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**From:** roadsafetystrategy@infrastructure.gov.au on behalf of Office of Road Safety <roadsafetystrategy@infrastructure.gov.au>  
**Sent:** Tuesday, 2 March 2021 4:55 PM  
**To:** RoadSafetyStrategy  
**Subject:** National Road Safety Strategy 2021-30 - have your say submission - Bronwyn Davies [SEC=OFFICIAL]  
**Attachments:** future-south-east-queensland-seminar-23.pdf

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Submitted on Tue, 2021-03-02 16:43

Submitted values are:

**Name**  
Bronwyn Davies

**Organisation**  
Kilcoy Chamber and Progress Association

**Email**  
[REDACTED]

**State**  
Qld

**Which area/s of the draft Strategy are you commenting on (select all that apply):**  
Infrastructure planning and investment , Regional roads , Heavy vehicle safety , Risky road use

**What is your primary area of interest in road safety?**

Living in the heart of SEQ, Somerset borders 8 regional areas. Our two major networks are the Brisbane Valley Highway and the D'Aguilar Highway. These major roads run through townships. Particular concern is of the diverse traffic which includes the Live Stock heavy vehicle industry, that runs passed businesses, schools and residencies.

**What road safety issues are the most important to address?**

The state of the two major highways through Somerset and particularly Kilcoy. Q fever, Live Stock laden Heavy Vehicles effluent loss and pedestrian safety across our CBD which is thoroughfare for the heavy vehicles. Our region does not have any way for the Livestock industry to address Effluent control codes of practice as there are no Spill Station services to accommodate the effluent loss enroute to Abattoirs. This issue is of concern right across regional QLD. Q Fever risks and pedestrian safety for our small townships is most important. Providing safe services for effluent control for our livestock industry is paramount and impacts regional areas across Australia.

**What do you believe are the strengths of this draft Strategy?**

Infrastructure must involve Infrastructure Australia, the NHVR, the ALRTA and the local communities where there is major impact from heavy vehicles in the CBD of townships. Reducing speeds is part of the solution suite, common sense in townships where traffic can only pass through the small CBD areas to address ALL efforts for diversion and alternate routes. Regions are growing in demand for population growth, Somerset at least 55% by 2040...the road infrastructure needs addressing urgently now.. Planning and Investment is crucial. Supporting the heavy vehicle industry safety measures, vehicle safety technologies and providing funding for the Livestock industry's need for Effluent Spill control service centres.

**Is there anything important that you think is missing from this draft Strategy?**

When infrastructure works are carried out in regional areas, very little effort is given to transparency and communication. Especially at the operational level, where daily actions impact business activity and resident access to properties. Safety barriers will not necessarily be suitable in the towns in Somerset as the highways are the CBD roads. Planning must not have "one size fits all" eg QLD planning requires bike lanes be in the road design plan...there is concern over bike rider safety in Kilcoy as the heavy vehicles will have the right of way through the town CBD.

**Do you give permission for your submission to be published on this website following the end of the consultation period?**

Yes

Briefing from the President of the Kilcoy Chamber of Commerce 23.10.2018

The seminar opened with main concepts of exploring options for transforming South East Queensland over 25 years.

- Maximise advantages
- Forward thinking solutions
- Unity of vision
- Challenges brought about by significant population growth
- Federal election
- Infrastructure and connectivity
- Vision matched by outcomes

Population specialist Bernard Salt offered a view -point of challenging considerations for accommodating future population growth. Other speakers included Local Govt Agency QLD, Council of Mayors, Tourism Australia, Olympic advocacy and Infrastructure QLD.

## **SEQ must create 'multi-CBDs' to cope with population**

SOUTHEAST Queensland must create 'multi-CBDs' to cope with a booming population, says leading demographer Bernard Salt.

### **Proposition**

The fundamental configuration of SEQ is better than NSW or Vic.

### **Social issues are emerging**

#### Rate of Growth

2 million people to SEQ by 2043 from:

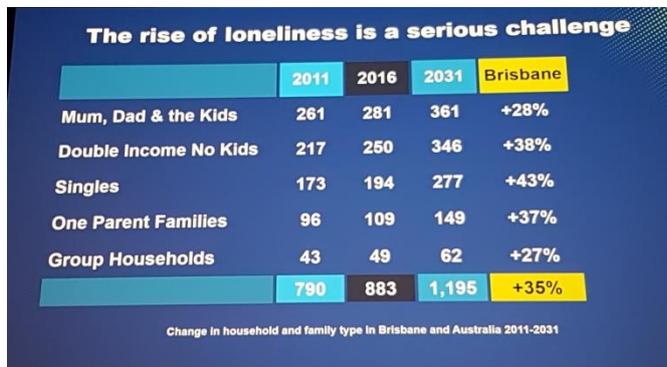
- interstate migration
- out migration - baby boomers

Bernard noted demographic and town planning must not lag behind and should not be modest in ambition of goals and outcomes. Kilcoy will see a 57% population growth and Somerset Region 56% population growth during this identified period.

#### Scale

- The 2016 census displayed 7 million Australians as being non-religious. The heartland has shifted beyond faith- based values. This will present Australia with varying social issues:
- Social isolation in the suburbs - loneliness trajectory is on the rise.
- Singles - predominately 70+ women on their own experiencing social isolation 2020-2030's

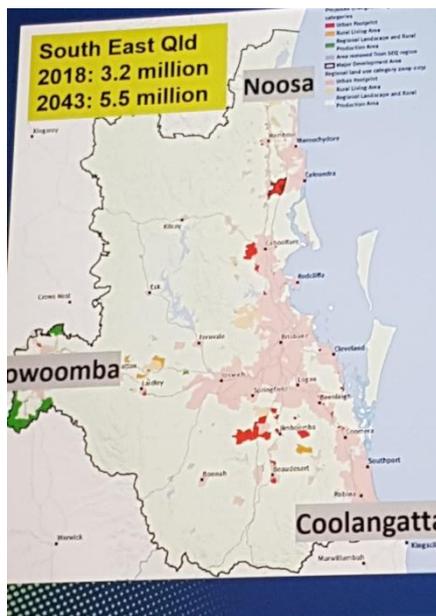
- Society needs to inject in programs of social connectivity or there will be a world of loneliness for SEQ



### Knowledge worker jobs

- Healthcare. Technical training. Skilled worker.
- Aim for social cohesion

South East Queensland - Noosa to Coolangatta to Toowoomba is a 200 km Metropolitan area. A canvas the size of Los Angeles with 19 million people compared to SEQ 6 million people.



Challenges ahead to consequences of small revenue base. ( Relevant to Somerset Region)

- Tax base too small
- Need to compartmentalise
- Decentralise
- Bring jobs to regional centres
- QLD strong plan - outcome
- A “catchup” in infrastructure requires innovative thinking.
- Inject infrastructure spend

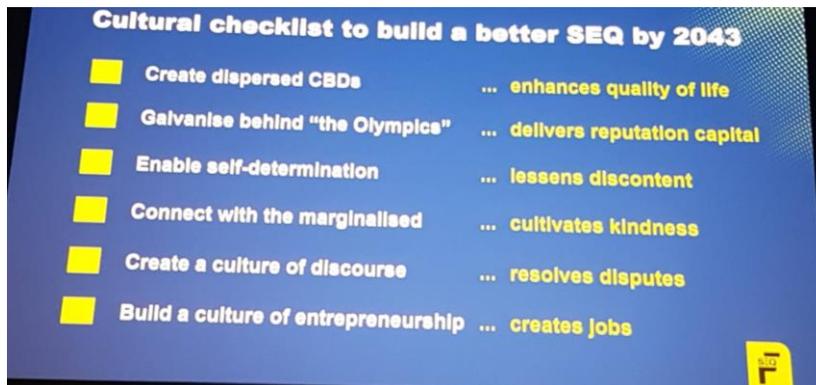
- Suburban job centres
- Inner city suburbs land use changes lead to job losses



A means to tackle the lag is for SEQ to bid for the 2032-2040 Olympics

Local Govt Agency Qld

- 2020-2030 Kindness culture of discourse
- Discuss. Filter. Find. Deliver



EKS - Intelligence in Events Tony Holding

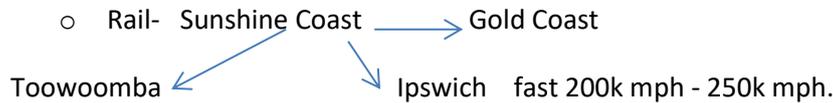
<https://www.eks.com/en/our-clients>

The SEQ needs to become a world- class transport leader of transport region plans and reviews with a shared transport vision at all levels of government.

Council of Mayors

- A survey is underway in mass people migration. In preparation of the Games bid for 2032. SEQ is experiencing twice the OECD rate in population growth.
- A 31% increase in transport demand
- Vision of a cross river rail
- 45 min shared smart region where

- More easily move within key centres
- Commute times under 45 mins
- 30 min within city limits - work live play
- Vision of a transport spine, hub and spoke system
- Make existing options more pleasing
- Rail scheme-partner with transformative projects/technologies
- Rail- Sunshine Coast → Gold Coast



Historic spending is required and we must act NOW

Feasibility study of Commonwealth Games will highlight major impact projects.

#### FUTURE SEQ

- Outer urban links to core services
- Shared vehicles - book ends - Uber transport system to and from public transport to keep vehicles off the roads.
- Concept - core rail with shared vehicles and booking integrated platform.
- Strength of SEQ is the Regional Council sizes; Scaled works and governance systems.
- Councils share vision of SEQ collaboration.
- Housing density combines along transport routes.
- Rail is part of the solution in moving people within SEQ.
- Integrated transport with an aspirational 15% Public use and 85% Road use.
- Engage the superannuation sector and private sector funding.
- The most efficient use of service involves cost.
- Julianne Alvoe - Infrastructure QLD - identifies there is more than one- way to solve a problem.
- Good planning: What should SEQ be demanding of Govts? Better and improved road systems, rail networks.

#### Value of Airports

- Growth, live, travel
- Passenger and freight movement: Brisbane Airport, Gold Coast Airport, Sunshine Coast, Toowoomba
- Large employer approx. 75k - 100k this will likely double the next 25 years.

#### John O'Sullivan Tourism Australia

- Olympic Bid, SEQ is fashionable drawing visitors from Intrastate/Interstate/Overseas
- Chinese visitors like combining nature with urban environment.

#### What sells SEQ to the tourist? "Authenticity"

- Not the same as other destinations

- Perceived lifestyle, safety, food
- Geographic location
- Collective best experiences of the region

#### Branding SEQ

There is a push to Brand SEQ. Three videos were presented: Bright Sky, Blue Sky Country and No Worries.

<https://www.couriermail.com.au/news/queensland/future-seq/the-essence-of-southeast-queensland-vote-for-the-best-video/news-story/39f39dcd31a2644d2395cadba55a6308>

To view them copy the link to your browser.

#### Infrastructure Decisions

- Councils
- Strategic long term integrated decisions
- Delivery in what time frames to be cost effective
- Easy to miss opportunities without collaborative projects
- The Master Plan should be delivered to all of the residents of SEQ. It should be articulated and presented as one united front.

The president raised the question to the panel that in all the future planning available today, regional townships are left behind, as planning blockades and lack of implementation strategy prevent good decision-making. Kilcoy is a great example of where it features in Bernard Salts future SEQ paper as going to experience 57% population growth within the Somerset Region of 56% growth however the demand for housing and infrastructure exists now as Kilcoy Global Foods production expansion of 50% is imminent. The Urban footprint requires urgent review. Diversity of housing investment and development is required now.

The presentation however did not address movement East and West of freight and goods via the D'Aguilar Highway. Produce and products of agricultural nature utilise the D'Aguilar and the Brisbane Valley Highway. This ignores the expected growth in our Somerset Region of 56% over 25 years and more closely Kilcoy to see a potential 40% increase in population with Kilcoy Global Foods production increase of 50% in the next 2 years.

Governments do not always know the need when planning regional infrastructure.

A great opportunity exists for the Chamber to facilitate improved communications and delivery of information flowing in and out of the Council with respect to Regional development.

NB: See image of Courier Mail article below.

FUTURE SEQ
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# Confusing planning regime a roadblock

**EXCLUSIVE**  
**DARYL PASSMORE**

**SOUTHEAST** Queensland may need a dedicated regional planning authority to ensure red tape and confusion does not stifle its growth, according to a new discussion paper.

Research by international consultants Arup has found a “multitude of administrative boundaries” and a labyrinth of overlapping and conflicting government departments, councils and statutory bodies results in confusion surrounding planning and delivery.

In inner-Brisbane alone, 10 separate agencies and seven plans may be involved in any development. “If we are to not only maintain, but also facilitate opportunities to enhance SEQ’s reputation, amenity, liveability and sustain economic growth, the next phase of growth demands a new governance paradigm,” the discussion paper says.

The paper describes the southeast Queensland of today as “an accidental metropolis”, where the availability of land to expand outwards has masked “urban governance and infrastructure shortfalls”.

It comes as an exclusive poll for *The Courier-Mail* shows almost a third of people would favour replacing southeast Queensland’s 12 councils with a single regional authority to work with the State Government. That was the preferred model of 29 per cent of 1660 southeast Queenslanders surveyed by YouGov Galaxy.

About a quarter said the current model was best, while a

**Q** Which governance model would you prefer for southeast Queensland?

Current 12 councils and State Government	<b>24%</b>
Current model plus independent agency for regional planning, transport and infrastructure	<b>26%</b>
Replace councils with a single regional authority for SEQ, plus State Government	<b>29%</b>
Don't know	<b>21%</b>

similar number wanted to retain the existing structure and add an independent agency with responsibility for planning, transport and infrastructure.

Chris Mountford, executive director of Property Council Queensland, which commissioned the Arup report, said they were not advocating to add or remove a level of government, but to rethink how existing layers work together.

“Empowering a new regional entity to resolve conflicting and competing priorities and align infrastructure and land use planning may assist in removing barriers to our productivity,” he said.

The models examined in the Arup report include the Greater Sydney Commission, an independent body funded by the NSW government to lead the strategic planning of the region over 40 years.

Another is the UK’s Northern Powerhouse, bringing together cities, towns and counties in England’s north and Wales in a joint strategy.

Disclaimer:

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