

Priority projects for the Redlands

Redlands – to 2030 and beyond



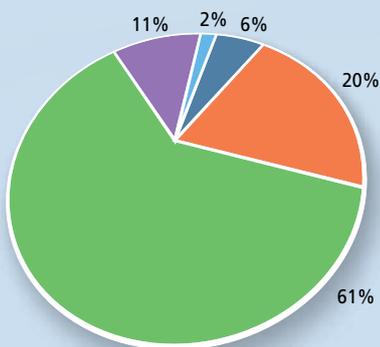
Redlands Snapshot

Location

Redland City, in south-east Queensland, is located on Moreton Bay and borders Brisbane City, Logan City and the Gold Coast (*see map on back cover*). Cleveland is its civic centre and Capalaba the main business and transport hub.

The city stretches from the hinterland areas of Mount Cotton, Sheldon and Capalaba across Moreton Bay to North Stradbroke Island and includes the Island communities of Southern Moreton Bay (Lamb, Karragarra, Macleay and Russell Islands), Peel and Coochiemudlo Islands. It takes in 537 square kilometres of land and includes more than 200km of coastline along Moreton Bay.

The city's population in 2009 was estimated to be 140,691*.



People of the Redlands by age

- Mature adults 65 to 84 years
- Adults 18 to 64 years
- Children 5 to 17 years
- Senior citizens 85 years and over
- Infants 0 to 4 years

History

The people of Quandamooka have lived in the Redlands for tens of thousands of years.

Redland Shire was formed in 1949 when Tingalpa and Cleveland Shire Councils amalgamated. In 1973 the Southern Moreton Bay Islands (Lamb, Macleay, Russell and Karragarra Islands) were incorporated into Redland Shire. The name changed to Redland City following local government reform in 2008.



Economic

The Redland's economy comprises a number of different industries including retailing, mining, horticulture, construction, poultry and specialist manufacturing. The city has a thriving tourism industry including a progressive ecotourism market and is a popular recreation destination for residents of SEQ metropolitan region and tourists from further afield. Major retail and commercial centres are located at Cleveland, Capalaba and Victoria Point.



Lifestyle and climate

Combining quality living and working environments, Redland City enjoys a relaxed coastal lifestyle, strong community values and outstanding cultural and natural attractions. It maintains an easygoing pace, a wide variety of land and water based recreational opportunities, extensive educational offerings, excellent healthcare facilities and a thriving ecotourism industry. Redland City experiences a subtropical climate, characterised by high rainfall, atmospheric moisture content and cloud cover during the summer.



* Reference: Redland City Council, Corporate Plan 2010-2015.



From the Mayor's Office
Melva E Hobson
Mayor of Redland City



Mayor's Message

Redland City Council has identified critical infrastructure needs in the Redlands that would benefit from state government commitment and a partnership approach.

For the past three years, Redland City Council has been having a very meaningful and continuing conversation with our community to establish a common vision of priorities - and particularly how the Redlands should evolve over the next 20 years as its population grows by another 30,000 people to 180,000.

The *Redlands 2030 Community Plan* was the result of these efforts. This is the foundation upon which all Council's planning is based and is reflected in this document.

This booklet shows in detail exactly how the Redlands' community assesses its priorities in the coming years. They include transport, recreation, community health and wellbeing, city planning and economic development and applies to both mainland and island communities.

We've placed particular emphasis on the top priority projects that are seen as vital by our community and essential for providing lasting and real benefits not only to the residents and voters of our city - but to the region as well.

The Redlands has some unique challenges. They reflect the legacy of past state government neglect in meeting the vast and costly infrastructure needs of communities like the Southern Moreton Bay Islands (SMBI).

And they reflect the opportunities of the future, including much needed infrastructure to support the transformation of North Stradbroke Island following recent state and federal decisions on native title, national park declaration and a new economic vision.

On behalf of the Redland community, Council welcomes the opportunity for the government and candidates for the 2012 State election to establish a genuine partnership with our community to help realise these needs and aspirations of the Redlands.

We believe that any investment in the Redlands will only multiply in terms of benefit to the broader Queensland community.

Yours sincerely

Melva E Hobson PSM
Mayor of Redland City

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Redlands Top Priorities

First priority projects!

Toondah Harbour Precinct

Revitalising and refurbishing Toondah Harbour, the gateway to 'Straddie', is the first of several key priorities to meet the immediate needs of the community and the future transition of the North Stradbroke Island to the vision for the island outlined by the state Government.

Opportunity

The Toondah Harbour precinct offers the opportunity for direct ongoing state support for immediate and vital improvements to this infrastructure of both state and regional significance. It is an opportunity to support development and planning the site to meet the future needs of the community, business and visitors.

Budget: no costing available



Southern Moreton Bay Islands - Fix infrastructure backlog

Council and the communities of the Southern Moreton Bay Islands have identified sealing roads as a critical priority. Only 25% of roads are currently sealed on the islands. It is a long standing issue for islanders along with provision of sewerage and transport services.

Opportunity

Political support and a state funding commitment towards the \$16.7 million 10 year road sealing program on the islands offers the opportunity for tangible and immediate improvements to the lifestyle and well being of SMBI island communities.

Budget: \$16.7 million over 10 years

Southern Russell Island Conservation Park

The proposed Southern Russell Island Conservation Park made up of the highly significant Whistling Kite Wetlands, Turtle Swamp Wetlands, Water Mouse Wetland and Melomy's Wetlands is a high priority conservation and recreation project for the Redlands. Council land acquisitions within the proposed park areas already, will help contribute to the rapid progress of this priority with state support.

Opportunity

A commitment to progressing the Southern Russell Island Conservation Park will make a substantial contribution to long term protection and management of important wetlands and to recreational outcomes for islanders and visitors.

Budget: no costing available

Southern Redlands Health and Wellbeing Centre

Strong population growth and the goal of a healthy community requires a multi-purpose community centre in the southern part of the City to accommodate a range of uses. These include a community centre providing health and government services, education and development opportunities, facilities for youth and seniors and outreach services to the nearby Southern Moreton Bay Islands.

Opportunity

A commitment to the priority of a Southern Redlands Health and Wellbeing Centre in the Southern Redlands will make a substantial contribution to the future health, wellbeing and strength of this rapidly growing and vibrant part of Redland City.

Budget: \$10 million

Eastern Busway

Bringing forward the development of the Eastern Busway to Capalaba from the state government's current completion date of 2020 to 2026 is a major priority for the people of the Redlands followed by the Cleveland Rail Upgrade and car parking provision.

Opportunity

A commitment to accelerate completion of the Eastern Busway will significantly contribute to revitalising Capalaba as principal Regional Activity Centre. It will boost economic and employment growth and ease travel times for thousands of Redland commuters both in the Redlands and along this major route.

Budget: \$1,270 million

Policy Framework

Themes

Seven key themes for priority projects have been identified that are of importance to the Redlands:

- North Stradbroke Island Transition Strategy
- Southern Moreton Bay Islands
- Transport Connectors
- Conservation and Recreation
- Health and Communities
- Economic Development and Job Creation
- Resource Management

These themes are intrinsically linked to the vision outcomes and goals of the Redlands 2030 Community Plan.

Issues and Challenges

State Leadership: State leadership will be required to drive, coordinate and fund a number of initiatives that have State responsibility and require strong commitment:

North Stradbroke Island Transition Strategy

The State government recently released a vision for the future of North Stradbroke Island (NSI) as a vibrant, sustainable community of traditional owners, residents and visitors, capitalising on and safeguarding the natural landscape values of the Island.

It is recognised that the strategic vision for North Stradbroke Island requires significant planning and community engagement to determine in detail how this vision will be delivered.

Declaration of the National Park on the island indicates an inevitable transition of the economy towards tourism, particularly nature-based recreational activities. The ceasing of mining operations and finalisation of the native title claim are key drivers for the delivery of an economic and tourism strategy that will achieve the desired outcomes for the community.



- Toondah Harbour Precinct
- Minjerribah Knowledge Centre
- Economic Development and Tourism Strategy
- Dunwich Ferry Terminal
- Point Lookout Headland (Terrangee) - Place + People

Southern Moreton Bay Islands (SMBI)

Russell, Karragarra, Lamb and Macleay Islands were incorporated into the Redlands on 12 May 1973. In the 1960s and early 1970s, much of the island land was subdivided into small allotments and as development progressed, created a substantial infrastructure deficit. Since then, Redland City Council has restricted further subdivisions and rationalised planning so that the significant environmental and cultural values of the islands and surrounding Moreton Bay are preserved.

Integrated ticketing and innovative transport services to link island and mainland communities and improve intra-island connections will also be important.

Policy documents such as the draft SMBI 2030 have been developed to seek support and advocacy from the State government to address the planning challenges existing on the SMBI. The draft SMBI 2030 is to be the community's and Council's roadmap to future planning for the SMBI for the next ten years and beyond.



- Fix Infrastructure Backlog
- Weinam Creek Transport Hub Upgrade
- Wastewater Subsidy

Transport Connectors

The Redlands seeks to integrate land use and transport infrastructure with the design of new and existing communities to deliver a sustainable transport system. This will assist in the ability to move safely and conveniently within and beyond the City. A sustainable transport network will require shifts in travel behaviour supported by the provision of an efficient public transport system, a better network of bike and pedestrian paths and urban areas that have access to high quality public transport.

The growing population in SEQ has emphasised the urgent need to improve public transport, through rail and bus corridor upgrades, and focus on connections to Brisbane City, across Redland City, to and on the islands and to major employment centres.

Some challenges will need to be overcome to achieve this that include:

- Congestion on the rail and road network impacting travel times and reliability
- Limited ability to improve rail services until an additional rail river crossing is in place
- Encouraging job growth in activity centres
- Providing adequate transport infrastructure to keep pace with rapid population growth
- Encouraging more trips by active transport, particularly to activity centres (SEQIPP, 2010-2031)



- **Eastern Busway**
- **Cleveland Rail Upgrade and Carparking Provision**
- **Capalaba Transit Hub**
- **Redland City Gateway Motorway Corridor**
- **Tingalpa Creek Bridge**

Conservation and Recreation

Against the background conditions of increasingly urbanised areas of SEQ, Redlands maintains comparatively clean air, a well vegetated landscape, wildlife populations, open space and recreation areas. There is a strong commitment to achieve a balance between ecologically sustainable development and protection of the natural environment. Redlands has initiated many programs aimed at the protection of wildlife and vegetation as well as delivering a plan to acquire land for conservation purposes.

All infrastructure planning will need to respond to the significant environmental and biodiversity values of the area, particularly the Queensland Government's commitment to the long term viability of Redland's koala population.

The Redland City Council has developed a framework for the planning and management of the Redland's open space network, which is outlined in the Redland Shire Open Space Plan 2003. The plan covers all recreation, sporting and conservation open space in the Redlands.

The Queensland government has stated its intent (SEQ IPP, 2010-2031) for the development of healthy and socially inclusive communities through sport and recreation activities and programs, the development of elite athletes and grants to support construction of sport and recreation facilities. Council strongly supports initiatives that encourage residents to lead active and healthy lifestyles in line with the wider commitment from other levels of government to increase land dedication to nature conservation and public recreation.

The Redlands has identified the need to provide much needed additional sport and recreation space at a regional level, through a coordinated approach in partnership with State and Federal Governments and the private sector.



- **Southern Russell Island Conservation Park**
- **Redlands Regional Sport and Recreation Precinct**
- **Reimbursement of Transfer Duty on Land Acquisitions**
- **Moreton Bay Cycleway**
- **North Stradbroke Island Great Trail**
- **Cleveland Track Park**

Health and Communities

In Redland City there is a pattern to disadvantage with the island communities and the mainland northern established areas of Thorneside, Capalaba and Alexandra Hills. In relation to socio-economic status, the SMBI rank in the lowest 10% of areas in both Queensland and Australia. The NSI have a concentrated Indigenous population.

The Redlands Social Infrastructure Strategy 2009 has highlighted the social infrastructure deficit in growth areas of southern Redlands, particularly in health, education and community services.

The social infrastructure needs of residents on the SMBI and NSI reflect the challenges of their relative isolation, their lower social, health and economic status and the barriers created by their dependency on water-based transport to access services and facilities. Many facilities and services that are available to mainland residents are not available to islanders unless they can afford to travel to the mainland and to other regional service centres such as Logan and Brisbane.

A Health and Wellbeing Hub, Justice and Domestic Violence Centre and Bay Islands Sport and Recreation Parks will provide an integrated response to meet the targeted needs of the Redlands community in these areas.



- **Southern Redlands Health and Wellbeing Hub**
- **Redlands Justice and Domestic Violence Centre**
- **Bay Island Sport and Recreation Parks**

Economic Development and Job Creation

Redlands seeks to increase the self containment level of local employment within the City from 42% to 60% by 2031 with the creation of approximately 17,800 additional new jobs in a diversified range of industry and business sectors that are consistent with Redlands distinctive coastal, character, lifestyle and environmental values.

In order to facilitate this there are a number of projects which could be undertaken including:

- State government to establish a state office block at Capalaba or Cleveland (in support of the commitment to decentralise employment out of the Brisbane CBD by 2017)
- Provision of a business training facility within Redlands
- Development of economic enablers:
 - Business support activities, training workshops and accelerator programs,
 - Principal Centres redevelopment projects for Cleveland and Capalaba
 - Social enterprise initiatives.
 - High speed broadband internet access

Tourism

The Redlands is host to an array of tourism products and experiences; with North Stradbroke Island being the major drawcard and hero destination.

Key constraints and the varied government and other authorities having part governance and ownership of North Stradbroke Island, make progressing tourism complex, including native title and National Park land reallocation. A strong and well resourced coordinating body with a mandate to 'get things done' would be a great advantage.

Moreton Bay and Islands has a unique offering that leverages a marine sanctuary and island experiences within close proximity to a new world city and state capital. Full support in tourism investment, tourism industry development and tourism marketing are essential for the short and long term sustainability of the Redlands, Moreton Bay and the Islands.



- **Revitalising Cleveland and Capalaba**
- **Employment Growth Project**

Resource Management

The overriding intent of the SEQ Regional Plan and Redlands forward planning documents is to ensure that the region grows and changes in a sustainable way. An increasing population presents a number of challenges for resource management in the Redlands, particularly regarding equity amongst current and future generations to ensure the health, diversity and share of resources is maintained or enhanced. Waste management, landfill remediation and healthy waterways are issues that need to be addressed to ensure the long term sustainability of the City and region.

Waste management and closed landfill for remediation are key resource management considerations as an increasing population places pressure on the environment and demands on the open space network. A number of projects and initiatives have been developed to target these areas.

Waterway health has been rated as very poor under the annual Healthy Waterways Report Card. Council has responded to the poor Healthy Waterways ratings by implementing a series of 'recovery actions' that aim to improve the health of freshwater creeks and wetlands in the City, which link to either Moreton Bay or the Logan River estuary.

Council is also in the early stages of developing a local waterway recovery policy and strategy to guide future planning and investment for improved waterway health.



- **Regional Waste Transfer Station (Birkdale)**
- **Closed Landfills Remediation Programme**
- **Healthy Waterways**

Appendix 1

Strategic Priorities for Redlands

Tier 1 Priorities

Theme	Project	Approximate Timeframe	Approximate Cost
NSI Transition Strategy	• Toondah Harbour Precinct	No timeframe and costing available	
SMBI	• Fix Infrastructure Backlog	Now to 2021	\$16.7 million
Transport Connectors	• Eastern Busway	2020 to 2026	\$1,270 million
Conservation and Recreation	• Southern Russell Island Conservation Park	No timeframe and costing available	
Health and Community	• Southern Redlands Health and Wellbeing Centre	2014	\$10 million

Tier 2 Priorities

Theme	Project	Approximate Timeframe	Approximate Cost
NSI Transition Strategy	• Minjerribah Knowledge Centre	2014	\$2.5 million
SMBI	• Weinam Creek Transport Hub Upgrade	2014	\$5 million
Transport Connectors	• Cleveland Rail Upgrade and Carparking Provision	2020 to 2026	\$180 million
Conservation and Recreation	• Redlands Regional Sport and Recreation Precinct	2014 to 2030	\$52.5 million
Health and Community	• Redlands Justice and Domestic Violence Centre	2012	\$370,000 per annum
	• Bay Islands Sport and Recreation Parks	2012 – 2018	\$10 million
Economic Development and Job Creation	• Revitalising Cleveland and Capalaba Hearts	No timeframe and costing available	

Tier 3 – Balance Priorities

Theme	Project	Approximate Timeframe	Approximate Cost
NSI Transition Strategy	• Economic Development and Tourism Strategy	2012	No costing available
	• Dunwich Ferry Terminal	2012 to 2020	\$10 million
	• Point Lookout Headland (Terrangee) – Place and People	2011 to 2014	\$2.75 million
SMBI	• State commitment for 60% subsidy for wastewater infrastructure	No timeframe and costing available	
Transport Connectors	• Capalaba Transit Hub	2012 to 2013	\$3 million
	• Redland City Gateway Motorway Connection	2014 to 2020	\$196 million
	• Tingalpa Creek Bridge	2011 to 2016	\$16 million
Conservation and Recreation	• Reimbursement of transfer duty on land acquisitions	No timeframe and costing available	
	• Moreton Bay Cycleway	2012 to 2014	\$3.5 million
	• North Stradbroke Island Great Trail	2015	\$10 million
	• Cleveland Track Park	No timeframe and costing available	
Economic Development and Job Creation	• Employment Growth Project	No timeframe and costing available	
Resource Management	• Regional Waste Transfer Station Upgrade (Birkdale)	2014	\$5 million
	• Closed Landfills Remediation	2011 to 2016	\$8 million
	• Healthy Waterways	2012 to 2017	No costing available

Appendix 2

Detail on Strategic Priorities for Redlands

- Redland priorities that meet high community need, are of regional significance and deliver strategic outcomes.
- Require leadership, commitment or funding from the State Government to enable delivery of these critical priorities.
- Future dividends in the delivery of these projects will be long term intergenerational benefits.

North Stradbroke Island Transition Strategy

Project	Tier Status	Why is this a priority?	Timeframe and cost
Toondah Harbour Precinct <ul style="list-style-type: none"> • Harbour Terminal, foreshore parkland, environmental appreciation/education • PPP 	1	<ul style="list-style-type: none"> • Toondah Harbour marine transport facilities – SEQ Coastal Management Plan – Area of State Significance – Social and Economic • Key Transit Oriented Community • Regional destination and principal interface between land and water-based public transport • Significant opportunity for major redevelopment incorporating upgraded infrastructure and public accessibility to enhance and capitalise on the importance of the precinct • Master planning to address marine-related activities, mixed-use development, commercial, tourism, bus transit and ferry terminal, dredging and reclamation 	No timeframe and costing available
Minjerribah Knowledge Centre <ul style="list-style-type: none"> • in partnership with Quandamooka people, government and business investors • a cultural centre for keeping records, images and artefacts • a space for presenting intangible knowledge including traditional songs and dances • a site for storytelling, exhibitions, a library and research 	2	<ul style="list-style-type: none"> • Alignment with QLD Government’s NSI Vision • Alignment with Quandamooka Aboriginal Community Plan 2007 • Breakthrough project in Redlands 2030 Community Plan • Catalyst Project in Redlands Social Infrastructure Strategy • Alignment with RCC Policy and Strategies (10 Year Library Plan 2007, Indigenous Community Policy 2008, 10 Year Cultural Plan 2008) • Alignment with Federal Indigenous policy to build community capacity through integrated educational, cultural and economic initiatives and new partnership models • Alignment with State and Federal Tourism, Employment and Economic Development initiatives 	Feasibility study – adopted by Council Feb 2011 2014 Cost estimate \$2.5 million



Project	Tier Status	Why is this a priority?	Timeframe and cost
Point Lookout Headland (Terrangee) - Place + People <ul style="list-style-type: none"> Recreation facilities and economic development precinct that will upgrade or provide new meeting and event spaces, associated facilities and amenities, tracks, parking and safety 	3	<ul style="list-style-type: none"> Intends to aid in the facilitation of increased visitation to North Stradbroke Island (Point Lookout) and provide quality facilities to support this visitation. Support local economic activities through an events precinct Provide accessible recreation options for people of all-abilities. Provide a broader spectrum of recreation opportunities to a wider range of people of all abilities and ages Provide infrastructure to promote alternate transport and parking solutions on the Headland. Will act as a catalyst to integrate, support and expand Indigenous People's goals for cultural and natural area management and enterprise. Provide safe access to view dramatic Gorges and whale watching. Provide essential recreation infrastructure to support the new North Stradbroke Island National Park – Naree Budjong Djara. Over \$1 million in funds from Federal, State and local governments have been spent on a major refurbishment of the Point Lookout Hall. The Point Lookout Hall is a focal point of the community precinct and has strong linkages to the headland. 	Stage 1a: 2011/12 - \$600K Trail Head Amenities Building & car park construction Stage 1b: 2011/12 - \$250,000 Point Lookout Hall Precinct – event infrastructure (boardwalk, performance platform, play space, shade) Stage 1c: 2011/13 - \$2 Million Headland Park Upgrade and Point Lookout Gorge Walk Stage 2: 2013/14 - \$1 Million Point Lookout Oval Park Upgrade & Cylinder Beach Park Upgrade Funding breakdown: \$300K RLCIP Funding \$800K RCC Funding \$2.75 million Gap
Economic Development and Tourism Strategy	3	<ul style="list-style-type: none"> The State Government announced the staged closure of the industry with the three mines all ceasing operations by 2025, the native title determination and national park status As a result of the announcement, a strategy for the transitioning/restructuring of the NSI economy is a pressing requirement. The Queensland Government, Redland City Council and local community are working together to provide effective responses and outcomes. 	Immediate
Dunwich Ferry Terminal <ul style="list-style-type: none"> improved bus pick-up/ set down facilities safer accommodation of pedestrian movement through car-park landscaping, lighting, security and signage improvements ticketing office facility for the shared barge ramp lounge/waiting toilet facilities food/refreshment sales 	3	<ul style="list-style-type: none"> Increased tourism numbers associated with the new National Park status and the focus on economic development and job recreation will require a facility that is able to adequately meet the increased demands. The Dunwich Ferry Terminal is the gateway to North Stradbroke Island and Moreton Bay. Staging of project would include: <ul style="list-style-type: none"> Short term 0 – 3 yrs <ul style="list-style-type: none"> Traffic Improvements \$115,000 Medium Term 3 – 6 yrs <ul style="list-style-type: none"> Consolidate ferry and barge landing at Junner St. Take over Stradbroke Ferries Lease \$1.5M – 3.0M Long Term <ul style="list-style-type: none"> Take over Unimin Lease PPP project develop the entire site to include public marina/ pontoon landing, ferry terminal, car-parking (multistorey) and commercial precinct. Destination point for public transport, tourism and recreational boating \$3.0 - \$10.0m 	2012 to 2022 \$10 million

Southern Moreton Bay Islands

Project	Tier Status	Why is this a priority?	Timeframe and cost
Fix Infrastructure Backlog <ul style="list-style-type: none"> Sealing of Island Roads 	1	<ul style="list-style-type: none"> Sealing island roads supports and enables a number of other recommendations of the 2011 SMBI ILTP to be realised SMBI ILTP roads are the fundamental basis of the SMBI transport network Sealing roads will not only enable safer and more reliable vehicle access, but also allow other transport alternatives, such as community buses, improved cycle routes, to be considered There are many flow-on benefits to sealing island roads - will also support other industries such as construction, which then supports employment etc 	Council seeks funding for 50% of 10 year SMBI road sealing capital works program to seal island roads - \$16.7 million
Weinam Creek Transport Hub Upgrade <ul style="list-style-type: none"> upgraded barge and water taxi facilities, bus set-down area works, boat trailer parking improvements, resolving grade & access issues, improving gateway legibility 	2	<ul style="list-style-type: none"> Purpose of the project is to deliver social, environmental and economic benefits to the community by reinforcing the sites key role as the principal gateway to the SMBI and as a destination for waterfront and marine based recreation. Economic benefits are expected to flow from resolving significant peak period congestion, shortage of parking spaces (at grade), access and mobility improvements. Supported by the Redland Bay Centre & Foreshore Master Plan 2009, Redlands Transport Plan (2016), and Southern Moreton Bay Islands Integrated Local Area Transport Plan. 	2014 Approximate cost: \$5 million
Wastewater Infrastructure Subsidy <ul style="list-style-type: none"> State commitment for 60% subsidy 	3	<ul style="list-style-type: none"> Reinstatement of the part subsidy for water and sewerage for the backlog of works required on SMBI. Need to address reduced scores in healthy waterways scorecard. 	No timeframe and costing available

Transport Connectors

Project		Why is this a priority?	Timeframe and cost
Eastern Busway <ul style="list-style-type: none"> Bennetts Road to Capalaba 	1	<ul style="list-style-type: none"> SEQIPP – eastern link in busway network Increasing capacity for public transport by reducing bus travel times for thousands of commuters from all over the eastern suburbs. Critical to the revitalisation of the Capalaba Principal Regional Activity Centre 	2020-21 to 2025-26 \$1,270 million
Cleveland Rail Upgrade and Carparking Provision <ul style="list-style-type: none"> Manly to Cleveland 	2	Cleveland Rail Upgrade: <ul style="list-style-type: none"> SEQIPP – identify need to increase rail network capacity Will assist in accommodating residential and employment growth in activity centres including Cleveland, Ormiston, Birkdale, Thorneside, and Wellington Point Important upgrade to support the revitalisation of the Cleveland Principal Regional Activity Centre 	2020-21 to 2025-26 \$180 million
		Carparking Provision: <ul style="list-style-type: none"> Carparking provision at railway stations has been insufficient for an extended period. In the absence of efficient alternative means of getting to the stations, adequate carparking provision is the only incentive for commuters to utilise rail for public transport. 	No Timeframe and costing available

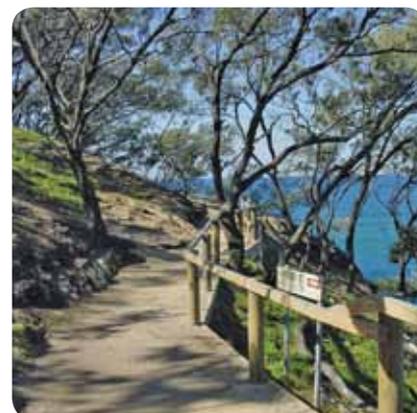
Project		Why is this a priority?	Timeframe and cost
Capalaba Transit Hub <ul style="list-style-type: none"> partial closure of Redland Bay Road to through traffic, reconfiguration of the bus station, intersection works and re-prioritisation of Mount Cotton/Redland Bay Road intersection 	3	<ul style="list-style-type: none"> Objective is to improve the safety and amenity of a major east/west pedestrian spine and efficiency of the centre's bus interchange. Future busway extension to Capalaba would result in a Bus Only corridor following the existing alignment of Redland Bay Road and extending from Old Cleveland Road to the Park 'n' Ride site directly south of Moreton Bay Road. In line with the state government approved design for the Eastern Busway, the corridor would be grade separated with the bus station also located underground below the existing Capalaba interchange. Supports the centre's role as a Principal Regional Activity Centre (SEQRP 2009-2031) Synchronises with QTRIP 2009 project Capalaba Park 'n' Ride (2010/12) with a cost estimate of \$3.5m Supported by medium term SEQIPP 2010-31 project Eastern Busway – Bennetts Road to Capalaba Furthers the economic objectives stated in the Redland Shire Centres & Employment Review 2010 by contributing to the attractiveness of the centre as a place to work, particularly for knowledge-based industries where high levels of urban amenity and well-served by public transport (as a major bus interchange) are important drivers, and which complement the centre's role and function. Consistent with preferred short term option as specified in the Capalaba Centre Master Plan 2010. 	2012-2013 Approximate cost: \$3 million
Redland City Gateway Motorway Connection <ul style="list-style-type: none"> Intersection of Mt Gravatt Capalaba and Mt Cotton Rd to the intersection of Duncan, Boundary and Redland Bay Road 	3	<ul style="list-style-type: none"> SEQIPP – to improve freight and transport corridor that joins Redland City Council to the Gateway Motorway 	2014 – 2020 \$196 million
Tingalpa Creek Bridge <ul style="list-style-type: none"> at a minimum a joint funding arrangement between Brisbane and Redland would be required; additional funding is required from other levels of government due to the size of the project and its importance in meeting the transport needs of the area 	3	<ul style="list-style-type: none"> Council's duplication of Quarry-Rickertt Roads from 2 to 4 lanes north of the Rickertt Road Bridge was supported by the AusLink Strategic Regional program The road link is vital to meeting the expected growth and provides a major connection to Brisbane City Council. BCC identifies the upgrading of their section of Rickertt Road in its Transport Plan for Brisbane (2008-2026) 	2011-2016 Cost estimate \$16 million (2009 dollars) Inc. Ped/Cycle facilities



Conservation and Recreation

Project	Tier Status	Why is this a priority?	Timeframe and cost
Southern Russell Island Conservation Park <ul style="list-style-type: none"> Provide all of the vacant lots to the State to undergo amalgamation of the lots into one conservation area. Acquisition of freehold lots is required. Council would become trustee of the conservation area once amalgamations occurred. 	1	<ul style="list-style-type: none"> Conservation park on southern Russell Island that weaves around existing homes to protect wetland areas. The park will showcase these unique wetland areas and provide recreational opportunities for islanders and visitors. The Southern Russell Island Conservation Park would be made up of the highly significant Whistling Kite Wetlands, Turtle Swamp Wetlands, Water Mouse Wetland and Melomy's Wetlands. The proposal is in response to the State government's call for 'ideas from local government' to ensure that in 2020, approximately 50 per cent more land is protected for nature conservation and public recreation in Queensland. This is a unique opportunity to work with the State government to develop a conservation park, and demonstrate Council's commitment to the long-term protection and management of these important wetlands. Past land acquisitions by Council, including under the Environmental Separate Charge, have resulted in a high proportion of Council ownership of lots within the four wetlands areas. Council proposes transferring ownership of all its freehold land within the area to the State for the creation of the conservation park. 	<p>No timeframe and costing available</p> <p>Dependent on State funding and budget</p>
Redlands Regional Sport and Recreation Precinct	2	<ul style="list-style-type: none"> Redland City Council is addressing current and future shortfall of sporting land through the development of a sporting and recreation precinct. The project is proposed to cover approx 60ha of land. Multiple sports and recreation activities will be catered for including multiple codes of football, netball, tennis, bushwalking, cycling and horse riding. The project will be delivered over a 15 year timeframe and will be delivered in partnership with State and Federal Governments and the private sector. 	<p>Delivery over a 15 year timeframe.</p> <p>Total indicative costs \$52,450,000</p>
Reimbursement of transfer duty <ul style="list-style-type: none"> For land for conservation or public recreation purposes 	3	<ul style="list-style-type: none"> Continued lobbying through the SEQ Council of Mayors for the removal of the requirements of transfer duty and other transaction costs has been a topic raised for a number of years. Issue was raised again at the Council of Mayor SEQ on the 24th June 2011 	<p>No timeframe and costing available</p>
Moreton Bay Cycleway	3	<ul style="list-style-type: none"> Moreton Bay Cycleway encourages active living by providing the infrastructure for walking and cycling in a safe and scenic setting. The finished cycleway will be 150km of continuous bikeway along the Moreton Bay Foreshore, stretching from Bribie Island to Redland Bay. The cycle route will be the longest on the east coast of Australia and will also complement the Moreton Bay Tourist Drive. 	<p>Key strategic links:</p> <p>Masthead Drive to Wharf Street, Cleveland, \$560,000: 2012</p> <p>Beveridge Road, Victoria Point \$380,000: 2011/12</p> <p>Tindappah Drive south to Beveridge Road, Thornlands \$2.5mil: 2013/14</p> <p>Note: These costings may be eligible for 50% co-funding by State govt</p>

Project	Tier Status	Why is this a priority?	Timeframe and cost
North Stradbroke Island Great Trail <ul style="list-style-type: none"> • Pedestrian/cycle corridor 	3	<ul style="list-style-type: none"> • The NSI Great Trails Network will be pivotal to tourism and employment • It will increase access and linkages to destinations across the Island and provide an attractive alternative means of transport for residents and visitors • Council has successfully engaged members of the local community through social enterprise models in delivering projects in the past 	2015 – Dependent on State government Costing estimates for key strategic links: Dunwich to Pt Lookout Cycleway 21 km East Coast Road: \$6,600,000 Amity to Pt Lookout Cycle Track 16 km Peat Mine Rd Link: \$1,960,000 Dunwich to Amity Cycle Track 13 km trail link: \$1,500,000
Cleveland Track Park	3	<ul style="list-style-type: none"> • SEQ Regional Plan recognises that the provision of accessible, well designed and managed urban space is an essential component of sustainable urban growth management. • To provide conservation based open space network for non-motorised track and trail based activities such as walking and cycling. • Employment generation opportunities with the State Government through the Community Jobs Program • Collaboration with nearby facilities for a visitor centre • Creates a hub for a regional Greenways Trail Network in the City 	Commence 2011/12 Planning: \$30,000 Site Establishment: \$130,000 Construction: when budget is available



Health and Community

Project	Tier Status	Why is this a priority?	Timeframe and cost
Southern Redlands Health and Wellbeing Centre <ul style="list-style-type: none"> (Redland Bay) 	1	<ul style="list-style-type: none"> Population growth and a goal of a healthy community requires a multi-purpose community centre that could accommodate a range of uses such as: <ul style="list-style-type: none"> Community centre with human service focus Community health, allied health services and essential government services An aquatic facility Opportunities for community education and development activities Opportunities for seniors and young people The PLACE project and social infrastructure plan have indicated a need to extend the provision of health services to southern Redlands. This model would also provide outreach services to the SMBI. This centre would generate employment as well as achieve outcomes that create a stronger community. 	2014 \$10 million for all components
Redlands Justice and Domestic Violence Centre	2	<ul style="list-style-type: none"> Stakeholder engagement has recommended an Integrated Police, Court and Domestic Violence service to meet the critical gap in services and response in the Redlands. Community and government partners are seeking State funding for space and service provision Currently no regional or local service for Redland/Bayside residents seeking information, assistance and referral Lack of counselling, intervention or perpetrator programs Coordinated approach to domestic and family violence required– synergy between non-government organisations, Council and State government High correlation between Child Safety and DV reports Cleveland Court magistrate concerned with the increase in incidences and severity of DV and breaches Region needs space to operate integrated service Seek State funding for regional service – core responsibility of State Government 	\$370,000 per annum and includes: service (information, referral, education, awareness) Court support Programs (counselling, perpetrator support and child support programs)
Bay Islands Sport and Recreation Parks <ul style="list-style-type: none"> Russell Island Sport and Recreation Park Macleay Island Sport and Recreation Park Project elements for each park include: <ul style="list-style-type: none"> Sport and recreation infrastructure Community infrastructure Playscape equipment Fitness equipment Fitness trail Walking and cycle paths Clubhouse Carparks Vehicular and pedestrian access 	2	<ul style="list-style-type: none"> These projects are poised for implementation to significantly improve economic and social outcomes to engage active participation and to build capacity and potential of the community and individuals. Development of these sport and recreation parks will deliver community infrastructure that supports active lifestyles and improves social outcomes across the communities of the Southern Moreton Bay Islands. The 2008 SMBI Sport and Recreation Strategy identified a lack of structured activities and organised sport opportunities for children and young people. Club development and capacity building opportunities were also identified as a priority of the strategy along with walking and cycling paths and water-based recreation access points. These projects provide a sport and recreation activities focus for the Southern Moreton Bay Islands and prioritises opportunities for children and young people. The construction of multi-courts and a large sportsfield will provide much needed sporting facilities for the Island residents. The proposed establishment of the community gardens and open access to the community facility will allow further programming options to include people from a wide spectrum of community groups across the islands. Apart from long term health and social benefits, these projects would also provide an employment opportunity for Island residents. SMBI State Government RCC Working party consider these projects as a high priority for infrastructure planning to address sport and recreation needs, social disadvantage and improve social inclusion, health and employment opportunities. 	Russell Island 2012 – 2013 RCC \$1,050,000 State \$725,000 Federal \$3,225,000 \$5 million total Macleay Island 2015-2018 \$5 million total

Economic Development and Job Creation

Project	Tier Status	Why is this a priority?	Timeframe and cost
Revitalising Cleveland and Capalaba Hearts <ul style="list-style-type: none"> Cleveland and Capalaba Principal Activity Centre Masterplan Implementation 	2	<ul style="list-style-type: none"> Entrepreneurial approach to invigorating these important regional centres Proactively recruit businesses, education and service providers as well as encourage a range of housing options to position the Cleveland and Capalaba hearts as thriving Principal Regional Activity Centres Need for leadership and support in developing key sites (e.g. relocation of specific government departments to these centres) The revitalisation of both regional centres is critical to increasing local employment, reducing car dependency and providing greater housing choice and affordability in the Redlands 	No timeframe and costing available
Employment Growth Project <ul style="list-style-type: none"> Support initiatives for employment growth in the Redlands 	3	<ul style="list-style-type: none"> Rising land values, rising rents and worsening traffic congestion are combining to make Brisbane and Gold Coast CBDs less attractive for office workers and their employers Realising opportunities available in Redlands will require improved connectivity across the region including better road and rail and high speed broadband State government should take the lead with the delivery of a number of strategic initiatives and the development of key catalyst sites that will attract further investment and employment growth 	No timeframe and costing available



Resource Management

Project	Tier Status	Why is this a priority?	Timeframe and cost
Regional Waste Transfer Station Upgrade (Birkdale) <ul style="list-style-type: none"> Existing waste station outdated and over capacity and site needs reconfiguration with the closure of the existing landfill 	3	<ul style="list-style-type: none"> Supported by QLD Waste reduction & recycling Strategy 2010-2020 and draft Waste Reduction Recycling Bill Meets Community Plan objective (Green living goal 9 leading waste management practices) Will allow Council to meet State targets for resource recovery and inability of site to cope with peak traffic movements 	2014 \$5 million
Closed Landfills Remediation Programme	3	<ul style="list-style-type: none"> The CLR Programme currently manages 28 closed landfill sites throughout the City The CLR programme aims to deliver an integrated approach to proactively identify and reduce risks posed by past landfilling activities and ensure environmental protection measures are in place and community use is continued Additional funding is a strategic goal when planning delivery of the 10 year CLR Expenditure Plan 	Indicative costing estimates for key projects in the next 5 yrs: Judy Holt Park, Birkdale Multiple Major remediation projects \$5-7 million Redlands baseball park Capalaba Major remediation project \$2.1 million
Healthy Waterways	3	<p>Council has committed to implementing 34 actions toward the SEQ Healthy Waterways Strategy 2007-2012 (HWS) and provides annual funding to SEQ Healthy Waterways Ltd (\$104,500 in 2010) to facilitate implementation of the regional strategy (or HWS).</p> <p>Several of Council's 34 actions are currently under-funded and these relate to either on-ground rehabilitation of degraded waterways or implementing requirements of new State Government legislation and policy.</p> <p>Allconnex Water has responsibility for implementing HWS actions relating to the operation of the sewer network and discharge of wastewater to estuaries and creeks in Redland City.</p> <p>Council has identified additional actions in a draft 'waterway recovery strategy' to improve the health of freshwater creeks, but which would also contribute to the HWS outcomes.</p> <p>Council's draft 'waterway recovery strategy' responds to the poor health of creeks and wetlands identified in the HWS and through Council's own monitoring and assessment process.</p>	<p>The Healthy Waterways Ltd Draft Business Plan 2010/11 – 2012/13 does not contain specific costs for Redland-specific actions.</p> <p>However, Council's Waterway Recovery Strategy, when completed (early 2012) will identify new or additional funding required to implement actions for Redland City waterways, that contribute to both local and regional priorities in 5 year plan</p>



Key Policy List

- Council of Mayors (SEQ), 2011, Getting SEQ Moving: 2011-2012 – National, State, Regional and Local Infrastructure Priorities
- Queensland Government, 2009, SEQ Regional Plan 2009-2031
- Queensland Government, 2010, South East Queensland Infrastructure Plan and Program 2010–2031 (SEQIPP)
- Redland City Council, 2003, Redlands Integrated Local Transport Plan 2016
- Redland City Council, 2004, Redlands Cycling and Pedestrian Strategy
- Redland City Council, 2008, Redland Regional Sport Facility Plan
- Redland City Council, 2008, State of the Environment Report
- Redland City Council, 2008, Southern Moreton Bay Island Sport and Recreation Strategy
- Redland City Council, 2009, Building Strong Communities: Redlands Social Infrastructure Strategy
- Redland City Council, 2010, Corporate Plan 2010-2015
- Redland City Council, 2010, Redland City Centres and Employment Strategy
- Redland City Council, 2010, Redlands 2030 Community Plan
- Redland City Council, 2010, Tourism Strategy for the Redlands 2010-2014
- Redland City Council, 2011, Draft SMI 2030
- Redland City Council, The Redland City Council Economic Development Strategy 2008 - 2012
- Redland Shire Council, 2003, Redland Shire Open Space Plan
- Regional Development Australia, 2011, Logan Redlands Regional Roadmap

