



Council of Mayors
South East Queensland

Investing in SEQ: Queensland's Core Growth Region

**2015 Federal
Advocacy Document**



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THE COUNCIL OF MAYORS (SEQ): ONE REGION, ONE VOICE

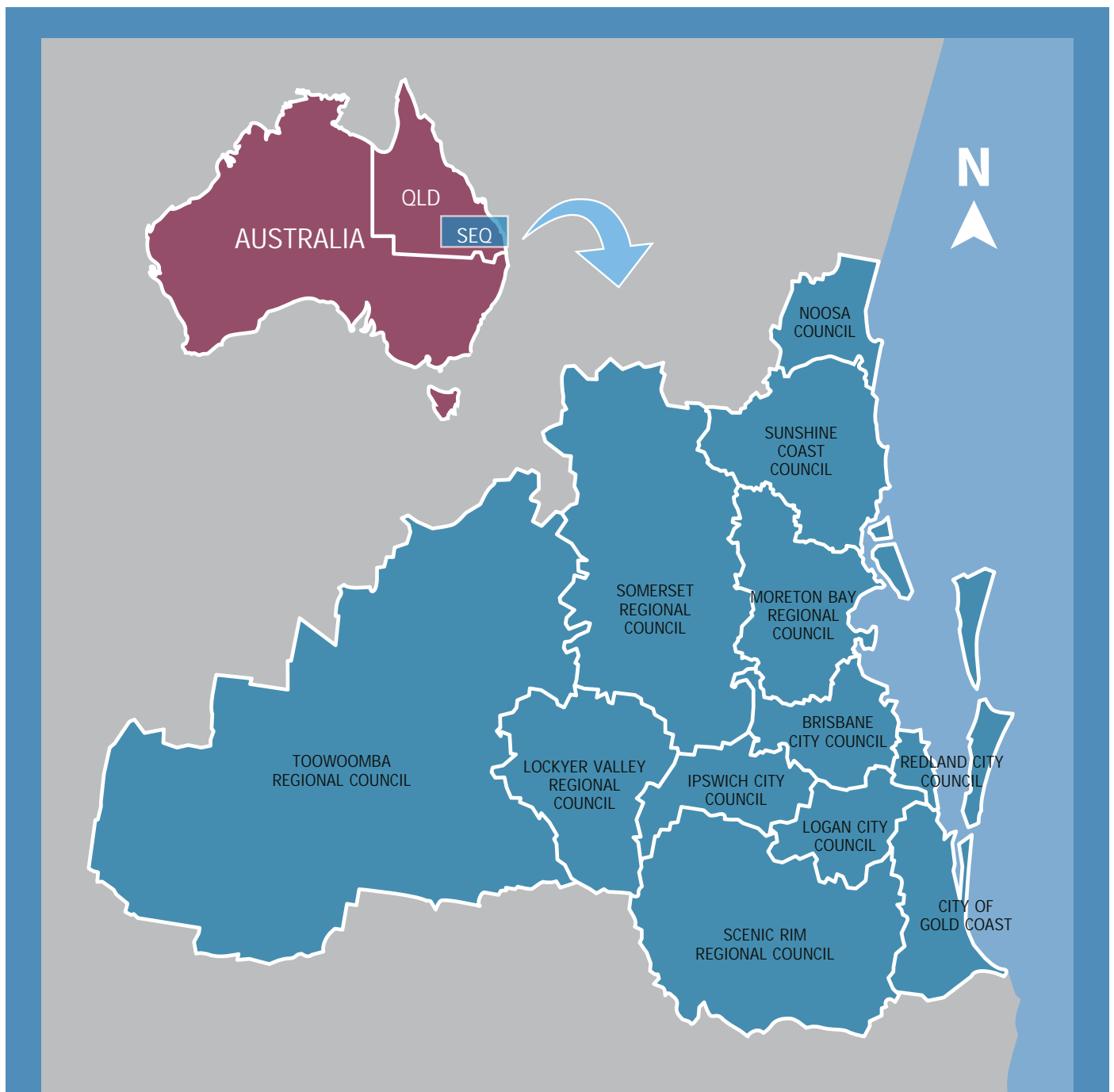
The Council of Mayors (SEQ) is Australia's largest regional local government advocacy organisation, representing the South East Queensland (SEQ) region.

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

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.



CHAIRMAN'S INTRODUCTION

The Council of Mayors (SEQ) is Australia's largest regional local government advocacy organisation. We represent a region that generates one fifth of our nation's economic growth, houses one in seven Australians and continues to be a key driver of economic growth for Queensland and Australia.

The high standard of living enjoyed by Queenslanders – and the desirability and attractiveness of our state to new businesses and residents – has come predominantly from the successful, ongoing growth of SEQ. We are Queensland's Core Growth Region.

This document, Investing in SEQ: Queensland's Core Growth Region, defines the funding and resourcing commitments needed from the Federal Government to continue to drive economic development, productivity, social, environmental and economic sustainability for SEQ. The recommendations outlined in this document represent a collaborative, cohesive and cost effective approach to the long term success of SEQ.

As the Mayors of Queensland's Core Growth 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.

Although road and transport 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).

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 12 months and beyond.

As the Mayors of Australia's fastest growing major region, we know all too well that there are challenging times ahead for Australia and for SEQ. However, our region is also poised to embrace opportunities as they arise.

As I write this, the Board of the Council of Mayors (SEQ) has resolved to explore a potential 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. With the Federal Government's support, we're keen to drive the bid exploration process to a successful outcome.

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, Queensland's Core Growth Region.

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.

Cr Graham Quirk
Chairman

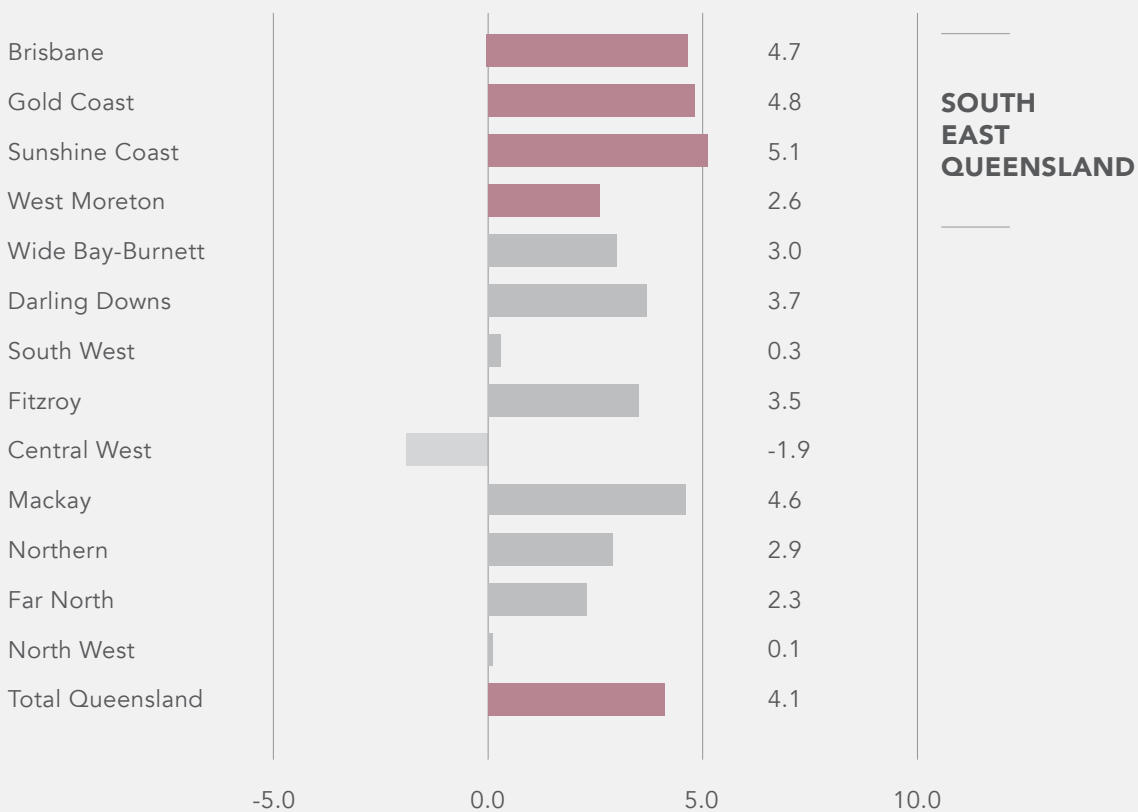
12 March 2015



GROWTH IN REAL GROSS REGIONAL PRODUCT, 2000-01 TO 2010-11, QUEENSLAND

CHAIN VOLUME MEASURES (\$, 2010-11)

Average annual per cent growth



EVEN THROUGH THE MINING BOOM, QUEENSLAND'S GROWTH OVER THE LAST DECADE HAS SUBSTANTIALLY COME FROM SEQ*

*Source: Experimental Estimates of Gross Regional Product (QGSO, Queensland Treasury and Trade) March 2013

SUMMARY OF RECOMMENDATIONS

The Council of Mayors (SEQ) believes the following recommendations are key to the ongoing growth and prosperity of SEQ, Queensland's Core Growth Region:

NATURAL DISASTER RECOVERY AND RESILIENCE

The Council of Mayors (SEQ) seeks:

- i. 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 2013/14) and commitment by the Federal Government of a similar level of funding to a resilience fund for the same period going forward
- ii. 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
- iii. No changes to Federal disaster recovery funding models, without a significant and long term commitment to improved resilience funding for the region before such a decision is considered.

WATERWAYS MANAGEMENT

The Council of Mayors (SEQ) seeks:

- i. 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 and Mid-Brisbane catchments
- ii. The Federal Government to commit to working in genuine partnership with the Council of Mayors (SEQ) as the Resilient Rivers Initiative lead and each council to establish a longer term single plan and governance model for the region's catchments
- iii. 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.

EXISTING ROAD FUNDING COMMITMENTS

The Council of Mayors (SEQ) seeks:

- i. Continued support from the Federal Government to ensure the speedy delivery of already funded key transport infrastructure projects within their confirmed timeframes, including the Bruce Highway Upgrade, the Toowoomba Second Range Crossing and the Gateway Motorway North Upgrade.

FUTURE INFRASTRUCTURE PRIORITIES

The Council of Mayors (SEQ) seeks:

- i. Federal Government commitment to significant road and transport infrastructure projects requiring majority Federal funding:
 - North Coast Rail Line between Beerburrum and Nambour - \$2 billion
 - Bruce Highway – Caboolture to Sunshine Coast approximately - \$2 billion
 - Eastern Busway to Capalaba - \$1.736 billion
 - Gold Coast Light Rail Stage 2 - estimated at over \$600 million
 - Ipswich Motorway, Darra to Rocklea Upgrade Stage 1 - \$558 million
 - Intra-Regional Transport Corridor (IRTC) - 4 lane urban arterial \$500 million
 - Sunshine Coast Motorway, Nicklin Way and Mooloolah River Interchange Upgrades - \$440 million
 - Gold Coast Cultural Precinct (GCCP) and Friendship Bridge - \$395 million
 - Redland City to Port of Brisbane Corridor - \$360 million
 - Sunshine Coast High Quality Bus Corridor - \$350 million
 - Pacific Highway - Mudgeeraba to Varsity Lakes - \$280 million
 - Cunningham Highway – Yamanto to Willowbank - \$276 million
 - Norman Street Bridge - \$250 million
 - Redland City to Gateway Motorway Corridor - \$196 million
 - Southport-Burleigh Road, Ashmore Road and Salerno Street intersection - \$190 million
 - Sunshine Coast Airport - \$181 million (plus approval of the Environmental Impact Statement)
 - Manly to Cleveland Rail Duplication - \$180 million
 - Darra to Springfield Rail Extension to Redbank Plains - \$180 million
 - Bruce Highway – Boundary Road Interchange - \$128 million
 - Mt Lindesay Highway Upgrade - \$100 million
 - Upgrade Wembley Road/Logan Motorway Interchange - approximately \$100 million
 - Youngs Crossing Road - \$100 million
 - Southport-Burleigh Road capacity upgrade - \$80 million
 - Coomera Interchange Exit 54 upgrade - \$74 million
 - Brisbane Valley Highway Upgrade – Blacksoil to the Brisbane River - \$45 million
 - Timber Bridge Replacement Program (SEQ) - \$40 million

- Old Coach Road Connector (Bermuda Street extension) - \$40 million
- O'Mara Road/Steger Road Corridor Stage 2 - \$30 million (partly funded by Toowoomba Regional Council)
- Pacific Highway - Gateway to Logan - \$20 million

SOUTH EAST QUEENSLAND OLYMPIC BID

The Council of Mayors (SEQ) seeks:

- The Federal Government and the Federal Parliament to support, in principle, the bid exploration process for an SEQ regional Olympic bid.

INFRASTRUCTURE FUNDING

The Council of Mayors (SEQ) seeks:

- The Federal Government's commitment to considering a three tier Economic Growth Partnership Model for Queensland in collaboration with the Council of Mayors (SEQ), Queensland Government and industry in the 2015-16 financial year.

INVESTMENT ATTRACTION

The Council of Mayors (SEQ) seeks:

- 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:
 - Focus on marketing SEQ to foreign investors to improve visibility for major investment
 - Collaborate on environmental and planning issues to improve the speed of approvals
 - Take an aggressive approach in getting the Significant Investor Visa applied more widely in the region
 - Applying project-specific tax concessions to encourage those projects requiring significant foreign investment
 - Review the Foreign Investment Review Board (FIRB) process for specific, high-value projects in order to streamline and promote the processes to foreign investors.

INFORMATION AND COMMUNICATIONS TECHNOLOGY

The Council of Mayors (SEQ) seeks:

- The Federal Government to commit to support the implementation of the Smart Region Initiative and to work with the Council of Mayors (SEQ), Cisco and other partners to identify opportunities and to assist in the implementation of projects under this initiative.

PRIORITY ONE:

ENSURING NATURAL DISASTER RECOVERY AND RESILIENCE

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. The LGAQ is seeking the introduction of a permanent Queensland Public Asset Resilience Fund of \$40 million per annum, with a matching Federal Government contribution of \$40 million per annum.

This funding, combined with up to a \$20 million per annum contribution from Queensland Local Government, will create a total of \$100 million per annum for infrastructure betterment and mitigation.

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.

The Council of Mayors (SEQ) seeks:

- i. 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 2013/14) and commitment by the Federal Government of a similar level of funding to a resilience fund for the same period going forward**
- ii. 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**
- iii. No changes to Federal disaster recovery funding models, without a significant and long term commitment to improved resilience funding for the region before such a decision is considered.**



PRIORITY TWO:

THE RESILIENT RIVERS INITIATIVE – DELIVERING A SINGLE, FULLY FUNDED CATCHMENT PLAN FOR SOUTH EAST QUEENSLAND

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, Resilient Rivers 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 61km 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 563km² 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).

The Council of Mayors (SEQ) seeks:

- i. **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 and Mid-Brisbane catchments**
- ii. **The Federal Government to commit to working in genuine partnership with the Council of Mayors (SEQ) as the Resilient Rivers Initiative lead and each council to establish a longer term single plan and governance model for the region’s catchments**
- iii. **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.**



PRIORITY THREE:

DELIVERING THE AGREED ROAD PRIORITIES FOR SOUTH EAST QUEENSLAND

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 in the nation's fastest growing region.

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) welcomed the commitments by the Federal and State Government to several major infrastructure projects advocated by the SEQ Mayors in 2013 and 2014:

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 heavy 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.

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:

- i. **Continued support from the Federal Government to ensure the speedy delivery of already funded key transport infrastructure projects within their confirmed timeframes, including the Bruce Highway Upgrade, the Toowoomba Second Range Crossing and the Gateway Motorway North Upgrade.**

PRIORITY FOUR:

PLANNING FUTURE INFRASTRUCTURE PRIORITIES FOR SOUTH EAST QUEENSLAND

In addition to the standing road funding commitments mentioned above, 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 a further 29 road and transport 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.

The Council of Mayors (SEQ) seeks:

i. Federal Government commitment to significant road and transport infrastructure projects requiring majority Federal funding:

North Coast Rail Line between Beerburrum 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 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 fully fund - or investigate co-funding in conjunction with the Australian Rail Track Corporation - with a proposed delivery timetable of 2015 - 2020.

Bruce Highway – Caboolture to Sunshine Coast approximately - \$2 billion

Further to the current commitments to upgrade the Caloundra Road to Sunshine Motorway section of the Bruce Highway, the Sunshine Coast community is seeking a commitment to include the Caboolture to Caloundra Road interchange six lane upgrade in the Bruce Highway Action

Plan for delivery by 2025. The upgrade will address safety concerns, assist in managing traffic flows and increase economic benefits for business and industry in improving connectivity and capacity.

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 18km 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 2 - estimated at over \$600 million

This project involves construction of a light rail extension from the current G: Link terminus at the Gold Coast University Hospital station to heavy rail. The northern Light Rail connection would deliver significant gains to the overall transport network, particularly if timing can be achieved for the link to be open prior to the Gold Coast 2018 Commonwealth Games.

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 Motorway to the Brisbane traffic network. 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.

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.

Sunshine Coast Motorway, Nicklin Way and Mooloolah River Interchange Upgrades - \$440 million

The upgrade to the Mooloolah River Interchange will reduce congestion on Nicklin Way and the Sunshine Motorway, whilst providing direct access to the new Sunshine Coast University Hospital site. The works would include four lanes on the Sunshine Motorway between Kawana Way and the new interchange; a new connection from Nicklin Way to Brisbane Road; and new two-lane Kawana Arterial road from Kawana Way at Parrearra to the Mooloolah River interchange.

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.

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.

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.

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 the south-western corridor and limited transport networks available to support the demand. This project would improve safety and 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.

Norman Street Bridge - \$250 million

This bridge will provide a second crossing of the Bremer River for the Ipswich CBD. This crossing will improve access and productivity by removing non-essential through traffic, and will also ensure 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) – expected cost \$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.

Sunshine Coast Airport - \$181 million (plus approval of the Environmental Impact Statement)

Changes to the regulations for the use of narrow runways, such as at Sunshine Coast Airport, require airline operators to ensure appropriate compliance with narrow runway restrictions. This constraint on the airlines, airport and the region will remain in place until a fully compliant runway is constructed. The expansion will cater for larger, more fuel efficient aircraft that can fly longer distances to other parts of Australia and many international destinations.

Manly to Cleveland Rail Duplication - \$180 million

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

the airport.

Darra to Springfield Rail Extension to Redbank Plains - \$180 million

Stage two of the Darra to Springfield Rail Corridor (Richlands to Springfield) will increase public transport in the western corridor and reduce 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.

Bruce Highway – Boundary Road Interchange - \$128 million

This project will upgrade the interchange to improve safety and traffic efficiency, reducing accidents and congestion.

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.

Upgrade Wembley Road/Logan Motorway Interchange - approximately \$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 10 years, which is the key to unlocking approximately 3,000 new industry jobs.

Youngs Crossing Road - \$100 million

The Youngs Crossing Road will continue to experience increased demand as other major road links including the Bruce Highway and Gympie Road approach capacity. The road has been closed more than 30 times since January 2011. This upgrade would provide an appropriate level of flood immunity and assist in flood management associated with the North Pine Dam.

Southport-Burleigh Road capacity upgrade - \$80 million

Southport-Burleigh Road (SBR) 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 the SBR 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.

Brisbane Valley Highway Upgrade – Blacksoil to the Brisbane River - \$45 million

This project involves upgrading of a 20 kilometre section of the Brisbane Valley Highway, which links the new Blacksoil Interchange with the towns of Fernvale and Lowood. This project will improve the freight and transport link between the Somerset Region, the South Burnett and the Warrego Highway and 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 South East Queensland. 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 2000 hectare Charlton Wellcamp Enterprise Area (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.

Pacific Highway - Gateway to Logan - \$20 million

This funding will allow for feasibility works to be undertaken for an upgrade to address a major bottleneck in South East Queensland, by increasing the capacity of the motorway from six lanes to eight lanes to the Logan Motorway. When completed, this upgrade will reduce travel times for both private and commercial vehicles offer a better integrated public transport solution and stimulate the local Logan economy.



PRIORITY FIVE:

BUILDING AN INFRASTRUCTURE FUNDING PARTNERSHIP BASED ON ECONOMIC GROWTH

The Council of Mayors (SEQ) in partnership with the Property Council of Australia (PCA) and the 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 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 the EGPM model has the potential to address the national infrastructure funding shortfall.

Most importantly, the Economic Growth Partnership Model offers a genuine opportunity for 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:

- i. **The Federal Government's commitment to considering a three tier Economic Growth Partnership Model for Queensland in collaboration with the Council of Mayors (SEQ), Queensland Government and industry in the 2015-16 financial year.**



PRIORITY SIX:

ATTRACTING MAJOR INVESTMENT FOR ECONOMIC DEVELOPMENT

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. Asian investors 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.

The Council of Mayors (SEQ) seeks:

- i. **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:**

- **Focus on marketing SEQ to foreign investors to improve visibility for major investment**
- **Collaborate on environmental and planning issues to improve the speed of approvals**
- **Take an aggressive approach in getting the Significant Investor Visa applied more widely in the region**
- **Applying project-specific tax concessions to encourage those projects requiring significant foreign investment**
- **Review the Foreign Investment Review Board (FIRB) process for specific, high-value projects in order to streamline and promote the processes to foreign investors.**

PRIORITY SEVEN:

USING INFORMATION AND COMMUNICATIONS TECHNOLOGY AS A GROWTH CATALYST

Recently the Council of Mayors (SEQ) and Cisco signed an MOU outlining an agreement to work collaboratively on the world's first Smart Region Initiative.

Cisco has a strong track record of delivering a number of 'Smart Cities' initiatives around the world, most notably in Barcelona, Spain and most recently an announcement to work with Adelaide City Council and the South Australian Government.

Their focus in these initiatives is to partner with cities and their universities to pilot and test varying technologies and solutions focused on city services and connected devices. The primary focus for Cisco is investing in these initiatives to provide a test bed and case studies for technologies, some of which are Cisco, but many of which involve partner technologies.

The opportunity in SEQ is to work with Cisco and local universities to pilot new technologies and solutions that deliver a smarter region with a more connected approach to the delivery of services. Cisco has already commenced a pilot with Griffith University in Brisbane to pilot Smart Metering that is currently outside this initiative.

Cisco see this as 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 will be delivered.

The primary driver for the Council of Mayors (SEQ) to be involved in this initiative is to drive future economic growth for the region. This growth 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:

- i. The Federal Government to commit to support the implementation of the Smart Region Initiative and to work with the Council of Mayors (SEQ), Cisco and other partners to identify opportunities and to assist in the implementation of projects under this initiative.**

PRIORITY EIGHT:

A SOUTH EAST QUEENSLAND 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 should, 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.

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 an upfront commitment to collaboration is paramount. An in-principle commitment from the Federal Government and the Federal Parliament would be highly significant and valuable in energising the bid exploration process at this early stage.

The Council of Mayors (SEQ) seeks:

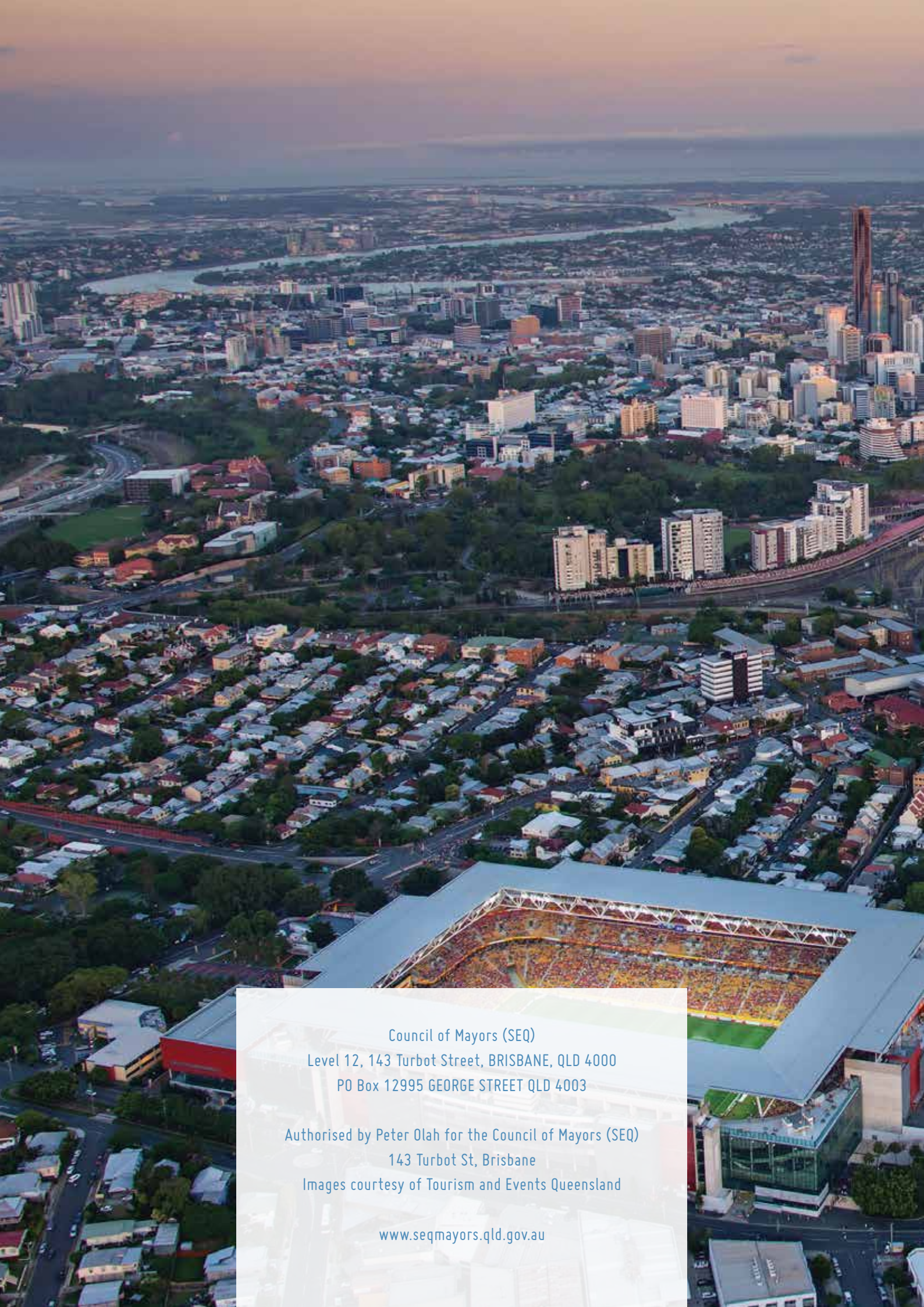
- i. The Federal Government and the Federal Parliament to support, in principle, the bid exploration process for an SEQ regional Olympic bid.**



GLOBAL ARTS LINK

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