

**IMAP Implementation Committee
Agenda Item 6
Business Arising**

Responsibility	Action	Due	Progress
IMAP Implementation Officer	Draft and send a letter to Minister Kosky requesting an opportunity to brief her regarding IMAP.	28 February 2008	Complete
IMAP Implementation Officer	Invite: <ul style="list-style-type: none"> • Yarra Trams • Co-ordinator General Infrastructure to the IMAP Implementation Committee meeting of 28 February 2008. 	30 January 2008	Complete Co-ordinator General Infrastructure Deferred. DoI attending
IMAP Implementation Officer	Request an appropriate list of St Kilda Road project related officers from IMAP councils and provide this list to Yarra Trams.	28 February 2008	Complete
IMAP Implementation Officer	Ensure that IMAP officers include the location of sites and advertising issues in discussions with Department of Infrastructure during scoping of the 'Public Bikes' proposal.	28 February 2008	Complete
IMAP Tourism Working group	Advise the IMAP Implementation Committee of any costs associated with a launch of the tourism program and Inner Melbourne Map.	28 February 2008	In Progress
IMAP Action 2.4 Working Group	Progress the Regional Greenlight Project Stage 2 Demonstration Site Implementation and clarify costs regarding works and ongoing maintenance.	28 February 2008	In progress
IMAP Implementation Officer	Progress IMAP Annual Report and consider a targeted distribution once complete.	28 February 2008	In progress
IMAP Implementation Officer	Progress the IMAP Three Year Implementation Plan as per briefing process.	28 February 2008	Complete (Agenda Item 9)
IMAP Implementation Officer	Progress development of a project brief for an independent evaluation of IMAP through the Municipal Association of Victoria.	28 February 2008	In progress
IMAP Implementation Officer	Advise governance officers to advertise the rescheduling of the IMAP Implementation Committee meeting date, as appropriate.	30 January 2008	Complete
IMAP Action 2.2 Working Group	Circulate the Final Inner Melbourne Wayfinding Signage report to the IMAP Implementation Committee members.	28 February 2008	Complete

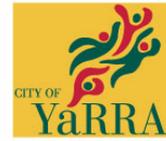
Additional correspondence

To	Regarding
Treasurer - Commonwealth Government	CCCLM Australian Capital Cities – Partners in Prosperity 2008 – 09 Budget Submission
Letter to Jim Betts – Director Public Transport	Integrated Accessible Tram Stop Design in the Inner Region



Inner Melbourne Action Plan

'Making Melbourne More Liveable'



Enquiries: Martin Hartigan
Telephone: 9658 8735
File Ref: COU/COA/53/1

8 February 2008

The Hon. Lynne Kosky, MP
Minister for Public Transport
Department of Infrastructure
GPO Box 2797
Melbourne VIC 3001

Dear Minister Kosky

Inner Melbourne Action Plan (IMAP)

The Inner Melbourne Action Plan (IMAP) was launched on 21 April 2006. IMAP is a collaborative project between the City of Port Phillip, City of Yarra, City of Stonnington and the City of Melbourne to strengthen the liveability, attractiveness and prosperity of the region and to respond to the demands of *Melbourne 2030*.

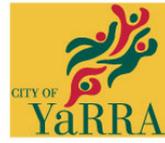
The IMAP Implementation Committee would welcome the opportunity to meet and brief you on IMAP and to discuss issues of mutual interest, in particular the further implementation of *Melbourne 2030* and alignments with Victorian Government public transport commitments.

Key IMAP actions for discussion include:

- Action 2.2 Pedestrian Signage and Action 2.3 Bicycle Network Legibility – IMAP supports increasing walking and cycling by actively pursuing pedestrian wayfinding through signage infrastructure and addressing on-road and off-road bike network gaps to reduce pressure on the tram network within easy commute of the CBD and to produce health benefits.
- Action 4.3 ThinkTram – IMAP is working with Department of Infrastructure and Yarra Trams to support the St Kilda Road Tram project. IMAP also supports Accessible Tram Stops and has discussed with the Department of Infrastructure and Yarra Trams the usefulness of a set of functional design standards to improve the coordinated, efficient and timely rollout of the Accessible Tram Stop program.
- Action 4.7 Improvements to Public Transport Services – IMAP supports improvements to existing transport services including tram and bus priority within inner region to assist with their uninterrupted passage.
- Action 2.6 Tram Network and Fixed Rail Improvements – IMAP supports investigation and construction of new trams tracks to address network gaps, improve route connections and provide extensions, for example the Park Street South Melbourne tram link.



Inner Melbourne Action Plan
'Making Melbourne More Liveable'



We are keen to discuss with you how we can assist you to implement your objectives and best assist you to progress your key public transport initiatives when we meet.

Please find enclosed a copy of the IMAP information sheet that includes the 11 Strategies and associated actions. The IMAP Implementation Committee looks forward to your response.

Please do not hesitate to contact Martin Hartigan, IMAP Implementation Officer, on (03) 9658 8735 or marhart@melburne.vic.gov.au if you have any questions regarding this invitation or to arrange an appropriate time for a briefing.

Yours sincerely

Cr Judy Morton
Mayor
City of Yarra

Cr Claude Ullin
Mayor
City of Stonnington

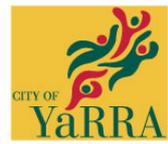
Cr Janet Cribbes
Mayor
City of Port Phillip

Cr Catherine Ng
Chair Planning Committee
City of Melbourne

Enc.



Inner Melbourne Action Plan
'Making Melbourne More Liveable'



Enquiries Martin Hartigan
Telephone (03) 9658 8735
Ref: COU/COA/0053/1

Date: 22 January 2008

Mr Jim Betts
Director of Public Transport
Department of Infrastructure
PO Box 2797
Melbourne 3001

Dear Mr Betts

Integrated Accessible Tram Stop Design in the Inner Region

The purpose of this letter is to request your support in funding a set of functional design standards for Accessible Tram Stops.

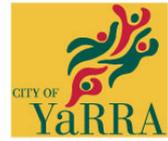
On Thursday 17th January 2008, IMAP partner councils met with Sally Semmens Office of Coordinator General Infrastructure, Andrea McDonald Manager Accessibility and Melanie Starr (for Malcolm Baalman) Local Government Relations Public Transport Division of Department of Infrastructure, Florence Forzy-Raffard and Phillip Purdy of Yarra Trams. The objective of the meeting was to progress the consideration of 'urban design' as a third principle to the 'safety' and 'functionality' aspects of Accessible Tram Stops as previously discussed in a letter (attached) to Meredith Sussex, Coordinator General Infrastructure from IMAP partner councils.

It was agreed at the meeting that significant improvement to the coordinated, efficient and timely roll out of Accessible Tram Stops across the inner region could be made by the development of a set of functional design standards. The proposed design standards would illustrate potential design variations in the context of particular site constraints and opportunities such as street types, designated road speeds and surrounding land uses. It is envisaged that the design standards would provide a suite of options that could be supplemented as necessary in the future and complement the Department of Infrastructure's proposed Safety Standards.

It was also agreed that the IMAP partners should approach you to request your direct support through funding these design standards. The Department of Infrastructure and Yarra Trams representatives supported this initiative. The design standards would be developed in consultation with appropriate stakeholders including IMAP partner councils, Department of Infrastructure, Yarra Trams and VicRoads.



Inner Melbourne Action Plan
'Making Melbourne More Liveable'



The Inner Region councils look forward to your response and to working with you and the Department of Infrastructure further.

Please do not hesitate to contact me on (03) 9658 8735 or marhart@melbourne.vic.gov.au if you have any questions regarding the above matters.

Yours sincerely

MARTIN HARTIGAN
IMAP IMPLEMENTATION OFFICER

Att.



COUNCIL OF CAPITAL CITY LORD MAYORS

Australian Capital Cities - Partners in Prosperity

2008-09 BUDGET SUBMISSION

January 2008
Submission 1/08

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www.lordmayors.org

18 January 2008

Dear Treasurer

The Council of Capital City Lord Mayors (CCCLM) strongly advocates a comprehensive and integrated reform agenda to address current and future challenges faced by Australia's capital cities. The CCCLM welcomes the fresh emphasis put by the federal government on revitalising cities and key commitments to bring greater national coordination to the development of critical infrastructure projects, while appreciative of the need for fiscal discipline.

Capital cities are the lifeblood that underpins the economic success of Australia. They are the engines of economic growth and the cradle of national creativity and innovation responsible for 78% of economic growth over the last five years. Supporting the global competitiveness and liveability of our capital cities is at the core of the CCCLM agenda. Capital City Councils represented by the CCCLM collectively allocate more than \$3 billion per annum to achieve this end. Our goal is to work with the federal government and our state governments so that Australia can maintain and build on its current prosperity.

In August 2007 the CCCLM launched its report *Australian Capital Cities: Partners in Prosperity* (copy enclosed – [Executive Summary](#) and [National Policy Statements](#)) in which the Lord Mayors called for a direct partnership between the federal government and Australia's capital cities underpinned by joint approaches and a shared vision to optimise the productivity and liveability of our cities. In the spirit of this partnership, and the Prime Minister's call for cooperative federalism, the CCCLM has developed this budget submission which also confirms the powerful commonality of policy priorities of the federal government and capital cities.

The CCCLM budget submission details a series of projects with national implications. The projects identified are deemed by the Lord Mayors to be essential building blocks for future growth and are supported by detailed costings and business cases. These project proposals address Australia's infrastructure need:

- Transport
- Climate change
- Emergency management
- Social inclusion and health
- Tourism

Significantly, many of the project proposals offer an opportunity for joint investment by the federal government and capital cities.

The Capital City Lord Mayors look forward to meeting with relevant Ministers early in the federal government's new term to discuss the above project proposal and other issues relevant to a collaborative partnership.

The Rt Hon the Lord Mayor of Adelaide
Michael Harbison
The Rt Hon the Lord Mayor of Brisbane
Cr Campbell Newman
ACT Minister for Territory and Municipal Services*
Mr John Hargreaves MLA
The Rt Worshipful the Lord Mayor of Darwin
Mr Garry Lambert

The Rt Hon the Lord Mayor of Hobart
Alderman Rob Valentine
The Rt Hon the Lord Mayor of Melbourne
John So
The Rt Hon the Lord Mayor of Perth
Ms Lisa Scaffidi
The Rt Hon the Lord Mayor of Sydney
Clover Moore MP

*The ACT, encompassing the city of Canberra, is unique in the Australian political landscape. As a self-governing Territory, a Capital City, and the Seat of the Australian Government, Canberra faces somewhat different challenges to the other capital cities of Australia. The Territory Government takes its place with the Commonwealth, States and Northern Territory on both COAG and the recently established Council of the Australian Federation, as well as a range of intergovernmental Ministerial councils and associated structures. It is through these processes that the ACT works with other jurisdictions to establish and agree on Australia-wide policy priorities for the provision of public education, health and hospitals, police services and emergency management, urban development, the environment, water, transport infrastructure and services, and cultural and recreational amenities. The ACT is also subject to a range of funding mechanisms arising from its joint Federal/State/Local Government responsibilities which differ markedly from those of other capital cities. For these reasons, while the ACT Government acknowledges the strategic importance of capital cities to the nation's productivity and supports the CCCLM's call on the Australian Government to work with capital cities to unleash their potential, it does not necessarily commit itself to the specific actions, policies and accountability measures described in these documents.

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a formal partnership

The CCCLM believes there is a clear imperative for capital city growth to be placed at the forefront of government agendas. The national interest in capital cities is clear and compelling as Australia's capital cities face new challenges and opportunities that would benefit from a collaborative approach on the part of the federal government and capital cities. There is a need to recapitalise our cities to improve competitiveness, social cohesion and environmental sustainability. This can only be achieved through better governance involving all levels of government, business and community.

Lord Mayors welcome the commitment of the federal government to capital cities.

Australia's continued economic prosperity depends on maintaining and enhancing its international competitiveness, which in turn is increasingly reliant on the success of its cities. The liveability and amenity of a city is a key component of this success; ie high quality infrastructure, in particular transport and broadband, green spaces, sustainable urban design, safe and inviting environs, social cohesion etc.

Our cities are centres of opportunity that attract people, business and investment from around the world. They are Australia's international gateways to our nation.

Australia's national economic well-being is driven by its capital cities – 61% of Australia's economic activity in 2006 took place in Sydney, Melbourne, Brisbane and Perth and these cities contributed 78% of Australia's economic growth during the last five years, up from 66% in 2001.

There is now a broad understanding that the issues facing capital cities are neither purely local nor domestic; they are central to our national and international competitiveness, sustainability and national cohesion.

The quality of place and the liveability of capital cities are key drivers in the ability to attract the talent and investment needed for cities to grow and prosper.

Cities combine the most important elements for generating productivity and innovation: industry clusters, creativity, specialisation, diversity and connectivity. Productivity and innovation depend on training, retaining and attracting scarce skilled labour capable of operating in a multi-cultural global environment.

Australia's capital cities are attracting significant international interest for their achievements in many fields including standards of liveability, public space planning, major event planning, urban design and green buildings.

The CCCLM is working together on the ongoing transformation of capital cities to establish:

- A creative environment which encourages innovation and financial mechanisms to sustain research and development activity
- Infrastructure, particularly that related to connectivity in transport and innovation to enable industry to compete at world-class best practice
- A sustainable environment which addresses climate change, water and air quality challenges
- Social infrastructure which provides social cohesion, safety and security

cooperative federalism - capital cities leading the major cities' strategy

In its document *Australian Capital Cities: Partners in Prosperity* the CCCLM called for the establishment of a capital cities' unit to which it would commit resources.

The critical challenges and opportunities facing Australia mean collaboration and cooperation between the federal government, state and territory governments and the CCCLM is essential to future prosperity. For cooperation to work however, it must be based on a common purpose.

The CCCLM believes the institutional arrangements should be built around:

- A vision for capital cities which is shared by all levels of government in the national interest;
- Investment in the economic, social, physical and environmental development of capital cities where these directly affect their competitive advantage;
- Government and business collaboration to maximise opportunities to meet key strategic requirements;
- A shift in attitude to optimise business, investment, development, use, enjoyment and value of capital cities.

Capital city councils have significant resources and assets which could be used in joint venture partnerships with the federal government to maximise opportunities, growth and competitive advantage of capital cities.

The CCCLM collectively administers more than \$25 billion in assets. Therefore, there is significant potential for joint venture partnerships with the federal government on projects of national significance.

The CCCLM is committed to:

- Investing with federal government in projects of national significance in capital cities
- Providing advice to the federal government on national policy and program development and delivery
- Supplying technical expertise and current on-the-ground local knowledge of our cities
- Supporting COAG and COALG on matters relating to capital city core business
- Meeting regularly in Canberra with federal government departments and agencies
- Participating in departmental and agency working party initiatives which affect capital cities.
- The establishment of a Capital Cities' Unit within the Department of Prime Minister and Cabinet and is prepared to contribute resources to this as a first step in the development of this partnership.

A Capital Cities' Unit would be responsible for establishing effective mechanisms for coordination, i.e. strategic investments in capital cities with a view to positioning Australia as a global centre in the Asia-Pacific region.

The Unit would, as a starting point, consider the policies developed by the capital cities in their five areas of core business which are:

- Sustainable cities
- Transport and infrastructure
- Social infrastructure
- Global engagement and tourism
- City safety and security.

Importantly the Unit would act as a conduit between capital cities and federal departments and agencies to drive projects of national significance and optimise the investment in those projects. The Unit could also, in the absence of a metropolitan level of administration, work with the Australian Bureau of Statistics (ABS) regional statistics program in order to provide vital information on the performance and contribution of our cities. This is particularly important in the economic and trade areas, such as National Accounts. The collection of data relevant to capital cities by the ABS is an urgent need.

CCCLM is prepared to take a leading role in the development of the government's major cities' strategy.

capital cities at a glance

Population		% of Australian total
	Total	64%
	Growth (2005-06)	61%
Businesses		
	Total	63%
SME Businesses	(<200 employees)	62%
Large Businesses	(>200 employees)	78%
Economic activity		
	Gross Domestic Product (GDP)	70%
	GDP Growth (2001-06)	78%
Employment		
	Total jobs	66%
	Advanced services sector	75%
	Finance and insurance	81%
	Business services	74%
	Communication	73%
	Culture and recreation	68%
Specific industries		
	Services to finance	84%
	Insurance and superannuation	83%
	Air transport	82%
	Printing and publishing	80%
	Machinery and equipment	76%
	Motion picture and TV services	75%
Occupations		
	Professionals	72%
	Managers (non-farm)	74%
	Advanced clerical and sales workers	70%
	Associate professionals	65%
Specific occupations		
	Computing professionals	88%
	Social professionals	82%
	Sales and marketing professionals	81%
	Business and information profess	81%
	Accountants	80%
	Printing tradespersons	78%
	General managers	77%
	Keyboard operators	76%
International visitors		
Our Capital Cities are Australia's Gateways to the world with over 6 million international visitors in 2005, staying over 96 million visitor nights 7.5 million of these visitor nights were for business purposes and 30.5 million for educational purposes. These represented :		
	Total visitor nights	70%
	Visitor nights for business	78%
	Visitor nights for education	83%
	International visitor expenditure	71%
Finance		
Australian cities manage more than \$1 trillion in managed funds, the fourth largest in the world and biggest in the Asian region.		

forging sustainable capital cities

Sustainability must be a key object of all urban planning and management and is a central concern for the CCCLM.

Our capital cities are instrumental in resolving national issues such as:

- Greenhouse gas mitigation and climate change
- Demand for water and the drought-proofing of Australia's metropolitan regions
- Sustainable urban form – the spatial arrangement and accommodation of jobs,
- Housing and services and the transport, infrastructure and economic connections that link them.

The CCCLM believes:

- Sustainability must be the key object of all urban planning and management
- Capital cities have a leading role in city and metropolitan reductions in greenhouse gas emissions and planning for effects of climate change
- Capital cities are instrumental in delivering practical urban water approaches that will improve Australia's water efficiency and environmental outcomes
- Energy efficiency and the growth of renewable energy sources and distributed energy generation in urban centres must be supported
- Capital cities are leaders in urban waste reduction and resource recovery on waste streams, for example, green events, food, office and construction waste
- Concentrating jobs and population in activity centres, particularly inner cities, makes a substantial contribution to metropolitan sustainability
- Central cities provide unique opportunities to build green and smart, delivering productivity and liveability gains
- The collective purchasing power of capital cities can be harnessed to foster innovative technologies and products
- The environmental management sector should be supported to grow as an internationally competitive industry.

The CCCLM is committed to:

- Influencing the creation of new sustainability programs
- Positioning the CCCLM as an organisation that has collective expertise about capital cities to:
 - Work with International Council for Local Environmental Initiatives (ICLEI) to create a capital cities collective with expertise about sustainability (Capital Cities for Sustainability)
 - Provide Australian Local Government Association (ALGA) with a “virtual think tank/sounding board” on capital city issues
 - Create relationships with non-government organisations
- Providing a single point of entry to capital cities for relevant federal government departments and agencies
- Establishing and maintaining complementary policy positions with relevant state and territory governments
- Developing common project proposals for submission to the federal government.

NATIONAL PROJECT - Green CBDs program

Responsible Portfolio(s)

Climate Change; Environment, Water, Heritage & the Arts; Infrastructure, Transport and Regional Development, Local Government

Brief outline

This brief outlines the anticipated initial federal roles and responsibilities for partnering with Australian capital cities to develop and administer an office tenant energy efficiency initiative based on the 3CBDs Greenhouse Initiative operating in Sydney (from 2005) and Melbourne (from 2008).

- Worldwide 33 per cent of energy use is in buildings.
- As much as 60 per cent of the total energy demand in cities is attributed to stationary energy usage, including office equipment, lighting and computers.
- In Australia, the commercial property sector generates 8.8 per cent of national greenhouse gas emissions, and has the fastest growth of emissions of any sector, set to double to 62 million tonnes of CO₂ by 2010 unless action is taken.
- National commercial building energy costs are around \$4 billion each year, and tenants account for almost 50% of the electricity consumed in buildings.
- Most current policy focus is on base building sustainability for new buildings; however the bulk of city energy consumption is in older existing buildings.
- Launched in Feb 2005, the initiative helps commercial office tenants reduce their greenhouse gas emissions through energy efficiency. A joint initiative between City of Sydney, North Sydney and Parramatta City Councils and the NSW Department of Environment and Climate Change, it is the only educational program in Australia that educates and encourages commercial office tenants to reduce greenhouse gas emissions attributed to climate change.
- It is a voluntary program that promotes the use of Australian Building Greenhouse Rating (ABGR) scheme by commercial office tenants – and focuses on educating, rewarding and providing capacity-building tools to commercial office tenancies to address energy efficiency. Despite the inherent economic incentive to undertake these projects, this sector has traditionally been extremely hard to reach.
- Through the CCCLM, capital cities have either agreed to roll-out the initiative, or given in principle support subject to their Council's consideration. Sustainability Victoria and the City of Melbourne are to roll-out the initiative in Melbourne in early 2008. Once this occurs, the initiative will cover over half Australia's commercial office space.
- There are currently 48 signatories, including private sector businesses, NGOs and state and federal agencies. These signatories include some of the most influential and prestigious businesses in Australia, and within their respective industries. Approximately half are nationally based businesses operating in multiple Australian cities.

Objectives

- Greenhouse gas emissions reductions, with a maximum potential to save 850,000 T of CO₂ per annum
- Address a policy gap in addressing energy efficiency in existing buildings rather than in new buildings alone
- Deliver a simplified energy efficiency framework for commercial office tenants across Australia
- Enrol 700 signatory businesses by 2012
- Transform the commercial property sector and in particular the existing building office tenancy market to focus on sustainability issues
- Address major barriers to improved energy efficiency which are institutional, educational and behavioural rather than financial or technological

Expected outcomes

- A maximum potential to save 850,000 T of CO₂ per annum nationally
- One single energy efficiency framework across Australia for commercial office tenants
- 700 signatories by 2012 with an estimated 175 signatories by 2009 if a national initiative was underway by 2008
- A structured program that can be delivered to major/regional cities without significant cost, using the same intellectual property and program resources developed out of the capital cities.
- A structured way for business to deliver on key environmental issues through support for business innovation and energy efficiency with a focus on existing building stock
- With expansion to waste efficiency, a structured way for businesses to reduce waste within a single resources efficiency framework across Australia for commercial offices
- With expansion to the hotel sector, one single water, waste and energy efficiency framework for hotel businesses
- Current signatories include 48 businesses covering over 500,000m² of office space (almost 9% of Sydney's office space). Approximately half have tenancies nationally.

Estimated cost

Capital cities:

Total costs for 5 years: \$2.5m plus value in kind (vik)

- a local focus, led in all locations by the city local government (initially capital city councils) via program staffing (\$1.5m for 5 years based on \$600K pa 50% cost shared with federal government providing 0.2 - 2.2 FTE in each capital city in proportion to the amount of office space) – current funding exists only for Sydney and Melbourne
- value in kind contribution (office accommodation and support, salary on-costs etc)
- contribution to program maintenance \$10K per city (est \$100K pa based on eight capital city councils plus North Sydney and Parramatta)
- marketing, events, web hosting and collateral (~\$100K: estimate for 10 cities)

Federal government:

- Total costs for 5 years: \$1.55m plus vik basic program to accelerate uptake in all capital cities
 - \$6.45m with expanded uptake elements (\$4.9m)
 - \$7.9m with program training, waste and regional city modules (\$1.45m)
 - \$9.4m with program extended to hotel efficiency (\$1.5m)
- national policy advice and coordination
- funding to enable and support national coordination (\$50K, based on coordination through the CCCLM and biannual steering committee meetings based in Sydney)
- contribution to local government program staffing (\$1.5m for 5 years based on \$600K pa 50% cost shared with local government providing 0.2 - 2.2 FTE in each capital city in proportion to the amount of office space) – enables accelerating expansion to all capital cities by 2008/9
- expanded uptake of the initiative to include:
 - ABGR funding (subsidised funding for ABGR ~\$1.4m based on 2 annual ratings @ \$1K per business for 700 businesses)
 - energy management diagnostic (\$3.5m total over 5 years estimated @ \$5K per business 1 per 3 years over 700 businesses, delivered by private sector managed by capital city councils)
- expansion of the initiative to include:
 - tenancy waste efficiency initiatives (estimated \$250K for research, policy development and program design to be incorporated into the existing program)
 - training & education module (\$1.1m for 5 years based on \$100K initial development, then \$200K pa to deliver national training based on 40 courses per year)
 - production of a local coordination tool kit to expand beyond capital cities (estimated at \$100K for brochure and website design and maintenance)
- extension of the initiative to include hotels (based on the City of Melbourne Green Hotels toolkit) – \$1.5m enhanced staffing estimated at 50% addition to program staffing and based on using existing website, coordination and other program infrastructure and vik)

State government:

Total costs for 5 years: \$400K plus vik

- policy and technical advice and coordination vik
- measurement and monitoring tools vik
- contribution to program maintenance (\$10K pa for 8 States/Territories)

Private sector (signatories):

- Benchmark ABGR 3 months of joining and request base building ABGR from building owner
- A commitment to achieving 4+ ABGR stars
- Appoint an Energy Manager and develop and implement Energy Action Plans
- Promote energy efficiency within the tenancy and to staff and suppliers
- Annual progress reporting

Related documentation (including attachments)

- [CCCLM: Green CBDs - Australian Office Tenant Energy Efficiency Initiative - Proposed national expansion of the 3CBDs Greenhouse Initiative – Resource Requirements](#)
- [CCCLM: Green CBDs - 3CBDs - Progress Report Snapshot November 2007](#)
- [Green CBDs presentation by Alan Cadogan, City of Sydney to Green Buildings Conference, Nov 27-29 Melbourne](#)

CAPITAL CITY PROJECTS: Water

Federal Portfolio(s): Climate Change; Environment, Water, Heritage & the Arts; Infrastructure, Transport and Regional Development, Local Government					
City	Outline	Objectives	Outcomes	Cost	Attachments
Brisbane	Brisbane aquifer project	<p>The Brisbane Aquifer Project investigates the provision of water supply from Brisbane aquifers to assist securing the essential water supply needs of South East Queensland. The project covers a wide geographic area, in a compressed timeframe. The three main project phases are:</p> <ol style="list-style-type: none"> 1. Groundwater investigation to drill and test water bores, and identify those suitable for supplying water; 2. Design, construct and commission pipework connecting individual bores, water treatment plants and connections to the existing reticulation network. 3. Design, construct and commission five water treatment plants to treat the groundwater prior to potable use. 	<ul style="list-style-type: none"> ➤ Reduced potable water demand by obtaining approximately 20ML/d of drinking water from Brisbane aquifers to supplement current town water supplies on a long term basis. ➤ Diversification of Brisbane's town water supply and assistance in drought proofing the city. ➤ Regional benefit as a major water source. 	The total forecast cost of the Brisbane Aquifer Project is \$75M. Council has received approval for State Government subsidy funding of \$28.9M under the Local Governing Bodies Capital Works Subsidy Scheme.	Brisbane Aquifer Project.pdf
	Brisbane CBD Reuse Scheme	<p>The CBD Reuse Scheme would harvest water from a variety of sources and produce recycled reticulated water to meet a variety of urban needs. The project aims to use locally available water such as ground and stormwater as well as more distant water from the sewer network and/or desalination of the Brisbane River.</p> <p>The project would improve Brisbane City Council's sustainable water management with access to long term sustainable sources, such as groundwater from current Transport Infrastructure Projects, which would otherwise be treated and discharged back to the environment.</p>	The overall project outcome is to ensure both short and long term water security to the CBD as well as utilising best practice treatment technology and reducing energy requirements.	The total estimated project costs for the scheme are in the range of \$12.9M	Brisbane CBD Reuse Scheme.pdf
	Australia Trade Coast South Recycled Water Scheme	The ATC South Recycled Water Scheme aims to supply high quality recycled water to Caltex Refineries as a direct substitution for drinking water. Caltex Refineries (Qld) Ltd operate a petroleum refinery at Lytton, adjacent to the Wynnum Wastewater Treatment Plant (WWTP).	<ul style="list-style-type: none"> ➤ Reduce potable water demand by substituting 4.5 ML/day of recycled water for industrial use, in a cost effective and sustainable manner; ➤ Diversify Brisbane's town water supply and assist in drought proofing the city; 	The total forecast cost of the project is \$35M. Council has received approval for State Government subsidy funding of \$11.8M	Brisbane - Australia Trade Coast South Recycled Water Scheme.pdf

		<p>Caltex is the second largest user of drinking water in Brisbane, using approximately 5.5 ML/day (pre drought). As the Wynnum WWTP produces approximately 8.8 ML/d (average dry weather flow pre drought) of treated wastewater, which is discharged into Waterloo Bay, there is potential for Caltex to offset approximately 4.5 ML/day of its water demand with demineralised (non-drinking) water reclaimed from the Wynnum WWTP. The project involves construction of an advanced water treatment facility at Wynnum WWTP and piping high quality recycled water to Caltex.</p>	<ul style="list-style-type: none"> ➤ Enable sustainable development within the Australia Trade Coast district; ➤ Improve receiving water quality through reduced nutrient discharge to Moreton Bay; and ➤ Educating large water users about demand management. 	<p>under the Local Governing Bodies Capital Works Subsidy Scheme.</p>	
Hobart	Hobart Recycled Water Scheme	<p>To provide up to 7 megalitres of recycled water per day from the Selfs Point Water Reclamation Plant to the Nyrstar Hobart Zinc Smelter.</p>	<p>The project has the potential to reduce Nyrstar's potable water usage by approximately 7 megalitres per day. Reduced potable water usage will reduce the need for future infrastructure upgrades. A reduction in the volume of treated wastewater discharges to the Derwent Estuary will occur with a resultant improvement in water quality.</p>	<p>Est \$8 million.</p>	<p>Hobart Recycled Water Scheme.pdf</p>
Melbourne	Recycled Water for Inner Melbourne Parks	<p>The parks in Inner Melbourne include Kings Domain, Fawkner Park, Albert park, Royal Park, Princes park, Treasury and Fitzroy Gardens, Royal Botanic Gardens and the national and world heritage listed Carlton Gardens. This park network is a national asset with an estimated value of \$2.7 Billion. The provision of a secure source of recycled water to maintain this national asset is not only of significant intrinsic value as detailed above but also serves as a major demonstration project for recycled water in inner cities.</p> <p>The City of Melbourne and City West Water commenced collaborating on a Stage 1 of this program by investigating a water mining plant in Princes Park. This had the potential to supply water to Royal Park (sports fields) Princes Park including the Carlton Football Grounds, Carlton Gardens, Melbourne Zoo, Melbourne University, Melbourne Cemetery and Parkville Gardens. The second element of this project would see the expansion of the water mining plant delivering</p>	<p>It is proposed that the funding for the construction of the plant would be contributed by the Australian Government, Victorian Government and the City of Melbourne. This is a significant opportunity for a joint venture partnership between the three levels of government.</p>	<p>\$30 million</p>	<p>Recycled Water for Inner Melbourne Parks.pdf</p>

		<p>recycled water to other parks north of the Yarra River including Fitzroy Gardens, Treasury Gardens and Yarra Park. At \$48M this project was considered to be non viable. Investigation has commenced on an alternative proposal in conjunction with the redevelopment of the Royal Children's Hospital on Flemington Road. Mining the same sewer as Princes Park but at the lower depth and reusing the existing basement of the Hospital to be demolished, it is anticipated that the overall cost of the project can be reduced significantly with a potential budget closer to \$30M.</p> <p>Similar solutions could be developed for parks south of the Yarra River. These parks include the Royal Botanic Gardens Kings Domain, Fawkner Park, and Albert Park.</p> <p>A preliminary greenhouse gas assessment of the proposal has been conducted. At ultimate development (450,000 kilolitre), the estimated green house gas emission of the water purification plant and distribution pumping is 2800 t CO₂-e/yr, with an estimated power consumption of 1900 MWhr/yr.</p> <p>This could be overcome by assigning dedicated "green power" to this project thus avoiding an increase in green house emissions (potentially 2715 t CO₂ – e/yr) that would otherwise arise.</p>			
Perth	Stormwater Drainage (Mounts Bay wetlands reclamation)	<p>The Mounts Bay wetlands area, which is State Government reserve land, will require extensive remodelling and infrastructure work following work done on the Perth/Mandurah Railway, and for the purposes of accommodating new developments associated with the Mounts Bay development.</p>	<p>There will be a need to introduce water sensitive model initiatives and reclamation measures for the purposes of improving water quality discharge into the Swan River.</p> <p>The new drainage infrastructure will require a coordinated effort from State agencies and a substantial financial contribution from the Government for the capital works project.</p>	\$15 million	Perth - Stormwater drainage.pdf

Sydney	Water reuse in Green Square	Green Square is the largest brownfields urban renewal development site in Sydney, with over 200 hectares under development or proposed over the next 20 years.	The implementation of water re-use systems, both stormwater and sewage, in Green Square would enable 50-80% of the non-potable water demand to be met by stormwater and/or sewer mining	\$15.4 million	Sydney Water reuse in Green Square.pdf
	Sydney Water Recycling strategy	Sydney Water is preparing an integrated strategy for the provision and management of water, wastewater, recycled water and stormwater infrastructure in the Sydney CBD and surrounding areas.	This project could significantly reduce potable water consumption, increasing reliability of supply and extending the life of existing water infrastructure.	Est \$100-500 million	
	Sydney Park stormwater treatment & reuse project	Capturing stormwater from two catchments of up to 480 megalitres per year	Water will be reused for wetland top-up and irrigation within the park. The project will improve stormwater quality, drought proof the park and provide an alternative to potable water supplies for the surrounding industrial organisations.	\$3.7 million	
	Hyde, Cook & Phillip Parks water reuse project	Collect water from Busby's Bore, the Cross City Tunnel and stormwater from surrounding catchments to be used for irrigation, meeting 30% of the parks' watering needs	The City of Sydney is currently investigating further water sources available for reuse (such as sewer mining and other stakeholder water sources) to deliver the remaining irrigation requirements for these parks and reduce the need for potable water consumption.	Est \$2.3 - 4 million	

transport and communication/technology infrastructure solutions

An integrated approach to metropolitan transport by all levels of government is critical to the effective functioning of metropolitan areas and therefore the nation.

In terms of large capital cities, effective and efficient public transport is fundamental to resolving national issues such as:

- Economic disadvantage caused by congestion affecting both freight and commerce
- Greenhouse gas emission and climate change
- Social inequality across cities.

In response to a commission from the Council of Australian Governments (COAG), the Bureau of Transport and Regional Economics provided updated estimates on costs due to traffic congestion in Australia's major cities. This suggested a current estimated cost of \$9.4 billion.

In a mere 15 years, avoidable congestion costs are estimated to more than double to \$20.4 billion annually in 2020, in a 'business-as-usual scenario'.

A mechanism needs to be found for the federal government to invest, through public and/or private sectors, in metropolitan public transport infrastructure and travel demand management.

The CCCLM believes that:

- Transport and land use planning and implementation must be co-ordinated
- Metropolitan structures based on consolidation, containment and transport-linked multicentres, with the central area as the primary centre and gateway, are needed to optimise urban efficiency
- Substantial growth in inner cities for living, working, visiting, studying is necessary to underpin the productivity and competitiveness of metropolitan areas, regions, states and the nation
- A high degree of accessibility to and within inner cities is critical to the productivity of metropolitan regions, states and the nation –particularly access to skills
- High quality public transport is critical to the success of inner cities
- Long-term planning and investment in metropolitan public transport, using the most effective modes in each city, is required
- Priority road and rail access to airports, ports and interstate rail lines is required to support trade productivity
- Priority short-term parking and minimising commuter parking in central areas should be implemented through local policy
- Walking and cycling are part of the transport system and should be the main mode for circulation in inner city areas.

CAPITAL CITY PROJECTS: Public Transport

The quality of place and the liveability of capital cities are key drivers in the ability to attract the talent and investment needed for cities to grow and to support the national economy. The public transport infrastructure of capital cities is an essential element of that liveability.

Capital cities require substantial investment in public transport infrastructure at a level that is greater than state government budgets currently can provide. Federal investment in capital city public transport infrastructure can have key impacts on improving traffic congestion, reduced freight costs, improved greenhouse gas emissions and reduced pressure on inflation.

CCCLM supports the following public transport projects. Projects for other cities are anticipated to be developed as state government infrastructure planning for these cities is refined.

Federal Portfolio(s): Climate Change; Environment, Water, Heritage & the Arts; Infrastructure, Transport and Regional Development, Local Government					
City	Outline	Objectives	Outcomes	Cost	Attachments
Melbourne	Footscray Road Light Rail Link	The inclusion of a light rail service along Footscray Road between Melbourne Docklands and central Footscray. This will enable improved traffic flow along Footscray Road by reducing the number of private vehicles and importantly give priority to port associated traffic. This light rail link will provide better access to Docklands and the CBD from the Western suburbs of Melbourne. There are a number of large corporations whose decision to locate in Docklands will be positively influenced by the existence of this transport link. This proposal is also strongly supported by VicUrban and the Cities of Yarra, Maribyrnong, Port Phillip and Stonnington.	There is a demonstrable strategic advantage for a public transport solution linking Docklands with Footscray Station. The Docklands precinct is less than 4 kilometres from Footscray and the Western suburbs. Accommodating a light rail link would provide commuters a link from the western suburbs with a direct, fast and convenient access to Docklands and the CBD to complement current congested train connections and allow connection to the wider tram network. The need for such a connection would be obviated in the longer term if the capacity of the underground rail loop was significantly increased to, amongst other things, free up rail congestion from the west. Buses may also provide a solution as a shuttle service. A bus service would not, of course, require additional structure and could be considered as an interim solution prior to fixed rail improvements.	\$110-\$130 million.	Melbourne - Footscray Road Light Rail Link.pdf
	Moving People	Melbourne is experiencing unprecedented growth in its population. The Victorian Government estimates that there will be more than one million additional people living in metropolitan Melbourne by 2030. The City of Melbourne is currently home to over 60,000 residents with another 50,000 expected over the next 15 years. The number of daily visitors to the City is expected to increase from 700,000 currently to one million per day by 2014. It is critical to further improve the effectiveness and efficiency of the transport network serving the City and the broader metropolitan areas to meet the challenges of future growth. City of Melbourne has	A metro style rapid transit system would: <ul style="list-style-type: none"> ➤ substantially upgrade the quality of public transport access within and to inner Melbourne; ➤ address service demand issues to wider metropolitan Melbourne by linking elements of the Northern group with the Caulfield group of rail services; ➤ provide the long overdue rail line to the Doncaster/Donvale region (Menzies electorate); ➤ solve rail capacity issues by directly linking the Northern and Caulfield lines. The tunnel does not use the City Loop hence potentially two of the four City Loop lines become available for expanded services; 	10.8 km underground @ \$1 bn per 7 km = \$1.6bn Rail to Doncaster (Doncaster Rd) =\$800 m Station/interchange infrastructure =\$500m Total: \$2.9 bn	Melbourne - Moving People.pdf

		<p>developed a detailed Transport Strategy which seeks to address this. A key element of the strategy is the need for investment in public transport system. The metropolitan rail system in Melbourne is currently under stress and needs to be augmented.</p>	<ul style="list-style-type: none"> ➤ enable the additional capacity of the City Loop to be used to increase services to the western suburbs (Gellibrand and Wills electorates) which have been limited by the existing rail infrastructure and demands from freight and regional rail services; ➤ provide sufficient system capacity to allow for the establishment rail links from Melbourne's airports to the metropolitan rail system through the Northern and Western lines. ➤ address the existing rail capacity issues (the system currently operates 25 trains per hour into and out of the CBD but needs to operate at least 41 extra peak trains by 2020 to accommodate residential growth in the Western and Northern suburbs); ➤ assists tram operations by providing relief from traffic congestion, particularly on St Kilda Road and Swanston Street; ➤ service major development areas in inner Melbourne, including the Parkville precinct (Hospitals and University), Carlton and the Domain. There would be many development opportunities associated with this project. Stations would be integrated at Melbourne Central and Flinders Street to enable transfer to the City Loop, new stations would be situated under the Domain and Parkville/Carlton (servicing the University and Hospital precinct) – all with tram and bus interchange facilities; and free up several inner urban railway lines for tram service (such as South Yarra to Windsor Station- freeing up Chapel Street). These could be used as segregated tram lines (light rail). 		
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	Moving Freight	<p>Melbourne has a number of discontinuities in its arterial road network (refer Attachment 3, note the gap in the North Central City Corridor); metropolitan freight is forecast to grow at 3.5 per cent per annum from 2006 to 2007, with virtually all expected to be road based. Urban freight movement is largely the preserve of road transport; this is the most significant issue the City of Melbourne faces, given the existing levels of congestion, the major effect on amenity for residents, and the difficulty in expanding infrastructure. In 2003 trucks represented less than five per cent of traffic on the Eastern Freeway which feeds into the North Central City Corridor (NCCC). However, with industrial land prices along Eastlink increasing by over 30 per cent, and with the completion of the Eastlink toll way, freight traffic will increase along the Eastern Freeway and move through the NCCC to the Port of Melbourne where freight growth has averaged 7.3 per cent per annum for the last decade. The NCCC is a natural alternative to the heavily congested Monash/ West Gate east –west route but this will dramatically escalate traffic impacts, congestion and residential amenity throughout Carlton, Parkville and North Melbourne.</p>	<p>A northern east-west freight link would maximise the attractiveness and competitiveness of Melbourne as the freight and logistics hub of south east Australia, whilst addressing residential, community and environmental concerns associated with the completion of the Eastlink project.</p> <p>Such a project would:</p> <ul style="list-style-type: none"> ➤ Relieve road congestion in the inner north central city corridor. It would allow surface roads to be reclassified and reclaimed enabling easier movement by local traffic, walking, cycling and public transport, and improve the amenity between the CBD and the Inner northern suburbs; ➤ Maximise the potential of Footscray as a Transit City by releasing land to be used for development and improve amenity by alleviating through rail and road traffic from the heart of the activity centre; ➤ Complete a parallel road alternative to the Monash Freeway to enable management of road freight from the Eastern and South Eastern suburbs; and, ➤ Maximise the life and efficiency of the Port of Melbourne with the provision of direct access to freight links at its doorstep linking in all directions. 	<p>5.5km Eastern Link Tunnel ~ \$800mill 2.5km Western Link Tunnel~\$400mill Total ~\$1.2bn</p>	<p>Melbourne - Moving Freight.pdf</p>
Sydney	Sydney Light Rail Pre-Metro Network Development	<p>Develop a network of Light Rail routes as the first stage of developing an underground MetroRail network to provide high capacity sustainable rapid transit services to cater for strong travel growth and maintain Sydney's economic performance as Australia's Global gateway.</p>	<ul style="list-style-type: none"> ➤ The project is intended to help maintain the Sydney's global position as Australia's premier retail and commercial centre and international gateway for tourists and the global economy. The Centre for International Economics estimated the cost of congestion on Sydney's roads to be \$18 billion in 2005 and rising to nearly \$24 billion by 2020. If Sydney's traffic congestion isn't addressed it is estimated that by 2020 the Australian economy would be 0.1% lower, Sydney's GRP would be 0.9% lower with 0.7% less investment, 0.3% less employment and real wages being 0.5% lower. ➤ Environmentally, transport accounts for an increasing share of Australia's total greenhouse gas emissions increasing from 11.4% in 1990 to 14.5% in 2003 (Australian Greenhouse Office 2005). Light rail vehicles produce no direct greenhouse gas emissions and significant greenhouse gas emissions 	<p>Total cost of \$1,010 million in six stages. Stage 1: \$164 million infrastructure construction costs, new light rail vehicles and street works</p>	<p>Sydney Light Rail Pre-Metro Network Development.pdf</p>

			<p>reductions can be gained when green energy is used to power the network.</p> <ul style="list-style-type: none">➤ Extend the existing light rail network to provide a direct connection to the Sydney retail core and the heart of the CBD for improved access for the CBD's workforce, residents, shoppers and tourists.➤ Provide higher capacity public transport services with improved accessibility to cater for intended future growth in the Sydney CBD and inner Sydney➤ The light rail network can be progressively built underground in the future to form a high capacity Metrorail network.➤ Integrate with other transport services including heavy rail, light rail, buses, coaches, taxis and ferries.		
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CAPITAL CITY PROJECTS: Cycleways

The quality of place and the liveability of capital cities are key drivers in the ability to attract the talent and investment needed for cities to grow and to support the national economy. Urban traffic congestion is a national issue affecting capital cities with impacts on the national economy.

Opportunities to increase cycling are greatest for the densely populated areas within 10km radius of the major employment centres of capital cities. These areas, however, also have higher than average costs associated with cycling infrastructure provision due to land values and lack of public space. The potential to increase cycling modal share for inner city areas to levels achieved in North American Cities of around 10% can only be achieved with appropriate investment in cycling infrastructure. Federal investment in cycling infrastructure in these areas has the greatest potential to impact on cycling rates, with key benefits to improving traffic congestion, reduced freight costs, improved greenhouse gas emissions, improved social equity, improved health and reduced pressure on inflation

CCCLM seeks federal support for the following cycle projects for capital cities.

Federal Portfolio(s): Climate Change; Environment, Water, Heritage & the Arts; Infrastructure, Transport and Regional Development, Local Government					
City	Outline	Objectives	Outcomes	Cost	Attachments
Adelaide	Frome Road - Bicycle pathway alteration from existing off-street to traffic signals that provide a holding area for cyclists to enter road.	Separate cyclists and pedestrians	Reduced potential for collisions between pedestrians and cyclists at traffic signals	\$30,000	Adelaide Frome Road Bicycle Pathway.pdf
	Sturt Street Cycleway – Installation of bicycle lanes (Copenhagen style)	Install dedicated bicycle lanes on Sturt Street, Adelaide for 450 metres.	Reduce potential conflict between cyclists and other vehicles and improve pedestrian accessibility along Sturt Street	\$480,000	
	Park 20 - completion of shared use path for cyclists and pedestrians, connecting existing path that extends from east, south and west park lands.	Upgrade to appropriate standards to enable shared use for pedestrians and cyclists, and provide a consistent high quality shared use path through Park 20 of Adelaide Park Land known as Park Lands Trail	Enhancement of the shared use path to encourage more visitors to use the Park Lands Trail and facilities	\$250,000	Adelaide City Council Bike Path at Park 20.pdf
Hobart	Preparation of integrated bicycle network plan for greater Hobart area	Identification of projects that will provide improved cycling network in greater Hobart Area	Will allow for the prioritising of cycling and walking infrastructure as part of an overall move towards more sustainable transport	Preparation of plan is jointly funded by HCC, surrounding suburban Councils and AGO	
	Pedestrian & Cycling infrastructure Hobart CBD - Kingborough	Improving cycling and walking infrastructure and facilities between the Hobart CBD and the southern municipal boundary with Kingborough Council.	Improved connectivity between the Hobart CBD and the residential communities to the south. Improvement in urban amenity from improving linkages and access to the River Derwent foreshore.	Costed elements of project - \$1,200,000	
Darwin	Rocklands Drive Tiwi linkage	Connecting existing cycle paths from Tiwi Gardens to Manbulloo Street Tiwi	1.2km	\$250,000	

	Rapid Creek Road, Millner	Connecting existing cycle paths from Sprigg Street to Water Gardens Freshwater Creek Bridge	400m	\$120,000	
	Fitzer Drive - Coconut Grove	Connecting existing cycle paths from Bagot Road to Dick Ward Drive	600m	\$120,000	
	McMinn Street, Darwin City	Connecting existing cycle paths from Daly St Bridge to Bennett Street	1km	\$200,000	
	Amy Johnson Drive Karama - Berrimah	Connecting existing cycle paths from McMillans Road Karama to Stuart Highway, Berrimah	1.5km	\$300,000	
Melbourne	Commercial Road/Malvern Road – bicycle lanes from Kooyong Road to Punt Road to connect to Fawkner Park shared path.	Provide clearway bicycle path to clearly delineate bicycle lane from traffic, improving cyclists' safety.	Connects key Principal Bike Network route, within the Inner Melbourne Action Plan region from City of Stonnington to City of Melbourne and assists connections to the City of Port Phillip. Length approx 3.5 km	\$30,000	
Sydney	Sydney Cycling Strategy - Implementation of on-road cycling facilities	Traffic safety, congestion and lack of cycling facilities are a major barrier to increasing the number of people who cycle. The project seeks to develop a comprehensive network of cycleways through innovatively separating two-way cycleways from both pedestrians and moving vehicular traffic.	Create a safe cycling environment that cyclists can safely use for everyday discretionary travel and commuting to work	\$20,000,000	
	North South Pedestrian & Cycle Corridor	A "green" link over the railway corridor from Goulburn to Cleveland Street, linking the southern area of the CBD. Pedestrian and cycle routes incorporated along the corridor with building strategically located.	<ul style="list-style-type: none"> ➤ The development would enable the City to meet growth projections called for in the Metropolitan Strategy ➤ Improved pedestrian and cycleway connectivity ➤ Providing pedestrian and cycleway connectivity for one of the major redevelopment sites in the City reducing reliance on motor vehicles and improving congestion in and around the city ➤ increased public space in a highly dense environment ➤ Upgrade of the City's major transport interchange improving presentation to visitors to the city ➤ Better connections between the village areas of the City ➤ Enclosure of the railway line mirroring work done overseas. 	\$700,000,000	

Brisbane	Rafting Ground Road Bikeway	<p>This project will extend pedestrian and bicycle access from the existing Moggill Creek shared pathway to Brookfield State School.</p> <p>The 953m long, 3m wide shared pathway would run from the existing pathway at Rees Street, Brookfield, to Brookfield State School on the eastern side of Rafting Ground Road</p>	<ul style="list-style-type: none"> ➤ Provide and improve pedestrian and bicycle access to Brookfield State School ➤ Improve access to other nearby trip attractors such Kenmore High School ➤ Encourage the use of 'active transport' modes for local trips. ➤ Increased walking and cycling trips in the suburbs of Brookfield and Kenmore Hills ➤ Decrease in traffic congestion around Brookfield State School during school drop-off and pick-up times ➤ Improved safety for primary school students to travel away from road traffic. 	\$250 000	Brisbane - Rafting Ground Bikeway.pdf
	Hogarth Road Bikeway	<p>This project will improve walking and cycling connectivity between three schools and a train station.</p> <p>The 700m long, 3m wide shared pathway would extend from the St Andrew's frontage of Hogarth Road north to McGinn Rd, linking in with existing on-road cycling on and off-road cycling facilities at either end</p>	<ul style="list-style-type: none"> ➤ Improve pedestrian and bicycle access to three schools ➤ Improve access to other nearby trip attractors such as Ferny Grove Station and the Upper Kedron Rec Reserve ➤ Encourage the use of 'active transport' modes for local trips ➤ Increased walking and cycling trips in the suburbs of Ferny Grove and Upper Kedron ➤ Decrease in traffic congestion around the three schools during school drop-off and pick-up times ➤ Improved safety for primary and high school students to travel away from road traffic. 	\$120 000	Brisbane - Hogarth Road Bikeway.pdf
	Brisbane Street Bikeway	<p>This project will upgrade an existing separated pathway that is heavily trafficked by cyclists and pedestrians, as it forms part of a cycling route to the University of Queensland and links pedestrians with the Toowong Village Shopping Centre.</p> <p>The 500m long, separated pathway links Glen Road to Sandford Road, Toowong, and connects to on-road cycling facilities at either end</p>	<ul style="list-style-type: none"> ➤ Improve pedestrian and bicycle access to the University of Queensland and Toowong Village shopping Centre. ➤ Encourage the use of 'active transport' modes for local trips and commuting trips ➤ Increased walking and cycling trips to and from the University of Queensland, Toowong Village and Toowong Train Station ➤ Localised decrease in traffic congestion ➤ Improved safety for pedestrians and cyclists 	\$250 000	Brisbane - Brisbane Street Bikeway.pdf

	Lota Station Bikeway	<p>This project would improve pedestrian and bicycle access to the Lota Rail Station</p> <p>Located in Brisbane's bayside suburbs, this path would also provide a link to the Moreton Bay Cycleway, a regional cycle route which will ultimately stretch from Bribie Island in the north to Redland Bay in the south</p> <p>The 246m long, 3m wide shared pathway would run from the existing pathway in Ed Davenport Rotary Park to Coolana Street Lota</p>	<ul style="list-style-type: none"> ➤ Improve pedestrian and bicycle access to the Lota Rail Station, and encourage intermodality of the active and public transport modes ➤ Improve access to other nearby trip attractors such as Lota State School, Lota PCYC and foreshore parklands ➤ Encourage the use of 'active transport' modes for local trips ➤ Increased walking and cycling trips in the suburb of Lota ➤ Decrease in traffic congestion around the Lota Rail Station ➤ Improved pedestrian and cycle connectivity to access the Moreton Bay Cycleway 	\$87 000 (2006 estimate)	Brisbane - Lota Station Bikeway.pdf
	Bicentennial Bikeway	<p>The Bikeway runs along the Brisbane River bank for approximately 2.6km between the William Jolly Bridge in the Brisbane CBD to the Regatta Ferry Terminal, Toowong and is used by 2500 cyclists and 1800 pedestrians per weekday in 2007, the Bicentennial Bikeway is Brisbane's busiest shared pathway.</p> <p>The project will be upgraded the Bicentennial Bikeway, to widen the path and separate pedestrians and cyclists to cater for the increasing growth of walking and cycling on the city's busiest pathway.</p>	<ul style="list-style-type: none"> ➤ Increase commuter, recreation and utility trips made by walking and cycling by increasing the capacity of the pathway ➤ Provide a viable alternative to driving for commuting ➤ Create a premiere walking and cycling facility for Brisbane residents and visitors, including: shade, seating, lighting, public art, signage and landscaping ➤ Increased commuter and recreational walking and cycling ➤ Improved transport options for residents in Brisbane's western suburbs, leading to a decrease in traffic congestion ➤ A high quality cycling and walking environment that will attract residents and visitors to utilise the iconic River-front infrastructure 	A Planning Cost Estimate is currently being developed for this project.	Brisbane Bicentennial Bikeway Upgrade.pdf

communications/technology infrastructure

For a city and its residents to compete globally in a world dominated by rapid flows of information, the infrastructure connecting the city to the commercial telecommunications network must be able to meet both the current and future requirements. Hence, the obligation is on the communications carriers to ensure dramatically increased bandwidth by:

- Increasing capacity
- Upgrading to a higher bandwidth infrastructure
- Developing technologies that squeeze more bandwidth out of the existing infrastructure
- Developing compression technologies that squeeze data into fewer bytes.

This depends not merely on the infrastructure of the city itself but also how, and to whom, it connects itself to the worldwide web of network infrastructure. Newer technological developments expand the speed of connectivity to the Internet, the range of information that can be transmitted (from moving pictures, clearer sound and greater interactivity) and the extent of that information – e-commerce and e-business/ business-to-business and business-to-consumer. The critical factor remains the requirement for increasingly faster connection and transmission.

The increased reliance on connectivity, and the direct link between capacity and speed of access in the new technology, only emphasises this fact. The challenge is to ensure that broadband infrastructure does not become the location constraint to future growth that, if left unaddressed, it may.

Infrastructure provision will ultimately be the factor that constrains city growth.

This infrastructure challenge extends to all other areas, in particular, its ability to meet the demands of the new economy and technology and to ensure the efficient movement of goods and people within the city, nationally and internationally.

At a more general level, the Committee for the Economic Development of Australia identified a \$25 billion backlog in infrastructure investment across the nation in its April 2005 report.

NATIONAL PROJECT: Urban high speed broadband roll out

Responsible Portfolio(s)

Broadband, Communications and the Digital Economy

Brief outline

Next generation broadband is a key strategic issue for Australian capital cities in their role as a major growth engine of the nation's economy. The proposed actions are:

- Provide a statement to the federal government on capital city broadband requirements and effects drawing on the expertise available from within the membership of the CCCLM.
- Meet with relevant ministers on this issue.
- Facilitate a consistent method for capital cities to make assets available for broadband rollout

Objectives

The overall objective is adoption of a "World best practice model" for Broadband telecommunications in Australia's capitals (see "The seven principles of highly efficient networks" attached).

Section 4 of the attached "Briefing of Capital City Mayors, Very High Speed Broadband Telecommunications for Brisbane, December 2007" provides a comprehensive outline of benefits in boosting productivity and national competitiveness would apply even more so if similar schemes were rolled out in all Australia's capital cities.

Among the benefits will be:

- Increased ability of capital city firms to participate in global knowledge economy
- Infrastructure to support innovation improvements
- Investment/industry attraction
- Education, health care, telecommuting
- Social networking
- Community safety
- Council infrastructure management
- Increased small business access to IT
- Hub for trade opportunities

Expected outcomes

- For Capital City industry, business and community to fully participate in the economy of the 21st century it will require access to the full range of leading edge services and applications and high-end consumer applications. In essence, this is the service requirement and includes high speed data transfer available and affordable to all SME's
- Collaborative research and development and design capability
- Remote, interactive computer aided design/computer aided manufacturing tools
- Video-based, multi media, multi sensory, interactive collaborative business tools
- Electronic commuting with rich multi-point video conferencing capability
- Online, interactive, real-time education and health service provision
- High-end interactive eCommerce and logistics management services
- High-speed private data communications networks and virtual private networks (VPN)
- High-definition video-based entertainment, interactive games, interactive TV
- Video based, real-time, interactive remote security surveillance
- More efficient, richer government service delivery
- Advanced ICT applications require bandwidth of at least 100Mbps, to effectively utilise most of the applications identified. These applications are now effectively main-stream.
- Next generation broadband enables the simultaneous transmission of audio, video, images and data of multiple participants in 'real time' over a single access medium. What previously could only be achieved in a face to face meeting with multiple participants will be able to easily be achieved in diverse locations by many participants in real time using next generation broadband due to the richness of interaction provided by high speed bandwidth (at least 100Mbps). Such functionality will enable:
 - advanced ICT applications, currently only available to large corporations, to be easily accessible by SME's and home based businesses – ie desktop capability expand;
 - education to be easily extended beyond the classroom and move learning from text and diagram based online learning practices to interactive, visual and multi sensory learning experiences for students, their families, communities and teachers;

- the opportunity to connect hospitals, medical specialists (eg x-ray and pathology) and practitioners, their clinics and patients more efficiently to a wider range of health carers through advanced, innovative and integrated health care services moving from the current face to face healthcare system and manual and text based business practices to online, interactive, visual and multi sensory experiences for patients, practitioners, clinicians and healthcare educators;
- individuals and community groups to benefit from greater access, participation and inclusion through richer and more creative communications with equitable opportunities for all, especially the disabled and disadvantaged, to interact with support groups, peer groups, social groups from their homes or community centres;
- more efficient and effective online delivery of government services.
- In the first instance, the major applications for business and residential end users of a high end broadband network are likely to be:
 - residential: the so called 'triple play' of telephony, Pay-TV and high speed Internet access over the single high speed access medium
 - business: telephony, high speed Internet access for e-mail and web browsing, plus data virtual private networks (Data VPNs) to support core business applications both within businesses (Intranets) and between businesses (extranets).
- It is expected that utilisation of high-end ICT applications (eg video-based, interactive collaborative tools, high-definition video-based entertainment, interactive games, interactive TV) by industry, businesses and community groups would develop rapidly, as the new technology becomes entrenched and the market responds to its vast potential.

Estimated cost

- \$250,000 for CCCLM to document and evaluate alternative business models and implementation procedures based on available research conducted around Australia in the past five years and to recommend:
1. a preferred business model that will meet the needs of key capital city stakeholder groups, eg business, educational institutions, health care providers etc. One recommendation may be, for example, a model in which both the Commonwealth and a number of business entities and consortia take financial interests in appropriate parts of a national network as appropriate to their respective preferred risk/return profiles
 2. a process and timetable for the implementation of the proposed national network including design, financing and rollout.

Related documentation (including attachments)

- ["Briefing of Capital City Mayors, Very High Speed Broadband Telecommunications for Brisbane, December 2007"](#)
- [Very High Speed Optic Fibre Network For Brisbane \(Project Vista\) Brief History](#)
- [The Seven Principles of Highly Efficient Networks](#)

CAPITAL CITY PROJECT: Melbourne Knowledge Capabilities Directory and Service

Federal Portfolio(s): Broadband, Communications & the Digital Economy; Education, Employment & Workplace Relations;					
City	Outline	Objectives	Outcomes	Cost	Attachments
Melbourne	<p>This budget proposal is submitted by the City of Melbourne on behalf of the Office of Knowledge Capital, (OKC), a new jointly-funded partnership between the Melbourne City Council, the Committee for Melbourne, and eight universities:</p> <ul style="list-style-type: none"> ➤ Australian Catholic University ➤ Deakin University ➤ La Trobe University ➤ Monash University ➤ RMIT University ➤ Swinburne University of Technology ➤ University of Melbourne ➤ Victoria University <p>The OKC acts to develop and promote Melbourne's standing as a knowledge centre and global university city. One of its key objectives is to enhance the interaction between business, government and higher education. This project is directly targeted at improving this interaction by enabling greater awareness of, and facilitating access to, the capabilities that each sector can provide to assist the other.</p>	<p>This funding request seeks support for a project that can be undertaken in 2008/09.</p> <p>Funding for this project will enable the Office of Knowledge Capital to develop a register of knowledge and research capabilities across the universities, research institutes and selected businesses of metropolitan Melbourne. This register will be used as part of a campaign to position Greater Melbourne as a major knowledge centre and global university city. It will also assist in providing a service connecting universities and research institutes to domestic and international business and research collaboration prospects.</p> <p>Many organisations, especially consultants and universities, readily promote their own expertise on individual websites, however, the ability for major Australian cities to articulate and promote their overall areas of expertise and excellence domestically and internationally has not yet been developed.</p> <p>This project will develop a methodology for gathering, storing, promoting and accessing information of this type.</p>	<p>A web-based directory of expertise and research capability for each university, research institute and selected businesses in Metropolitan Melbourne.</p> <p>In depth awareness of the range of knowledge, expertise and research capabilities that can be accessed through Melbourne's universities, research institutes and selected businesses. This information will assist businesses looking for product R&D expertise, international academics seeking research collaborations, and will generally enhance the local innovation system</p> <p>Demonstration project outlining how universities can collaborate to enhance the economic development of the regions they serve. Development of a method and outcome that could be adapted by other locations interested in promoting their knowledge, expertise and research capabilities.</p> <p>Universities, research institutes and many businesses have a knowledge base, expertise, research capabilities and technologies that could be utilised more widely if their existence was more widely published and more readily accessible. A system/service of this kind has the potential to create collaborations between the various organisations, and thus contribute to technology transfer and innovation.</p>	<p>Budget Estimates (Preliminary Only)</p> <ul style="list-style-type: none"> ➤ Design and build of web-based directory, maintenance and enhancement costs for Year 1 \$120,000 ➤ Project Officer, (12 month contract, Class 5A), to gather all relevant information; validate and install in web directory; and promote service availability \$77,874 ➤ Domestic and international promotion costs to generate use of the service \$25,000 ➤ Project Management by OKC (8%) \$17,830 <p>TOTAL ESTIMATED COST - \$240,704</p>	<p>Melbourne Knowledge Capabilities Directory.pdf</p>

city safety and security

An integrated approach to community safety is critical to its sustainability and the public expectation that all levels of government are working together throughout the nation as one.

The existing mechanisms are legalistic in nature and the interaction or success that occurs within capital cities is often based on commitment to networks. A mechanism needs to be found which allows a seamless interaction between the emergency agencies, other levels of government and senior staff within councils. This needs to be complemented by the recognition that councils hold current key information about their local communities which is paramount to planning at all levels of government.

The CCCLM believes:

- A holistic approach to major event management through national event planning guidelines will enhance the nation's ability to stage these events
- An engaged and integrated planning approach is needed between the emergency agencies and councils for the conduct of mass gatherings to maintain our democratic right for local communities to voice their concerns
- Public safety and crime prevention will be enhanced by a consistent and co-ordinated approach to the use of CCTV
- Our capability to recover local communities from emergencies and natural disasters will be enhanced by a regional approach of councils that is complemented by state/territory and federal government resource planning
- A national approach for preparing our communities for emergencies can be implemented globally through capital cities interactions with their communities
- Requirements for exercises mandated by COAG and other Acts should be integrated with existing city planning to optimise response and recovery of the community
- Sustainability of critical infrastructure and significant activity centres is supported by councils' up-to-date knowledge of its community base, perceived community risks and economic dependencies.

NATIONAL PROJECT: Heatwave

Responsible Portfolio(s)

Attorney-General's Department, Prime Minister & Cabinet, Health & Ageing

Brief outline

Heatwaves are prolonged episodes of excessive heat and humidity. Fatalities from heatwaves have been recorded across the country since settlement and there have been several severe heatwaves that have caused large numbers of fatalities and very significant numbers of hospitalisations. By way of example, heatwaves in South East Queensland in January 2000, December 2001 and February 2004, between them, gave rise directly to more than 34 deaths and almost 2000 hospitalisations across the Region.

Heatwaves are the most lethal of all natural hazards affecting all of the mainland states and territories, yet their impacts are not formally recognised as being natural disasters.

In these tragic events, the community and those charged with providing for community safety can be caught unaware of the potential magnitude of the threat, the ways of dealing effectively with the threat and the consequences of the disaster.

The impact of heatwave on the community is very much related to the duration and the intensity of each event. The longer high heat index conditions last (i.e. an index based on temperature and humidity levels), the more hospitalisations, and probably also the more fatalities that are likely to result. Yet to date there has been very little work done to better understand this hazard.

Objectives

- To identify a range of potential adaptation strategies based on existing information and reports.
- To develop an action plan to summarise the key risks and opportunities and a strategy for dealing with each of these.
- Determine the nature of further research and investigation to further develop a greater understanding of the hazard and its links and synergies to climate change policy
- To identify the range of potential social and infrastructure consequences and implications
- To identify the various stakeholders and prioritise a range of adaptation strategies at the various levels of government and other stakeholders can undertake to adapt to the changing environment
- Ensure that heatwave is recognized as a natural disaster type so that it can become eligible for further research and development grant applications
- Ensure that there is proper integration with current disaster management arrangements and strategies at the various levels of government
- Ensure that there are comprehensive communication strategies funded and implemented to build awareness of this hazard.

Expected outcomes

- A fully developed and ongoing communication and engagement strategy with communities at risk that builds community resilience around this and associated hazards
- Implementation of mitigation strategies for communities at risk to reduce their exposure
- The provision of funding allowing Community Service Organisations the opportunity to implement systems, processes and resources that allow for engagement of communities at risk within the local area when heatwave conditions are forecast
- The provision of funding that allows for further research to be undertaken
- The establishment of working arrangements between the various stakeholders who can provide safe havens to those at risk

Estimated cost

Capital cities:

In kind contribution (FTE equivalent): Expert Resources for working groups

Federal government: \$4m over 3 years

Related documentation (including attachments)

- [Heatwave Risks in Southeast Queensland. A macro analysis. Ken Granger - February 2005](#)
- [Adapting New South Wales Health Facilities to Climate Change -- A Risk Management Approach. University of New South Wales and New South Wales Health July 2007](#)
- [Intergovernmental panel on climate change report: Implications for Australia: The Climate Institute Australia. January 2007](#)

NATIONAL PROJECT: CCTV Technology

Responsible Portfolio(s)

Prime Minister & Cabinet, Attorney-General's Department

Brief outline

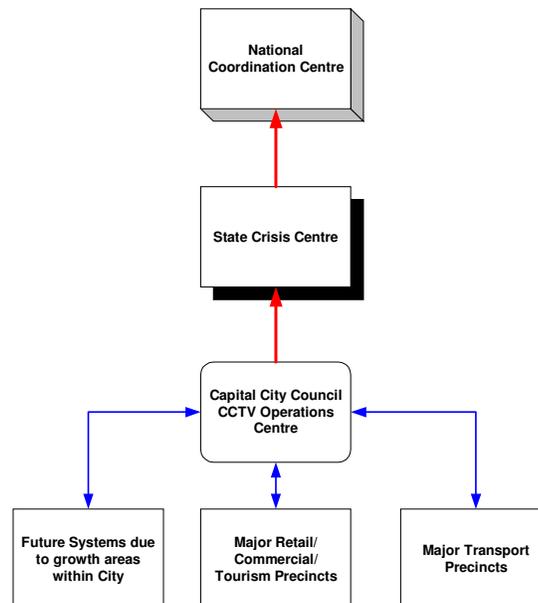
CCCLM is seeking appropriate funding to assist capital cities to develop a coordinated and cohesive approach to the application of CCTV technology that is both able to be accessed or shared by other agencies and provides the capacity for increased monitoring during events

CCCLM believes:

- Community expectation and perception of city safety and security in large capital cities needs to be demonstrated daily to enhance confidence and ensure economic prosperity of the nation is sustainable
- An integrated approach to community safety is critical to a capital city's sustainability and the public expectation that all levels of government and stakeholders are working together as one nationally for a common goal
- Public safety and crime prevention will be enhanced by a consistent and coordinated approach to the use of CCTV by Councils and emergency management authorities. This will include the possible integration with traffic management systems

It includes:

- The provision of systems technology which enables transfer of information and images between capital city councils and their major stakeholders and emergency response agencies through to the federal government level
- Use of Intelligent Surveillance Video Analysis Software
- Using Australian Standards 4806 Closed Circuit Television (CCTV) standards and COAG's National Code of Practice for Mass Passenger Transport Sector for Counter Terrorism, to develop a design guide and national code of practice for Open Spaces and Places of Mass Gatherings
- CCTV functionality into spatial information data systems for management of major city events and emergencies
- Using integrated and interoperable CCTV technology in promoting public safety
- Provide innovation and creative solutions in respect to collaborative video data sharing between capital city Councils, major city stakeholders and emergency services.
- The interface with surface transport hub systems and major shopping precincts and the potential to link to the various national coordination/ operation centres. These capabilities are based on varying degrees of development within each capital city



Typical likely interoperable system for each City

- Improved management tools for managing planned events; emergencies (including terrorism); and natural disasters
- Improve the system resilience by designing operational redundancies to improve capital cities capabilities in responding to emergency incidents

Expected outcomes

- Uniformity of systems approach in managing open spaces and places of mass gatherings
- Increased public safety and security within capital cities
- Network of interoperable CCTV systems connected to major capital city stakeholders and local and national emergency response agencies to better manage major or significant local, state or national events or incidents
- Provide transparency of information collected by utilising data to inform stakeholders and general populous
- of vehicle and pedestrian traffic flows and alternate routes easing potential traffic congestion particularly during major events

Estimated cost

Capital cities:

Increased local government funding based on obtaining federal government capital to upgrade system capabilities

Adelaide - Recurrent \$1M per annum for control room operations and system maintenance & repairs

Brisbane - Recurrent \$1.5M per annum for control room operations and system maintenance & repairs

Hobart - Recurrent \$250,000 per annum for control room operations and system maintenance & repairs

Melbourne - Recurrent \$2.3M per annum for control room operations and system maintenance & repairs

Perth - Recurrent \$1M per annum for control room operations and system maintenance & repairs

Sydney - Recurrent \$1M per annum for control room operations and system maintenance & repairs

Federal government:

The following estimates have been included for anticipated future growth strategies for each city including coverage around major transport hubs, retail/commercial and tourism precincts.

Adelaide Capital \$1.8M during 2008-2010

Brisbane Capital \$6M during 2008-2011

Hobart Capital \$1M during 2008-2010

Melbourne Capital \$3.3M during 2008-2011

Perth Capital \$3M during 2008-2011

Sydney Capital \$3M during 2008-2011

Total Capital Funding being sought is \$18.1M over next 3 years

building social infrastructure

Capital cities deliver a wide variety of social infrastructure, including public health programs, environmental services, emergency services, public amenities and open space, and specialised services to groups such as young people, older people, Indigenous people, migrants and refugees and people with disabilities.

Capital city councils also deal with the day-to-day impact of national social trends on particular groups among their residents and are ideally placed to deliver programs that strengthen communities and make them safer, healthier and more resilient.

In building social infrastructure, capital cities have boosted their traditional local government roles as regulators and planners. A network of strong social infrastructure in capital cities is critical to the well-being of Australia overall.

The CCCLM believes:

- A greater focus is needed on preventive health partnerships that draw on land-use planning, activity programs and public awareness promotion to increase physical activity by residents and city workers to combat conditions such as diabetes and obesity
- To meet the specific needs of Indigenous Australians living in our cities the development of strategies with the Urban Indigenous Co-ordination Centre is a priority
- Commitment, co-operation and investment are required from each level of government to ensure an adequate supply of affordable housing and a mix of housing types in our capital cities. Councils' land use planning responsibilities and detailed knowledge of the urban environment equip them to play a central role
- Capital cities have a pre-eminent role in the development, production, consumption and export of arts and cultural services, which benefits all Australians. With their global profile, capital cities are well placed to partner with the federal government to promote Australian art and culture domestically and internationally
- Government, non-profit organisations and private corporations have complementary roles in ensuring diverse opportunities for people to take part in sport and recreation. Shared planning and investment strategies are needed to maximise the impact of public investment in these activities
- Better co-operation is needed across government, industry and the community to ensure that cities are child-friendly, provide an array of services responding to the needs of children and their parents, and the urban environment allows for play and social interaction
- Australian capital cities are amongst the most ethnically and culturally diverse in the world. It is critical that governments at all levels focus on and co-operate in, building social cohesion and celebration of our rich heritage.

To support its social infrastructure objectives, the CCCLM is committed to the following courses of action:

- Actively support national policies associated with addressing alcohol and drug abuse and advocate for funding support to implement relevant recommendations from the National Alcohol Strategy (2006–2009)
- Ensuring that cities are child-friendly by encouraging co-operation across government, industry and the community, ensure there is an array of services that respond to children's and parents' needs and an urban environment that maximises opportunities for play and social interaction
- Demonstrating leadership by continuing to develop community safety and crime prevention programs that reduce both crime and the fear of crime
- Continuing the central role in the development, production, consumption and export of arts and cultural services, promoting Australian cultural industries both domestically and internationally
- Recognising that capital cities are among the most ethnically and culturally diverse in the world and will work closely with all governments to ensure that sufficient focus is placed upon building social cohesion and celebrating our rich heritage
- Increasing the focus on preventative health partnerships that draw on land-use planning, activity programs and public awareness promotion to increase residents' physical activity and foster healthy cities
- Demonstrating strong leadership in addressing homelessness by developing multi-faceted and innovative partnerships with state and territory governments, community services and other stakeholders

National Project - AussieHealth

To respond to the increasing issues associated with the poor eating habits and sedentary lifestyles of many Australians, the CCCLM is in the process of finalising a national *AussieHealth* initiative.

The major objectives of *AussieHealth* are to:

- change Australians' approach to two fundamental activities – walking and eating
- help save the Australian health care system up to \$1.5 billion a year (Medibank 2007)
- increase active transportation and subsequently, significantly reduce greenhouse gas emissions.

AussieHealth is a proposal for a health partnership between the federal government and the CCCLM to deliver a suite of innovative health promotion programs. *AussieHealth* is a way of drawing together existing programs and developing a co-ordinated approach to new and existing preventive measures under one banner. As a national partnership, *AussieHealth* can draw on the capital cities' diverse experience in providing preventive health programs tailored to local conditions, through land-use planning, activity programs and health promotion.

The initiative proposes strategies for all capital cities to address the issue of social exclusion of disadvantaged populations and communities from health promotion. It focuses specifically on a social inclusion approach to health promotion programs – engaging with socially excluded individuals and localities to ensure that they too, reap the benefits of improved environments, infrastructure and services, and ultimately, improved health status.

One starting point is the recognition that social exclusion is a reality in Australia. Despite a record period of economic growth, some Australians still have poor outcomes in employment, income, housing, crime, health, disability, information access, and family breakdown.

Another key feature of social exclusion in Australia is that whole localities exhibit high levels of disadvantage in each of those areas. Social exclusion and disadvantage is not just about individuals, families, and groups (people) who are spread across the nation or are concentrated in a place. Social exclusion is also about the locations themselves (place).

The overarching aim of *AussieHealth* is to encourage Australians to 'eat well – be active'. Physical activity and a good diet are key drivers to reducing the health burden as a result of increasing numbers of overweight, obesity and associated chronic health conditions (such as diabetes and cardiovascular disease).

The CCCLM wishes to flag that this initiative is being developed and will, when finalised, be presented to the Minister for Health and Ageing, the Hon Nicola Roxon MP, for consideration.

NATIONAL PROJECT: Homeless Connect

Responsible Portfolio(s)

Families, Housing, Community Services and Indigenous Affairs;

Brief outline

- *Homeless Connect* is a one-stop-shop model of service provision to homeless people. It was developed in San Francisco in 2004 and is now being held in over 130 cities in the US, Canada, Puerto Rico, and Australia.
- The fundamental concept of the project is 'connection':
 - Connection between homeless people and government and non government service providers
 - Connection between homeless people and volunteers willing to take the time to listen to their stories
 - Connection between a range of services
 - Connection between government and community.
- Homeless people and service providers are brought together in one space for a day to resolve as many issues as possible on the spot. The key to its success is the intensive use of volunteers – homeless people are offered assistance by volunteers who talk over their issues, help them determine their service priorities and then aid them to negotiate the necessary services if required. The focus is on the delivery of practical assistance that makes a difference. Goods donated by local businesses and the community are provided.
- Brisbane City Council (BCC) piloted *Homeless Connect* in Brisbane in November 2006 for the first time in Australia. More than 200 volunteers assisted over 300 homeless people to connect with 50 service providers offering assistance with housing, medical issues, legal issues, mental health and addiction issues, employment, recreation opportunities, identification issues, electoral enrolment and other services.
- Personal care services were also offered including showers, haircuts, massage, clothes, shoes, craft activities, physical training, book giveaway, library memberships, entertainment and catering (food and refreshments were provided through out the day).
- 12 businesses, BCC staff and the community donated a range of goods including phone cards, shampoo, skin care products, soap, drinks, snacks, socks, shoes, water bottles, pens, notebooks, food vouchers, sunscreen, hats, Brisbane Broncos products, cricket tickets etc.
- The success of the 2006 event led to two *Homeless Connect* days in 2007. Pacific Brands has provided \$60,000 worth of stock at the 2007 events.
- Capital city councils are at the front line in dealing with the growing problem of homelessness. They are accumulating considerable experience and expertise in coordinating community-wide, on-the-ground responses and innovative approaches.
- A national *Homeless Connect* project is an opportunity for the federal government to lay the foundations for long-term Australia-wide collaboration to tackle homelessness by building on local experience.
- The CCCLM members are currently considering participation in a national roll-out in connection with the 2008 Homeless World Cup to be held in Melbourne in December 2008.

Objectives

- The objectives of *Homeless Connect* are to:
 - Consolidate available services and connect homeless individuals to benefits, care, counselling and other services which can assist in immediate and practical ways and can lead to pathways to shelters, social/affordable housing and self sufficiency
 - Demonstrate civic leadership by bringing together a community coalition of government, business, not-for-profits and NGOs to homeless people
 - Better connect the various services in the homelessness sector with each other.

Expected outcomes

- Specific outcomes include:
 - Immediate results for homeless people including accommodation, medical attention, legal assistance and counselling
 - An opportunity for businesses and residents to provide practical help to homeless people
 - An opportunity for service providers to collaborate around the needs of actual individuals requiring assistance
 - Social inclusion of those most disadvantaged
 - Engagement of volunteers.
- The project has both short-term and long-term benefits:
 - Connecting homeless people to the benefits and services that they immediately need
 - Offering pathways to housing options and self-sufficiency

- Bringing fragmented access to homelessness services together in one spot and delivering seamless solutions
- Better understanding of homelessness issues in the wider community.
- An independent evaluation of the 2006 Brisbane event found that:
 - 98% of homeless persons surveyed found the event to be worthwhile
 - 100% of service providers surveyed found the event to be worthwhile.
- Feedback collected from volunteers indicated that they found *Homeless Connect* a very worthwhile and, in many cases, a profoundly moving experience. Many reported significant shifts in their attitudes to homelessness and/or increased motivation to take action on the issue. Most of the 2006 volunteers signed up for the 2007 events and many more businesses offered to assist.

Estimated cost

Capital cities:
In kind contribution (FTE equivalent): 1 FTE
Existing financial commitment: In Brisbane, the cost to run an event is approximately \$110,000. This includes project staff costs over 5mths, venue and equipment hire, catering, ambulance services, volunteer coordination related expenses, promotion, etc. Note that an NGO is contracted to provide the volunteer coordination and assist with promotion, especially with the target client group.
Local government/private sector partners: The Brisbane events are primarily managed by the Brisbane City Council through a Steering Committee comprised of Councillors and officers from the Brisbane City Council, Volunteering Queensland, the Red Cross, Queensland Government departments, service providers, and client groups. Volunteering Queensland has been contracted to provide coordination and logistics management of volunteers.

Federal government:
Homeless Connect offers the federal government an opportunity to join with capital cities to take action on homelessness in partnership with business and the community - building an effective whole-of-community approach to relieving the stress of homelessness and facilitating homeless people's access government services.

A federal contribution (say \$50,000 per event) would be used for promotion, venue hire, t-shirts for volunteers, security, ambulance services, catering (in addition to that donated), printing, photography, and volunteer coordination by an NGO. Funds and other contributions would be sourced from state departments, community service providers, volunteer professionals (doctors, lawyers, dentists, counsellors etc), community volunteers and businesses.

\$400,000 by the federal government (ie \$50,000 for each capital city) is sought.

Various federal departmental and agency involvement (eg Centrelink, Medicare, etc) would be welcome in a service provider role.

Related documentation (including attachments)

- 10 minute DVD: June 2007 Brisbane City Council *Homeless Connect* initiative
- [Attachment 1 – Volunteer Groups and Service Providers](#)
- [Attachment 2 – Additional information on the various Brisbane *Homeless Connect* events](#)
- [Attachment 3 – *Homeless Connect* Event Framework](#)
- Related Websites:
 - San Francisco: http://sfconnect.org/AboutUs/index.php/homeless_connect/phc_our_mission.html
 - Brisbane: http://www.brisbane.qld.gov.au/BCC:STANDARD:1531970134:pc=PC_69

Electorates involved

A national Homeless Connect project would take place in the eight capital cities and provide services to people in all categories of homelessness – primary, secondary and tertiary. The event would draw clients from across the whole city, although with a greater draw from the inner city areas. It would be held in a large civic facility.

- Canberra: Canberra and Fraser
- Hobart: Denison
- Darwin: Solomon
- Brisbane: Brisbane, Griffith, Moreton, Ryan, Lilley
- Sydney: Sydney, North Sydney, Wentworth, Kingsford Smith, Grayndler, Lowe, Watson, Reid, Parramatta, Cook, Bradfield, Blaxland, Bennelong, Barton,
- Melbourne: Melbourne, Melbourne Ports, Higgins, Kooyong, Wills, Gellibrand, Batman, Chisholm, Goldstein,
- Adelaide: Adelaide, Sturt, Port Adelaide, Hindmarsh
- Perth: Perth, Curtin, Fremantle, Stirling, Swan, Tangney

creating opportunities for provision of affordable housing in inner cities

Housing affordability represents one of the most significant challenges facing Australian cities and is of both local and national interest. It is a clear example of how an issue can only be effectively addressed by collaborative action from all levels of government and the business sector.

CCCLM is strongly committed to working with the federal government to address the issue of affordable housing in the broader context and more specifically in the context of the impact of the issue in the inner city. Increasingly, research shows that housing costs, particularly in the inner-city, are driving out low paid workers and condemning them to long distance and time-consuming journeys to and from work. Skilled workers who cannot easily get around within a city will relocate. Labour supply for firms competing internationally will be affected. This will invariably affect our national prosperity and our global positioning.

In relation to this, the CCCLM recommends two approaches. The first deals with the provision of tax incentives and subsidies to investors, developers and landlords to provide affordable rental housing to attract key workers into the inner city. The second element relates to the provision of support to affordable housing enterprises in each capital city. CCCLM is in a unique position to assist the federal government with this issue and would welcome the opportunity to work in partnership on the renegotiation of the Commonwealth State Housing Agreement. The following details the CCCLM approach to these issues.

Taxation incentives

The supply of low-rent housing would benefit greatly from targeted tax incentives or other subsidies to attract financial investors. Processes for keeping such housing affordably occupied by low-income earners would need to be strengthened, especially by expanding the use of non-profit housing managers.

Capital cities believe that investors, developers and landlords should be offered incentives to provide affordable rental housing to low and middle-income households at below market rents.

The CCCLM commits to the following overall strategies. Individual strategies may not be equally appropriate to every city's situation, therefore each city will decide the extent that implementation is appropriate and feasible.

- Supporting the development of a National Affordable Rental Incentive (NARI) scheme, to boost the supply of affordable rental housing by at least 15,000 homes each year as proposed by the National Affordable Housing Summit group in March 2007
- Lobbying federal and state/territory governments to provide tax incentives and/or cash payments to developers and landlords who register to be part of the scheme
- Continuing to provide support as well as financial incentives for boarding house owners, discounts on charges for existing providers of affordable housing and also for developers providing new affordable housing
- Advocating for the following incentives to encourage increased private sector investment in low-rent housing:
 - Adjusting tax concessions related to negative gearing
 - Providing a cash subsidy or tax benefit for owners, managers and/or investors
 - Discounting or deferring stamp duty, capital gains tax or land tax
 - Providing a government-guaranteed rate of return for owners or investors
 - Fast tracking of planning approvals and exemption from developer charges
 - Deferring infrastructure charges.

Affordable housing/housing services

Capital cities support a range of affordable housing enterprises, trusts and companies for example, Melbourne Affordable Housing, Brisbane Housing Company, Community Housing Association (Adelaide), City West Housing Corporation (Sydney). Significant funds have also been provided for the direct provision of affordable housing and housing services in conjunction with state/territory housing departments and/or non-profit housing organisations.

CCCLM strongly recommends that the federal government increase its financial and in-kind contribution and considers direct recurrent funding for the not-for-profit housing organisations in capital cities via grants and funding for project initiatives

Research

Capital cities have undertaken considerable work in this area. For example:

- Canberra has monitored housing affordability indicators since 2002
- Perth carries out inner-city housing market assessments every two years
- Melbourne recently completed research and endorsed its 'Social and Affordable Housing Framework 2006–2009 – Housing for Everyone' which will provide the strategic framework and action plan for improvements in the provision of affordable rental housing and social housing outcomes
- Sydney undertakes regular monitoring of local and regional housing trends and best practice on the provision of affordable housing
- Brisbane has recently completed a 'Housing Needs – Assessment Report' that included seven housing affordability indicators
- Adelaide City Council has adopted a project-based approach to providing affordable housing, refining its knowledge through the experience gained from two initial projects, Sydney Place Apartments and Whitmore Square Eco Housing. The city is also developing a model for a commercially viable 'Adelaide Affordable Housing Company'.

CCCLM is in a unique position to assess the extent of the escalating problem of affordable housing for key workers.

The CCCLM has developed a series of policy responses to this issue which are articulated in the report: *Australian Capital Cities – Partners in Prosperity, National Policy Statements*.

Further research resources are required to develop an accurate understanding of the issue and to document best practice responses from Australia and overseas. Estimated costs of \$60,000

growing tourism and global positioning

Capital city councils play a central role in capital city leadership and in building international relationships on behalf of their city communities. Internationally, cities and regions are dealing with each other rather than relying exclusively on connections via national and or provincial governments. In essence, it is the capital city that is rapidly becoming the global brand mark for international trade and cultural diplomacy.

Global diplomacy

The CCCLM is committed to elevating the role of capital cities in Australia's global engagement recognising the individual identity and qualities of cities as well as the need for co-operation between our cities.

The CCCLM believes:

- Capital cities play a significant role in public diplomacy
- The role of capital cities in public diplomacy would be strengthened by a collaborative whole of government approach
- Federal, state and capital city funding should support that integrated approach
- Further investigation of opportunities for collaborative public diplomacy activity between Australian capital cities to promote the attributes of Australia's cities internationally is required.

The CCCLM is committed to the following strategies:

- Strengthening mutually agreed protocols to support closer relationships between capital cities, the federal government and its agencies
- Investing in sectors of strength such as urban management, major events, higher education, or design
- Supporting cultural, educational and sporting exchange between Australian and international cities
- Supporting humanitarian aid projects in developing international communities
- Strengthening local links with international cultural communities in capital cities (as a means of building links with source country)
- Supporting for an overall increase and dispersal in international air capacity for Australian capital cities.

Tourism

Australia's cities helped domestic tourism generate \$58.3 billion for the Australian economy in the year ended September 2007 according to peak industry group TTF Australia.

The CCCLM is committed to the following strategies:

- Raising the profile of the urban brand values in the global tourism marketplace for Australian capital cities by providing images and content highlighting capital city experiences to Tourism Australia for campaigns and communications
- Ensuring Australian capital city tourist entry points are welcoming and engaging for visitors through the development of a national approach to the provision of information, signage and visitor services
- A co-ordinated approach to tourism development involving:
 - Development assessment frameworks and planning scheme controls having account of tourist industry forecasts, profile and viability
 - Research and related programs being developed to support investment attraction and infrastructure development
 - Research of visitor activities and satisfaction, the value of tourism to local economies, and quantification of benefit of investment in the supply of visitor services
 - Documentation of the significance of capital cities in influencing dispersal of tourism to regional Australia.

NATIONAL PROJECT: Public Diplomacy

Responsible Portfolio(s)

Foreign Affairs & Trade

Brief outline

- Public diplomacy can be defined as those activities which focus on positively influencing the attitudes of decision makers and opinion leaders, in both government and non-government organisations, as well as the general community in another country in order to promote Australia's interests.
- 50% of the world's population will soon be living in cities, which form key elements of the framework of new and globalised networks. Australian capital cities are actively participating in these activities through leadership on issues of global importance such as climate change, international security and urban sustainability.
- Capital cities have long standing international connections with cities in countries that are of long term strategic interest to Australia – China, Japan, US and European countries. Melbourne for example was the first Australian city to establish a sister city connection with a city in China (Tianjin 1980) and Russia (St Petersburg 1989). Attachment 1 list of all current international connections of Capital City Councils. Through these connections, relationships have been developed with a wide range of business, civic, cultural and community leaders, over a significant number of years. In many cases civic leaders have gone onto significant national/international leadership roles.
- Capital Cities can add a significant 'value add' to the national public diplomacy agenda, both domestically (through support/involvement in special visitor programs and major international events) and internationally through the role of Lord Mayor's as recognised leaders of city communities.
- This wide network of connections, presents a significant opportunity for the development of coordinated and far reaching public diplomacy activities at a city and national level.
- Major public diplomacy activities would derive significant benefit from the active involvement of Australian capital cities in the development and delivery of projects. The adoption of a 'whole of government' approach would ensure a diverse number of 'voices and views' of Australia are portrayed to an international audience. These activities would also give a multi-dimensional/destinational view of Australia to an increasingly sophisticated audience.

Objectives

- That Australian Government recognises the opportunities for greater and more effective collaboration with Australian Capital City Councils in promoting Australia's public diplomacy (in line with recommendation 8.58 *Australia's public diplomacy: building our image* Senate Foreign Affairs, Defence and Trade (August 2007))
- That city management expertise (in environmental sustainability, city management, democratic practise and urban design) and imagery of capital cities is more broadly incorporated in the "Australia" brand, and promoted through public diplomacy activities.
- That appropriate representatives of Australia's capital city councils are appointed as full members to relevant Boards and intergovernmental agencies to contribute as partners to a whole of government approach to significant public diplomacy projects including 'in country activities' particularly where long term international connections exist or new relationships are being forged.
- Capital city councils and their expertise is more widely utilised in humanitarian activities including disaster response and long term community strengthening and capacity building projects.

Expected outcomes

- Capital City Councils participate as formal members on relevant intergovernmental committees and Boards that plan and manage Australia's public diplomacy programs.
- Relevant capital cities are actively involved by DFAT and Austrade during pre-departure briefings of Australian diplomatic /trade representatives – particularly to key postings where long standing/proactive city to city international connections exist.
- Completion of an audit of current capital city public diplomacy and humanitarian activities, evaluation of benefits and opportunities for the future. Joint project between CCCLM and DFAT/AusAid
- Increased leverage of capital city international alliances to add depth to public diplomacy programs through using a whole of government approach, which will lead to short and long term national benefit
- Better coordination of 'in country' public diplomacy activities that would build on strategic strengths of each of the capital cities in designated markets, in conjunction with Australian, relevant state and capital city government.
- Build on Capital city business, community and cultural activities to increase awareness of public diplomacy opportunities to enhance Australia's international image, through joint trade missions, cultural, educational and humanitarian programs.

Estimated cost

Audit of Capital City public diplomacy activities including humanitarian projects - \$100 000

Related documentation (including attachments)

- [City of Melbourne submission to the Senate Inquiry into Public Diplomacy, January 2007.](#)
- [City of Melbourne submission attachment 1 –Tianjin Government leader training program](#)
- *Australia's public diplomacy: building our image* Senate Foreign Affairs, Defence and Trade Committee August 2007 – particularly chapter 8 *the role and coordination of public diplomacy activities by government departments and agencies.* http://www.aph.gov.au/Senate/committee/fadt_ctte/public_diplomacy/index.htm (web site link)
- Listing of all Capital City Council international connections.

NATIONAL PROJECT: Tourism Research

Responsible Portfolio(s)

Tourism, Resources and Energy; Innovation, Industry, Science & Research

Brief outline

CCCLM, TTF Australia and the federal government to collaborate on development of a capital city tourism research program that generates data:

- on economic value of tourism to Australia's capital cities;
- on the role of capital cities as gateways to regional Australia: the influence of capital city government services on visitor activity and regional dispersal;
- that measures tourism's eco-footprint, and informs mitigation programs;
- to assist investment attraction and guide accommodation and infrastructure development (including public transport and social capital projects) necessary to maintain Australia's capital cities' global positioning in tourism;
- to support workforce planning and link to investment attraction;
- that measures satisfaction with Australia as a destination, and visitors' intention to return.

Australia's cities helped domestic tourism generate \$58.3 billion for the Australian economy in the year ended September 2007, according to peak industry group Tourism & Transport Forum Australia (TTF).

Cities are Australia's tourism flagships - It is essential that Australian Governments at all levels work to revitalise our cities by creating a framework to channel public and private capital into social and physical infrastructure.
TTF Australia Media release, 10/12/07

CCCLM supports TTF Australia's agenda for Australia's cities. The proposed capital city tourism research program would be a strategic contributor to achieving this objective and the research generated by this project would inform how we develop infrastructure essential to maintaining Australia's capital cities' global positioning in tourism.

CCCLM proposes collaboration with TTF Australia and the federal government on the capital city tourism research project outlined here.

Regional Australia is the primary focus of current federal and state government tourism policy. Capital cities should be a priority for tourism policy in light of their key role as tourism flagships and as vital gateways to the regions.

Australia's capital cities are major tourism attractors, especially for international markets:

- Australia's capital cities are amongst the world's best known brands. (Sydney rated #1 and Melbourne rated #8 best city brands in a 2006 international survey of 60 cities by the Anholt City Brands Index).

Capital cities are primary gateways to regional Australia, eg:

- 94% of international visitors to regional Victoria travel via Melbourne.

Capital cities play a major role in delivering on Brand Australia's 'promise' of Australia being welcoming, friendly, engaging and accessible:

- nearly 90% of international visitors enter Australia through a capital city: capital cities are the first impression of Australia for millions of international visitors each year;
- capital cities, as providers of visitor information, infrastructure, services and signage play a critical role in visitor satisfaction and likelihood of repeat visits.

Capital cities are well placed as strategic contributors to industry intelligence on Australia's appeal as a tourist destination and visitor satisfaction with the experience.

- This information is useful feedback for campaign and industry development.

Capital cities are the key to Australia's sustainable tourism agenda and to:

- tourism benefiting local economies: by facilitating local businesses' engagement with tourism;
- planning, development and investment attraction to meet forecast visitor demand;
- programs to monitor and mitigate tourism's carbon footprint;
- communicating local community benefits and facilitating local input into destination planning;
- industry standards and professionalism.

A national, collaborative tourism research framework is needed. Research being undertaken by the City of Melbourne could form a basis for a national framework that includes:

- visitor dispersal; information needs and preferred channels; and satisfaction with Australia as a destination;
- linking land use, workforce planning and infrastructure development to tourism forecasts and investment attraction;
- tourism's eco-footprint.

Objectives

- Validation of 'Brand Australia' and tourism marketing strategies.
- Assessment of the economic and social value tourism generates for capital cities.
- Evaluation of capital city role and influence on regional dispersal.
- Facilitate investment attraction and infrastructure development to meet forecast visitor demand.
- Sustainable development and a sustainable industry.

Expected outcomes

- Recognition by the federal government of the value of capital cities as international brands, flagship destinations, and as gateways to regional Australia;
- Sustainable development and a sustainable industry;
- Enhancement of Australia's global positioning as a premium destination.

Estimated cost

\$ 80,000 - Capital cities
\$250,000 - federal government:
\$330,000

Collaboration with industry partners, including TTF Australia, will also generate in-kind support.

Related documentation (including attachments)

- [The City of Melbourne Tourism Plan 2007-2012: Managing Melbourne as a tourist destination \(July 2007\)](#)
- [Report into The Value of Tourism to the City of Melbourne \(September 2007\)](#)

CAPITAL CITY PROJECT: Redevelopment of Hobart Visitor Centre

Federal Portfolio(s):					
City	Outline	Objectives	Outcomes	Cost	Attachments
Hobart	<p>The purpose of this project is the redevelop the Hobart Visitor centre into a modern facility that meets the expectations of visitors as a capital city tourism visitor centre.</p> <p>Currently the centre operates from a Hobart City Council owned, heritage listed building. This heritage listing severely constrains redevelopment opportunities for the centre within the existing building.</p> <p>The Council also owns the adjacent land to the current building that is currently a ground level small car park. As a result the option of extending the centre out to the side of the existing building has been investigated and found to be feasible.</p>	<p>Such a development would allow for a more efficient and appropriate building footprint for a tourism visitor centre. The current internal footprint is inappropriate and makes it difficult for staff to meet the requirements of visitors.</p> <p>The current centre is inadequate for peak visitor times during the summer season. Needless to say this results in a less than satisfactory visitor experience and in some cases visitors leaving without any information at all.</p>	<ul style="list-style-type: none"> ➤ Expansion of current, limited, floor space which is inadequate during peak visitor periods ➤ Provision of modern visitor interface facilities commensurate with the Centre's status as the major gateway visitor centre for the State ➤ The Hobart visitor centre is the State's primary visitor centre. Of the 800,000 visitors to Tasmania, Hobart attracts 71% who will on average spend 4 nights in and around the greater Hobart region. 38% or over 220,000 of these visitors pass through the doors of the Hobart visitor centre. ➤ The provision of timely and accurate information is paramount to enhancing the visitor experience. ➤ The provision of such advice then helps local and regional businesses through access to more customers. ➤ Helping visitors to better plan their stay in Hobart and Tasmanian has benefits for the whole economy – both public and private. ➤ This is a very large number of people who are influenced in their perception of Hobart, Southern Tasmanian and Tasmania by the experience they have in the Hobart Visitor Centre. 	Cost: \$2.4 million	Hobart - Redevelopment of Visitor Centre.pdf

Attachments:

1. Australian Capital Cities: Partners in Prosperity
2. Green CBDs
 - Australian Office Tenant Energy Efficiency Initiative – Proposed national expansion of the 3CBDs Greenhouse initiative
 - Progress Report Snapshot (November 2007)
 - Green Buildings Conference presentation (A Cadogan, City of Sydney, November 2007)
3. Water projects:
 - Brisbane Aquifer Project
 - Brisbane CBD Reuse Scheme
 - Brisbane - Australia Trade Coast South Recycled Water Scheme
 - Hobart Recycled Water scheme
 - Recycled Water for Inner Melbourne Parks
 - Perth – Stormwater Drainage (Mounts Bay wetlands reclamation)
 - Sydney - Water reuse in Green Square
4. Public Transport Projects
 - Melbourne - Footscray Road Light Rail Link
 - Melbourne - Moving People
 - Melbourne - Moving Freight
 - Sydney – Light Rail
5. Cycleways
 - Adelaide – Frome Road Bicycle path
 - Adelaide – Park 20
 - Brisbane – Rafting Ground Road bikeway
 - Brisbane – Hogarth Road bikeway
 - Brisbane – Brisbane Street Bikeway
 - Brisbane – Lota Station Bikeway
 - Brisbane – Bicentennial Bikeway
6. Urban high speed broadband roll out
 - Briefing for CCCLM – Very high speed broadband telecommunications for Brisbane (Dec 2007)
 - Very high speed optic fibre network for Brisbane (Project Vista) – brief history
 - The Seven Principles of highly efficient networks
7. Melbourne knowledge capabilities directory and service
8. Heatwave project
 - Heatwave risks in Southeast Queensland – a macro analysis, K Granger (February 2005)
 - Adapting NSW health facilities to climate change (July 2007)
 - Intergovernmental panel on climate change report – Implications for Australia: the Climate Institute Australia (January 2007)
9. Homeless Connect Project
 - Brisbane City Council Homeless Connect DVD
 - Volunteer Groups & Service Providers
 - Brisbane information on its Homeless Connect events
 - Homesless Connect event framework
10. Public Diplomacy
 - City of Melbourne submission to the Senate Inquiry into Public Diplomacy (January 2007)
 - City of Melbourne submission attachment (Tianjin government leader training program)
 - Capital City international connections
11. Redevelopment of Hobart Visitor Centre