity and 5,000 new jobs.

### ***Vibrant and Active Towns and Villages (VATV) Initiative*** **\$13.72 million**

Scenic Rim Regional Council's VATV Initiative seeks to deliver a master planned program of community and civic improvements to revitalise and renew the region's key population centres. These projects will serve as economic and social catalysts to create more liveable communities which people aspire to live work and play. Three foundation projects, costed at \$4.72 million, include the creation of a regional gateway precinct in the Beaudesert town centre and town square-style public spaces at Boonah and Tamborine Mountain, providing enhanced social and civic amenities in each community. The forecast employment generation potential of these three projects is 160, through increased retail/commercial activity and visitation. In addition, Council is planning to replace the region's central library at Beaudesert at a cost of \$9 million as part of the VATV program. The present library was constructed in 1974 and community demand had surpassed the capacity of this facility. A Libraries Space Review undertaken by Council in 2016 identified that the floor space of the current library is about a third of that required to service present demand. To meet projected population growth out to 2031, the library's floor space needs to increase by a factor of four, from the present 432sqm to 1795sqm. Council plans to replace the existing building with a contemporary library facility and community hub to meet long-term demand.

### **The Council of Mayors (SEQ) seeks**

The Federal Government to commit to funding, and supporting through approvals, the listed SEQ infrastructure priorities (in part or full as appropriate) over the forward estimates period.

# Integrated Management of SEQ's Catchments

In recent years, severe flooding and water supply issues have again placed the spotlight on the management of the waterways and catchments in SEQ.

Catchment management across the region has previously been managed in an ad hoc fashion, with governments committing varying degrees of funding and resources towards protecting the waterways.

An integrated approach to the management of SEQ's catchments acknowledges the importance of these waterways to the prosperity of the region, and recognises that waterways don't follow local government boundaries.

The Council of Mayors (SEQ) has established a mechanism for the strategic and coordinated management of the region's catchments which is supported by the various water entities and government bodies actively working in this space across SEQ.

It is now at a point where formalised arrangements are needed to ensure this approach delivers a sustainable and long-term solution for the protection of SEQ's waterways and catchments.

## Resilient Rivers Initiative

The Resilient Rivers Initiative commenced in 2014 as a result of key flood events which occurred in 2011 and 2013. It is a collaborative arrangement between key investors in the catchments of SEQ, Council of Mayors (SEQ), Queensland Government, Seqwater, Healthy Land and Water, Unitywater and Queensland Urban Utilities.

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.

The Initiative has established an agreed Regional Strategy 2015 - 2025 and a set of Catchment Action Plans which identify key regional assets and the risks to those assets, with a number of priority actions identified to mitigate these risks.

The actions form the basis of the Catchment Investment Program which has been developed with a guiding prioritisation methodology. Short-term budgetary allocations are being sought to begin delivery of the Catchment Investment Program.

Longer term funding arrangements are being investigated as part of an SEQ City Deal.

Now that the Resilient Rivers framework has been



established and illustrates an effective collaborative and coordinated approach to works identification, establishing funding solutions to commence critical on-ground works is now the highest priority.

## The Council of Mayors (SEQ) seeks

The Federal Government to commit to contributing matched funds of up to \$5 million in 2017-18 for the coordinated and strategic approach to protecting SEQ's waterways and catchments.

The Federal Government to commit to working in genuine partnership with the Council of Mayors (SEQ), as part of the Resilient Rivers Initiative, to contribute to a long-term funding plan and collaborative works program for the region's catchments from 2018-19.

# SEQ Olympic Bid Feasibility

As one of the fastest growing regions in Australia, SEQ has a wealth of opportunities on its doorstep. Conversely, this growth brings with it a number of challenges that must be overcome to maintain the quality of life residents currently enjoy.

How we deal with the challenges of sustaining our increasing population, delivering supporting infrastructure and growing our economy in a competitive international environment will shape the future of SEQ in the decades to come.

One possible approach to these challenges is to use an Olympic Games bid as a catalyst to expedite infrastructure delivery in SEQ, boost the economy and significantly raise the region's profile on the international stage.

On 6 March 2015, the Council of Mayors (SEQ) Board unanimously agreed to support a preliminary investigation into a potential regional bid for an Olympic and Paralympic Games. Following this decision, the Council of Mayors (SEQ) embarked on a 12 month pre-feasibility study into the region's capability to successfully bid for and host an SEQ Games.

Released publicly on 27 July 2016, the findings of the pre-feasibility analysis indicated that SEQ could successfully bid for and host the Games as a region. It also strongly recommended further investigation into the associated costs, benefits and possibly legacies.

The report outlined a program of work to be incorporated into a full feasibility study, including a region-wide investigation into the transport and people movement needs of SEQ and an audit of existing sporting and performance venues.

While the report showed merit in fully investigating an SEQ Games as a catalyst for infrastructure delivery and economic stimulus, the deliverables of this program of work alone create a powerful tool in the SEQ Mayors' ongoing efforts in securing future investment in this region.

## Driver for Infrastructure, Economic Growth and Investment

A number of aligning factors have prompted the SEQ Mayors to investigate a potential regional Olympic Games bid as a driver for infrastructure delivery, economic growth and jobs creation, and the international promotion of SEQ.

One of these factors is the recent reforms introduced

by the International Olympic Committee (IOC) that address the escalating costs of bidding for and hosting an Olympic Games, and the increasing public debate around the costs versus the benefits.

Known as Olympic Agenda 2020, the IOC has moved towards a more sustainable and cost effective approach to bidding for and hosting an Olympic Games. These reforms encourage bid cities to focus on the long-term needs of the city, with a secondary focus on the Olympic Movement.

Olympic Agenda 2020 actively encourages bid cities to promote the use of temporary and existing facilities to significantly reduce the risk and cost associated with delivering an Olympic Games.

Use of the 2018 Gold Coast Commonwealth Games venues and existing facilities located in SEQ means the region has the potential to mount an affordable Olympic Games bid, focusing any investment on the infrastructure needed to support the future growth of SEQ.

The timing of the SEQ Mayors investigations into a regional Olympic Games bid also aligns well with the organisation's current work on an SEQ City Deal, an innovative infrastructure funding model.

While the most common argument against an Olympic Games is the perceived lack of available government funding, the City Deal model facilitates all tiers of government to collectively contribute to a long-term, sustainable approach to the cost of delivering infrastructure.

## Blueprint for the Future of SEQ

The SEQ Mayors' investigations into a potential SEQ bid for the Olympic and Paralympic Games have been undertaken in a cautious and thorough manner, ensuring each stage of the process delivers a return for member councils and their communities.

The Council of Mayors (SEQ) is currently delivering a program of works to support its investigations into the feasibility of bidding for and hosting an Olympic Games. These bodies of work will be valuable to the future planning of SEQ, regardless of a future Games bid.

These works include an SEQ People Mass Movement Study, a Sporting and Performance Space Audit and an Olympic feasibility study. This work will also be informed by a stakeholder and community engagement campaign.

These studies will be focused firmly on addressing the growth and planning challenges facing the region over

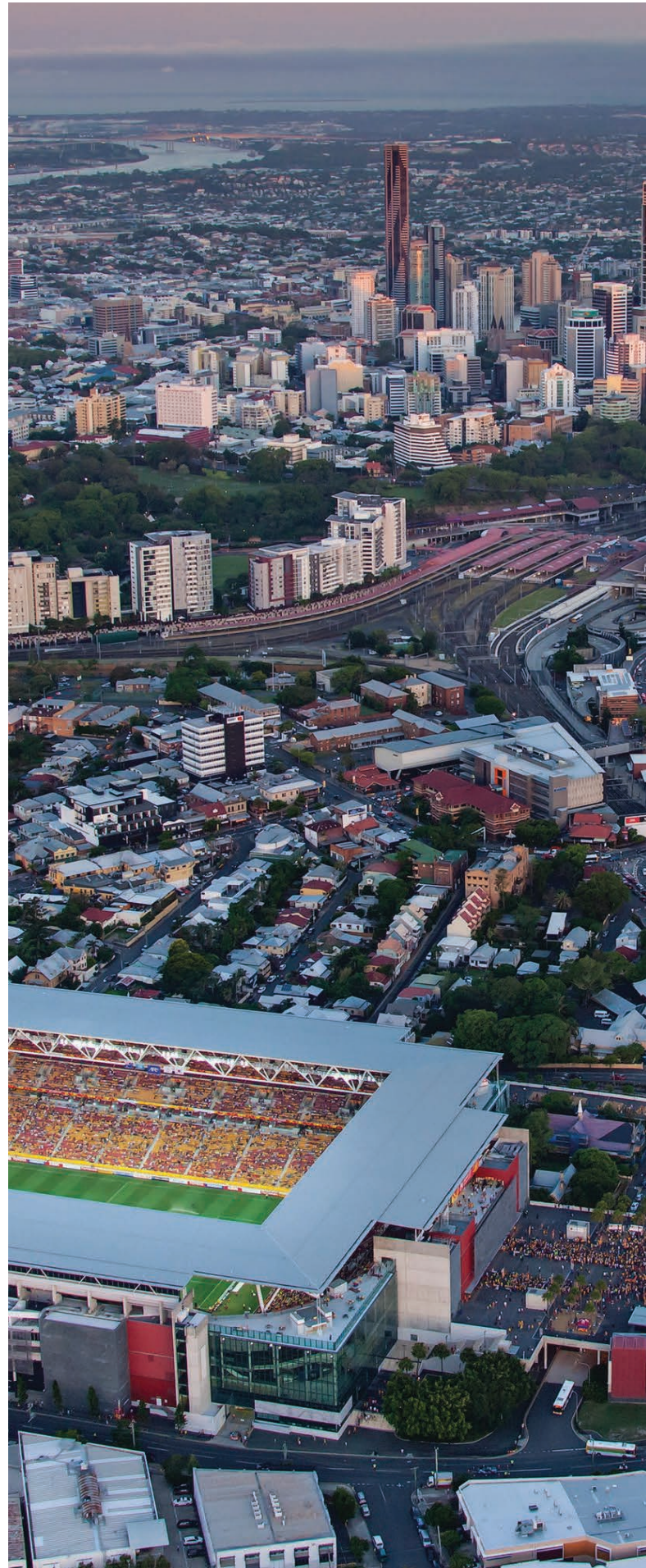
the coming decades, and examining the role a major event can play as a catalyst for infrastructure delivery and economic development.

### **The Council of Mayors (SEQ) seeks**

An initial commitment of \$3 million from the Smart Cities Infrastructure Planning funding pool to facilitate the delivery of the SEQ People Mass Movement Study, with a view to further investment to progress key infrastructure projects identified in the Study.

The Federal Government's support for the delivery of a thorough and detailed feasibility study before publicly committing to any position on a potential SEQ bid for an Olympic and Paralympic Games.

**The SEQ Mayors' investigations into a potential SEQ bid for the Olympic and Paralympic Games have been undertaken in a cautious and thorough manner, ensuring each stage of the process delivers a return for member councils and their communities.**



# The SEQ Smart Region

The evolution of the Smart City has been progressing rapidly in recent times as technology has become key in the effective and efficient delivery of civil services, and central to building safe and functional communities.

The Council of Mayors (SEQ) plans to deliver catalytic regional infrastructure that builds on the notion of the Smart City, transforming SEQ into the world's first Smart Region.

The primary driver for the Council of Mayors' (SEQ) interest in this space is to facilitate future economic growth, innovation and liveability in this region.

Investment in this strategy presents a unique opportunity to pilot smart technology across a region as diverse as SEQ, with the advantage of working with a small number of collaborative councils covering a large area and population.

This work is not only a catalyst for SEQ but will also advance the objectives of the Federal Smart Cities and Suburbs program by ensuring this region has the foundation required to truly demonstrate the value of 'Smart City' technology and solutions.

## Regional Initiatives

The first of these regional initiatives is the design and delivery of Australia's first large scale, regional long range low powered sensor network. This network will enable the roll out of individual councils network of sensors, removing the current cost impediment of connectivity through traditional networks.

Rather than relying on expensive and battery hungry 4G mobile network connectivity, the regional network will enable lower cost, lower energy sensors to be rolled out en masse, opening the region, local governments and residents to benefit of better information, more extensive data sets and improved citizen outcomes.

While there are a number of technologies currently in the market, the SEQ project will work with a number of providers to design and deliver a robust, reliable and sustainable platform on which to launch a number of innovative solutions.

Attempting to deliver this infrastructure on a council-by-council basis would only fragment the solutions and deliver varied experiences for our residents. In line with the Federal Government agenda, this program of work will improve the liveability in SEQ by applying smart technology solutions to urban issues, engaging citizens and opening access to public data.

The second initiative is aimed at delivering a regional Smart Cities management platform based on the emerging Hypercat standards, working with key industry and government partners.

This platform will enable better connectivity between councils that are implementing their own Smart City management platform as well as providing a shared platform for councils who have not yet committed to one, or will not have the capacity to deliver their own.

In a similar vein to the regional network, this platform will be a catalyst for advancing the implementation and collaboration of Smart City technology for communities and governments in SEQ. The use of a standard such as Hypercat will also enable more open sharing of technology and solutions.

To support this platform, a standard data dictionary will be developed by our councils in consultation with industry and Hypercat members. The creation of the data dictionary will further facilitate the collaboration across council boundaries and provide our residents access to a truly connected Smart Region.

## International Submarine Broadband Cable

Currently, there are only five international cable connections into Australia – four within a short stretch of coastline in Sydney and one into Perth. Queensland links to these connections through land-based cables have been damaged in the past, which causes major disruptions to business productivity and the community throughout the State.

Sunshine Coast Council has lodged a submission with the Australian Communications and Media Authority to declare an offshore cable protection zone to encourage the private sector to deliver an international submarine broadband cable connection for SEQ.

With a cable protection zone in place and a submarine cable installed, Queensland will be able to connect directly to global networks without relying on land connections to Sydney.

The Council of Mayors (SEQ) supports Sunshine Coast Council's plan and believes that an international submarine broadband cable would significantly increase the global economic competitiveness of SEQ.

## Faster Rollout of NBN

The delay in access to the NBN is impacting the productivity of businesses across the region. It is having

a significant impact on investment attraction with both international and national businesses in the region. Many key business areas across the region still only have access to ADSL which cannot deliver the speeds or bandwidth needed.

For example, one of the region's major business centres, Springwood, is located on the M1 Motorway with access to Brisbane, two international airports and the port, yet high value employers are looking elsewhere given the lack of NBN. Faster rollout of the NBN is needed to achieve regional employment and economic growth.

### The Council of Mayors (SEQ) seeks

A Federal Government commitment of \$6 million through the Smart Cities and Suburbs program. Whilst the first round of this program is yet to be launched, the Council of Mayors (SEQ) believes the Federal Government will benefit greatly from working with a collaborative and cohesive region such as SEQ.

The Federal Government's support for and approval of a cable protection zone at the Sunshine Coast to facilitate the delivery of an international submarine broadband cable for SEQ.

A Federal Government commitment to work with SEQ councils to hasten the rollout of NBN to key regional business and employment centres across SEQ.



**The Council of Mayors (SEQ) plans to deliver catalytic regional infrastructure that builds on the notion of the Smart City, transforming SEQ into the world's first Smart Region.**



# Trade and Investment in SEQ

Australia is now in its 26th year of consecutive growth. This is in spite of lower commodity prices and the end of the mining investment boom for Australia. Australia's economic resilience and sustained growth provide an attractive, safe and low-risk environment in which to do business.

Australia offers several key advantages for business including close proximity to Asia, a diverse and skilled workforce, good infrastructure, strong trade ties to booming Asian nations, political stability, and transparent regulatory systems.

While Australia has moved up in global ranking for investment attractiveness (2016 A.T. Kearney Foreign Direct Investment Confidence Index), the country still ranks below countries like Singapore, Hong Kong, and New Zealand for ease of doing business (World Bank Group, Doing Business 2017).

In 2014, the Council of Mayors (SEQ) commissioned a study to gain a better understanding of the impediments to foreign investment in SEQ.

Some of the barriers include:

- Asian investors have a relatively low knowledge of SEQ and its available investment opportunities
- Australia's tax rates are higher than most countries in the Asia Pacific region
- The Foreign Investment Review Board (FIRB) approval process can create the perception that Australia is not investor friendly
- Restrictive and costly planning and zoning regulations that result in low rates of progression from application to construction.

## Advancing SEQ

In an effort to address some of these issues, the Council of Mayors (SEQ) has worked closely with State and Local governments to better position SEQ as a global destination for investment and tourism.

In 2016, the Council of Mayors (SEQ) launched an online investment-focused portal known as SEQInvest. SEQInvest.com.au was designed to promote the region, highlight project-ready investments and offer streamlined services to significant investors.

The organisation is also assisting in the promotion and expansion of the Asian Pacific Cities Summit, a premier civic and business event focused on building greater ties between SEQ and cities within the Asia Pacific.

In addition to the Council of Mayors (SEQ) ongoing engagement with the State Government in this area, projects such as the SEQ Smart Region initiative and investigations into a potential Olympic Games bid will also serve as powerful tools to raise the region's profile on the international stage.

## The Council of Mayors (SEQ) seeks

The Federal Government to commit to collaborating with the Council of Mayors (SEQ) and Queensland State Government on improving inbound investment attraction and reducing barriers to investment in SEQ. Specifically:

- The Australian Trade and Investment Commission focuses on marketing SEQ to foreign investors to improve visibility for major investment by promoting the SEQInvest website.
- Collaborating in environmental and planning issues to improve speed of approvals.
- Applying project specific tax concessions to encourage those projects requiring significant foreign investment.
- Reviewing the Foreign Investment Review Board processes for specific, high-value projects in order to streamline and promote the process to foreign investors.
- The Australian Trade and Investment Commission providing more human resources to the Queensland State office to support SEQ in the priority investment and trade sectors where SEQ has competitive advantage.



**Australia offers several key advantages for business including close proximity to Asia, a diverse and skilled workforce, good infrastructure, strong trade ties to booming Asian nations, political stability, and transparent regulatory systems.**



# Housing Affordability for SEQ

The Council of Mayors (SEQ) has established itself as a national authority on the design and delivery of planning reform programs that modernise strategic planning policy and streamline development assessment processes to slash the time and cost of residential development.

The Housing Affordability Program, initiated by the Council of Mayors (SEQ) in 2008, was one of Australia's most successful red tape reduction programs. The Commonwealth-funded program revolutionised Queensland's planning processes to increase supply and improve housing affordability.

The program focused on three key areas of the planning process - creating a shift in planning policy to deliver effective and affordable medium-density development outcomes, the electronic lodgement and assessment of applications, and streamlining the assessment process for low risk residential development applications.

Introducing a cultural and process change for Queensland councils and state agencies, the program slashed the average approval timeframe for residential applications from 97 business days to five business days.

Subsequent programs such as the Liveable Compact Cities Project and Operational Works and Large Subdivisions have successfully applied this reform model to deliver outcomes across other areas of the planning process such as community engagement for higher density development and the approval of large residential subdivisions.

## An SEQ solution for a national issue

In a recent address to the Urban Development Institute of Australia, Treasurer Scott Morrison called on states and territories to remove unnecessary planning regulations to increase housing supply and improve housing affordability.

It flagged the Federal Government's intention to investigate burdensome planning processes at all levels of government as part of the spectrum of solutions needed to improve housing affordability on a national level.

The Council of Mayors (SEQ) offers a proven planning reform mechanism which can be effectively applied to State and Local governments across Australia. It also offers the experience and knowledge in this space to continue to investigate further planning reform initiatives in Queensland for future application.

Whilst this is clearly a complex and multi-faceted problem, the Council of Mayors (SEQ) is committed

to collaborating with the Commonwealth to ensure government red tape and unnecessary planning processes can be eliminated as a barrier to housing affordability in Australia.

## The Council of Mayors (SEQ) seeks

The Federal Government to commit to the collaborative application of the Housing Affordability Program planning reforms on a national level.

The Federal Government to commit to fund and participate in the design and delivery of additional planning reform initiatives for both the rental and owner-occupied markets in SEQ, with a view to rolling out successful initiatives across Queensland and Australia.



**The Housing Affordability Program, initiated by the Council of Mayors (SEQ) in 2008, was one of Australia's most successful red tape reduction programs.**



# Summary of Recommendations

## The Unifying Factor: An SEQ City Deal

### The Council of Mayors (SEQ) seeks

A Memorandum of Understanding to be undertaken between the Federal Government, Queensland Government and the Council of Mayors (SEQ) to commit to working collaboratively to deliver an SEQ City Deal to commence in 2018.

## Infrastructure Priorities for SEQ

### The Council of Mayors (SEQ) seeks

The Federal Government to commit to funding, and supporting through approvals, the listed SEQ infrastructure priorities (in part or full as appropriate) over the forward estimates period.

### Public Transport

Northern Busway  
**\$2-3 billion**

Eastern Busway to Capalaba  
**\$1.736 billion**

Gold Coast Light Rail Stage 3A  
(Broadbeach to Burleigh Heads)  
**\$700 million**

South East Busway Extension  
(Eight Mile Plains to Loganholme)  
**\$250 million**

Manly to Cleveland Rail Duplication  
**\$180 million**

Springfield to Ipswich Southern Rail corridor  
**\$150 million**

Salisbury to Beaudesert Passenger Rail, funding of a business case  
**\$5 million**

Toowoomba to Rosewood Passenger Bus / Rail Service, funding of a business case  
**\$2.5 million**

### Roads

Bruce Highway  
**\$6.7 billion over 10 years**

M1 Pacific Motorway Upgrades  
**\$1.93 billion**

East Petrie Bypass / East Strathpine Bypass  
**\$1 billion**

Centenary Motorway (Moggill Road to Ipswich Motorway)  
**\$1 billion**

Ipswich Motorway, Darra to Rocklea Upgrade Stage 1  
**\$558 million**

Dohles Rocks Road Murrumba Downs, proposed signalised interchange  
**\$500 million**

North-South Urban Arterial (Anzac Avenue to Dohles Rocks Road)  
**\$500 million**

Intra-Regional Transport Corridor (IRTC)  
- 4 lane urban arterial  
**\$500 million**

Redland City to Port of Brisbane Corridor  
**\$360 million**

Cunningham Highway (Yamanto to Willowbank)  
**\$276 million**

Norman Street Bridge  
**\$250 million**

Redland City to Gateway Motorway Corridor  
**\$196 million**

Mt Lindesay Deviation (Woodhill to Bromelton)  
**\$185 million**

Bruce Highway / Deception Bay Road, bridge duplication and improved motorway interchange  
**\$175 million**

West Petrie Bypass (Youngs Crossing Road)  
**\$150 million**

Telegraph Road and Lemke Road Corridor Upgrade Stage 2  
**\$142 million**

Mt Lindesay Highway Upgrade  
**\$100 million**

Canungra Bypass  
**\$85 million**

SEQ Regional Timber Bridge Replacement Program  
**\$63 million**

Kilcoy Bypass  
**\$60 million**

Grantham Interchange  
**\$50 million**

Brisbane Valley Highway Upgrade (Blacksoil to Blackbutt)  
**\$45 million**

Old Coach Road Connector (Bermuda Street Extension)  
**\$40 million**

Isle of Capri Bridge  
**\$40 million**

O'Mara Road Corridor Stage 2  
**\$25 million**

Bruce Highway / Dohles Rocks Road Murrumba Downs,  
widening and lengthening of on ramp  
**\$25 million**

Beaudesert Town Centre Bypass Stage 2  
**\$17 million**

Teviot Brook causeway upgrade Coulson  
**\$4.2 million**

### **Freight**

Melbourne to Brisbane Inland Rail Project  
(Gowrie to Port of Brisbane [SEQ] section)  
**\$4-6 billion**

North Coast Rail Line between Beerburrum and Nambour  
**\$2 billion**

### **Economic and Social Infrastructure**

Toondah Harbour - EPBC Approvals  
**\$1.3 billion (total redevelopment)**

Gold Coast Cultural Precinct (GCCP) and Friendship  
Bridge  
**\$395 million**

The Mill at Moreton Bay  
**\$200 million**

Ipswich Regional Performing Arts Centre  
**\$100 million**

Ipswich Motorsport Precinct Redevelopment  
**\$93 million**

Redlands Aquatic and Emergency Precinct  
**\$60 million**

Toowoomba Railway Parklands Urban Renewal Project  
**\$50 million**

Vibrant and Active Towns and Villages (VATV) Initiative  
**\$13.72 million**



## **Integrated Management of SEQ's Catchments**

### **The Council of Mayors (SEQ) seeks**

The Federal Government to commit to contributing matched funds of up to \$5 million in 2017-18 for the coordinated and strategic approach to protecting SEQ's waterways and catchments.

The Federal Government to commit to working in genuine partnership with the Council of Mayors (SEQ), as part of the Resilient Rivers Initiative, to contribute to a long-term funding plan and collaborative works program for the region's catchments from 2018-19.

## **SEQ Olympic Bid Feasibility**

### **The Council of Mayors (SEQ) seeks**

An initial commitment of \$3 million from the Smart Cities Infrastructure Planning funding pool to facilitate the delivery of the SEQ People Mass Movement Study, with a view to further investment to progress key infrastructure projects identified in the Study.

The Federal Government's support for the delivery of a thorough and detailed feasibility study before publicly committing to any position on a potential SEQ bid for an Olympic and Paralympic Games.

## **The SEQ Smart Region**

### **The Council of Mayors (SEQ) seeks**

A Federal Government commitment of \$6 million through the Smart Cities and Suburbs program. Whilst the first round of this program is yet to be launched, the Council of Mayors (SEQ) believes the Federal Government will benefit greatly from working with a collaborative and cohesive region such as SEQ.

The Federal Government's support for and approval of a cable protection zone at the Sunshine Coast to facilitate the delivery of an international submarine broadband cable for SEQ.

A Federal Government commitment to work with SEQ councils to hasten the rollout of NBN to key regional business and employment centres across SEQ.

## **Trade and Investment in SEQ**

### **The Council of Mayors (SEQ) seeks**

The Federal Government to commit to collaborating with the Council of Mayors (SEQ) and Queensland State Government on improving inbound investment attraction and reducing barriers to investment in SEQ. Specifically:

- The Australian Trade and Investment Commission focuses on marketing SEQ to foreign investors to

improve visibility for major investment by promoting the SEQInvest website.

- Collaborating in environmental and planning issues to improve speed of approvals.
- Applying project specific tax concessions to encourage those projects requiring significant foreign investment.
- Reviewing the Foreign Investment Review Board processes for specific, high-value projects in order to streamline and promote the process to foreign investors.
- The Australian Trade and Investment Commission providing more human resources to the Queensland State office to support SEQ in the priority investment and trade sectors where SEQ has competitive advantage.

## **Housing Affordability for SEQ**

### **The Council of Mayors (SEQ) seeks**

The Federal Government to commit to the collaborative application of the Housing Affordability Program planning reforms on a national level.

The Federal Government to commit to fund and participate in the design and delivery of additional planning reform initiatives for both the rental and owner-occupied markets in SEQ, with a view to rolling out successful initiatives across Queensland and Australia.





Authorised by Peter Olah  
for the Council of Mayors (SEQ)  
Level 12, 143 Turbot Street  
Brisbane QLD 4000

[www.seqmayors.qld.gov.au](http://www.seqmayors.qld.gov.au)