



# Capital cities: partners in recovery

Pre-Budget submission 2022-2023



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## CCCLM Chair foreword

The Council of Capital City Lord Mayors (CCCLM) consists of the Lord Mayors of Adelaide, Brisbane, Darwin, Hobart, Melbourne, Perth and Sydney, and the Chief Minister of the ACT.

The COVID-19 pandemic continues to cause devastating social and economic impacts in Australia's cities, highlighting the vulnerabilities of our central business and entertainment districts. Cities have been (and continue to be) disproportionately impacted by ongoing cessation of activity by the reduction of city workforces, and the gradual return of international and domestic tourism and international students.

Lord Mayors acknowledge and welcome economic stimulus funding allocated during 2020 and 2021, through the Local Government Roads and Community Funding. The pandemic has illustrated how effective solutions, delivered by Australian Governments at all levels, can contribute to the recovery of our cities. This has demonstrated and renewed the pathways for ongoing partnerships that has the opportunity of building city resilience into the future.

Investment in Australian cities would provide direct investment in the jobs, infrastructure and resources that are essential for their economic recovery and future. Capital city councils stand ready to partner with the Australian Government to support the recovery of our cities.

As Chair of the Council of Capital City Lord Mayors, it is with pleasure that I submit this Pre-Budget submission. The CCCLM would welcome the opportunity to further expand upon our submission, as necessary.

**Basil Zempilas**  
**Lord Mayor of Perth**  
**Chair, Council of Capital City Lord Mayors**

## Recommendation summary

Capital cities would benefit from long term investment in specific city projects that deliver significant economic and social benefits into the future and establishes the ground work to provide jobs, economic and social benefits for many years to come.

CCCLM recommends the Australian Government considers establishing a City Infrastructure Program in partnership with State and Territory and city councils to provide opportunities for reactivation of CBDs, attracting a return of visitors and workers to the city.

A summary of demonstration projects that could form the basis of a program is included below, with further detail provided at Appendix 1.

City	Project name	Cost estimates	Job opportunities	Economic benefit highlights
<b>Adelaide</b>	Regional Adelaide Aquatic and Wellbeing Centre	\$85 million	<ul style="list-style-type: none"> <li>• 265+ Jobs during construction</li> <li>• Potential employment opportunity through the delivery of the Aquatic Centre services, kiosk, and crèche facility.</li> </ul>	<ul style="list-style-type: none"> <li>• \$250+ million in direct economic contribution during the first three years.</li> <li>• Will save over \$4.6m annually to the public health system:</li> <li>• \$521,937 through Learn to Swim programs</li> <li>• \$1.9M from lower chronic health issues</li> <li>• \$2.13M from lower acute health issues</li> </ul>
<b>Brisbane</b>	West End Green Bridges	\$425 million	The projects are estimated to support up to 340 jobs for four years	<ul style="list-style-type: none"> <li>• critical investment in the local and regional economy in the post COVID-19 environment</li> <li>• creation of jobs in the construction industry and materials suppliers in a time when unemployment is rising across the nation</li> <li>• maintaining quality jobs and supporting access to higher wages for workers in supporting industries</li> <li>• stimulating the economy to create business confidence, which in turn encourages further private sector investment</li> <li>• Supplementing the pipeline of Infrastructure projects to promote economic recovery and support local industry</li> </ul>
<b>Canberra</b>	Stage 2 Light Rail to Woden	Early estimates indicate project to cost between \$1.3 billion and \$1.6 billion (2018)	Light rail to Woden is expected to support approximately 6000 jobs.	Stage 2A and Stage 2B have separate project approval process. Identifying/confirming benefits will be undertaken as part of these processes.
<b>Darwin</b>	Lameroo Coast / Lameroo Beach Seascape	Stage 1 \$150 million Full Completion \$300 million	316 Jobs	<ul style="list-style-type: none"> <li>• National output \$482.2M</li> <li>• 1468 Jobs Nationally</li> </ul>

				<ul style="list-style-type: none"> <li>• \$190.34M Value add to the national economy</li> </ul>
<b>Hobart</b>	The Antarctic and Science Precinct	TBD	The construction of the Precinct is expected to create at least 300 direct jobs.	Hobart's position as an international Antarctic Gateway City is worth nearly \$160 million a year to the Tasmanian economy through direct spending, according to a report released by the Department of State Growth. Hobart's role as an Antarctic Gateway City is fundamental to our city's identity and our economy and employs about 950 people in Tasmania, most of whom are based in Greater Hobart
<b>Melbourne</b>	Greenline	\$300 million	<ul style="list-style-type: none"> <li>• Up to 6,400 new ongoing jobs in 2042</li> <li>• Up to 3,400 direct and indirect construction jobs</li> </ul>	<ul style="list-style-type: none"> <li>• Up to \$1.2 billion economic benefits from the value created and uplift</li> <li>• Up to \$1.9 billion in new private sector investment</li> <li>• Up to \$1.7 billion gross value added in economic output in 2042</li> <li>• Up to 1.1 million additional annual visits</li> <li>• Up to \$23 million additional annual visitor spend</li> <li>• Up to 4,000 additional dwellings from private investment at 2042</li> <li>• Up to 110,000 sqm additional commercial floor space from private investment</li> </ul>
<b>Sydney</b>	Inner Sydney Regional Bike Network (ISRBN)	\$186 million for Stage 1	Around 2,500 over 3 years	BCR 2.68 (Source: ISRBN Final Business Case, 2017,) for the whole ISRBN

## Capital cities and the impact of COVID-19

Strong city economies are crucial to a strong national economy. Our cities are where many of Australia’s future jobs are being created and investments are being made. Jobs in health, education, advanced manufacturing and professional service sectors are growing in our cities. During the last decade capital cities grew by 2.9 million people – representing 77% of Australia’s total population growth. This is expected to grow to 14 million people by 2066.

Prior to the pandemic, Australia’s capital cities<sup>1</sup> accounted for:

- 69% of Australian GDP, and 69% of Australian businesses.
- 15% of Australian GDP is generated in our four biggest CBDs of Sydney, Melbourne, Brisbane and Perth – more than any single industry.

Beyond their role as key concentrations of employment and economic activity, CBDs play critical roles in our tourism, education and entertainment sectors.

The nation has invested significantly in its capital city CBDs – particularly during the last 30 years. This has included investment in roads, public transport, retail facilities, office space and experiential opportunities. This investment is at risk.

As recently highlighted by the Property Council’s *Capital City Office Occupancy*<sup>2</sup>, recovery is showing positive signs. The November 2021 update reflects a slow recovery, but also demonstrates the fluctuations across CBDs due to the impact of COVID-19 lockdowns. The data also indicates cities without a high number of COVID cases were still well below pre-pandemic occupancy.

Market	Melbourne CBD	Canberra	Sydney CBD	Brisbane CBD	Adelaide CBD	Perth CBD	Darwin CBD	Hobart CBD
Jul-20	18%	44%	32%	43%	56%	60%	84%	70%
Aug-20	7%	48%	30%	45%	61%	55%	72%	60%
Sep-20	10%	46%	35%	52%	67%	63%	70%	78%
Oct-20	7%	63%	40%	61%	73%	77%	73%	79%
Nov-20	13%	65%	45%	61%	68%	77%	82%	76%
Jan-21	31%	68%	45%	63%	69%	66%	80%	80%
Feb-21	24%	65%	48%	64%	69%	65%	80%	76%
Mar-21	35%	65%	50%	63%	71%	71%	84%	80%
Apr-21	41%	63%	59%	63%	70%	70%	84%	82%
May-21	41%	64%	61%	64%	70%	69%	84%	83%
Jun-21	24%	67%	60%	66%	76%	71%	79%	83%
Jul-21	10%	65%	6%	61%	14%	70%	80%	85%
Aug-21	6%	8%	4%	54%	58%	69%	74%	85%
Sep-21	5%	7%	4%	46%	58%	68%	80%	80%
Oct-21	3%	7%	7%	51%	58%	67%	83%	83%
Nov-21	11%	15%	21%	56%	66%	70%	83%	83%

<sup>1</sup> Sources: SGS Economics, *Australian Cities Accounts 2018-19, December 2019*; ABS, *Counts of Australian Businesses* (Cat. No. 8165.0), 2017; ABS, *Labour Force Australia, Detailed* (Cat. No. 6291.0.55.001), May 2018; ABS, *Population by Age and Sex, Regions of Australia, 2017* (Cat. No. 3235.0); ABS, *Regional Population Growth, Australia 2016-17* (Cat. No. 3218.0); ABS, *Population Projections, Australia 2012-2061* (Cat. No. 3222.0)

<sup>2</sup> <https://research.propertycouncil.com.au/blog/october-office-occupancy-results>

In 2019, tourism in Australia accounted for 3.1% of the national GDP, contributing \$60.8 billion to the Australian economy. Of this, 26% came from international visitors to Australia, while the remaining 74% was contributed by domestic tourists.

In September 2021, Australians took 1.1 billion overnight trips to capital cities, spending \$854 million – a massive 74% fall in overnight trips and 76% fall in spend from the pre-pandemic figures in September 2019<sup>3</sup>.

Beyond being destinations in their own rights, our CBDs are key gateways for travel to our regions, and have higher concentrations of accommodation, entertainment and dining sectors. Our cities are not only business destinations, but also experience destinations. Of course, the reduction in travel and spend has direct negative consequences for city businesses and those employed in this sector.

Recent research<sup>4</sup> commissioned by the CCCLM highlight the challenges being disproportionately experienced by businesses in CBDs. The greatest challenges currently faced by our CBDs include:

- The cumulative impact of changes to work patterns and hybrid working;
- Employment – staff and skills shortages due to lack of international tourists and students; and
- Uncertainty in business and tourism due to restrictions, and more recently the onset of new variants of COVID.

Knowledge-workers have adapted well to working from home during the pandemic, supported by new technologies and many organisations have continued to support a hybrid working model and provided flexible working conditions for their staff. The benefits of hybrid working were articulated in the Productivity Commission's research paper *Working from Home*<sup>5</sup>, highlighting the effect on city CBDs. The paper suggests that the movement of people away from the centre of cities may reduce the agglomeration benefits experienced by businesses in cities.

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<sup>3</sup> Tourism Research Australia – National Visitor Results September 2021

<sup>4</sup> Ingenium Research – The Australian Night Time Economy: Looking to the future

<sup>5</sup> Productivity Commission: Working from Home research paper – September 2021

City businesses have been informing us of their challenge in finding skilled people willing to perform certain roles, at pre-COVID pay rates, traditionally filled by our migrants, backpackers and students. In particular, the recovery of our CBD-based tourism, hospitality and entertainment businesses are being impaired by their ability to access workers.

As international and domestic borders are starting to open, and international students slowly return to campus, there is an expectation that staff shortages will be alleviated, however we believe that is an opportunity to review the compounding impact of the casualisation of the workforce, wages and workforce training.

While capital cities welcome the arrivals of international students, there is concern regarding Australia's competitiveness in the ongoing attraction of international students, further impacting city accommodation and education providers and supporting retails businesses.

Although all levels of government implemented new schemes and support for businesses during the pandemic there is a lasting need for flexibility in regulations that will facilitate and support entrepreneurial behaviour of city business. As cities recover from the impact of the pandemic, there is a need to provide clear and timely information as well as certainty of ongoing support; businesses have reported challenges in keeping up with public health directions/requirements; the prohibitive cost and availability of event insurance is also an issue for operators, particularly for larger events such as music festivals and business conferences.



## Partners in economic recovery

The long-term social, economic and cultural impacts of the pandemic are not yet fully known, however in Australia's economic recovery, the right investment in place and amenity is an investment in people, connectivity and long-term growth.

Capital cities have worked hard to encourage the return of workers and visitors and are again experiencing the impacts of increased COVID-19 cases. While the health impact has been protected by the outstanding levels of vaccination in Australia, cities are bearing the economic brunt of COVID-19, again being felt by our hospitality and retail sector, as businesses experience staff shortages due to ill or quarantining staff. The pandemic's economic impact on cities is far from over.

Capital cities would benefit from long term investment in specific city projects that deliver significant economic and social benefits into the future and establishes the ground work to provide jobs and social benefits for many years to come. Capital cities have identified infrastructure projects (Appendix 1) that demonstrate what is possible by delivering these benefits in our cities, and therefore, the national economy, in partnership with the three levels of government.

We ask that, in the preparation of the 2022-2023 budget the following are considered and supported:

- Continued infrastructure delivery and capital expenditure programs in cities, including dedicated funding to support the unique roles of the Central Business & Entertainment Districts. This could be delivered through an expanded City Deal style process.
- Delivery of initiatives and programs that facilitate domestic and international tourism, including support of reactivation efforts in our cities with funding to deliver activations and initiatives that attract local and domestic visitors alike.
- Ongoing initiatives and education that support active travel and public transport options.

The CCCLM stands ready to work with Federal and State/Territory Governments to enable the effective and prompt economic recovery of cities.

# Appendix 1 – City projects

ACT Government (Canberra)

Project name	Stage 2: light rail to Woden
<p><b>Project purpose</b></p>	<p>Canberra’s light rail network is being built to meet Canberra’s transport needs.</p> <p>The Project seeks to address the following opportunities:</p> <ul style="list-style-type: none"> <li>• Investing in Canberra's liveability and economy to attract and retain talented people and businesses</li> <li>• Efficient and effective use of existing land and infrastructure to drive productivity and social connection</li> <li>• World class public transport to meet customer and community expectation</li> <li>• Planning for Canberra’s forward population growth, reducing car dependency and road congestion, creating positive social economic and environment impacts</li> </ul> <p>Stage 2 light rail to Woden has been identified as a high priority due to its capacity to connect key residential, cultural, commercial and employment centres across the city using an integrated public transport network.</p> <p>While the City to Woden route alignment has technical and planning challenges, its strategic significance to the city in connecting north and south Canberra means that it is a crucial part of the network. It will contribute to Canberra’s connected, integrated public transport network creating a north-south light rail spine and has the potential to support urban renewal, especially in Woden.</p> <p>The light rail network is a core component in creating one of Australia’s most sustainable cities and reducing congestion.</p>
<p><b>Type of project</b></p>	<p>Transport infrastructure</p>
<p><b>Alignment with strategic outcomes, objectives and priorities</b></p>	<p>The Project will assist deliver on the community objectives outlined in key ACT Government strategies. This includes:</p> <ul style="list-style-type: none"> <li>• <b>ACT Planning Strategy 2018:</b> The ACT Planning Strategy 2018 provides a plan to achieve a compact and efficient city, with 70 per cent of new urban development delivered as infill. Canberra's light rail will act as a key piece of infrastructure to guide urban intensification and create a high- quality public environment.</li> <li>• <b>ACT Climate Change Strategy 2019-2025:</b> The ACT Climate Change Strategy 2019-2025 outlines Canberra's light rail, which runs on 100 per cent renewable energy, will make a significant impact toward reaching this goal by increasing public transport use across the city and taking more cars off the road.</li> <li>• <b>ACT Transport Strategy 2020:</b> The ACT Transport Strategy 2020 identifies three priority areas to guide development of transport in the Territory – manage congestion, reduce emissions and support acompact and</li> </ul>

	<p>efficient city. Light rail will integrate with other transport modes along the alignment to encourage public transport over driving.</p> <ul style="list-style-type: none"> <li>• <b>Zero-Emission Transition Plan for Transport Canberra:</b> The Zero-Emissions Transition Plan for Transport Canberra outlines the pathway to achieve the ACT Government’s ambition of a zero-emission public transport system by 2040.</li> <li>• <b>Transport for Canberra Policy:</b> A better transport network is integral to realising economic growth and diversification, urban renewal, and enhanced liveability and social inclusion in the ACT.</li> </ul>
<b>Project estimates</b>	Early estimates indicate project to cost between \$1.3 billion and \$1.6 billion (2018)
<b>Job / employment opportunities</b>	<p>Light rail to Woden is expected to support approximately 6000 jobs.</p> <p>During the tendering process for the design and delivery of the project, Major Projects Canberra applies and promotes the Canberra Region Local Industry Participation Policy and the ACT Aboriginal and Torres Strait Islander Procurement Policy. This will ensure the Project, wherever possible, considers local capability and economic benefits for the Canberra Region and encourages Aboriginal and Torres Strait Islander participation.</p>
<b>Economic benefit highlights</b>	Stage 2A and Stage 2B have separate project approval process. Identifying/confirming benefits will be undertaken as part of these processes.
<b>Indicative delivery timeframes, including staging duration and milestones</b>	<p>Timings are indicative only and are subject to change.</p> <p><b>Stage 2A</b></p> <ul style="list-style-type: none"> <li>• Stage 2A early works: Q3 2022</li> <li>• Stage 2A final design (FSP): Q3 2022</li> <li>• Lodge Stage 2A project approval documentation: Q3 2022</li> <li>• Commence Stage 2A main works: Q2 2024</li> <li>• Stage 2A operational (following testing and commissioning): 2026</li> </ul> <p><b>Stage 2B</b></p> <ul style="list-style-type: none"> <li>• Ongoing design and planning activities until the time of Commonwealth approval.</li> </ul>
<b>Anticipated construction completion/duration</b>	<p><b>Stage 2A</b></p> <ul style="list-style-type: none"> <li>• The project is in the development phase. The Project Team will work with a delivery partner to confirm construction timeframes. Construction is anticipated to take approximately two years from the commencement of main works.</li> <li>• Subject to Commonwealth approvals, light rail Stage 2A City to Commonwealth Park is anticipated to be operational by the end of 2026.</li> <li>•</li> </ul>

	<p><b>Stage 2B</b></p> <ul style="list-style-type: none"> <li>• Stage 2B construction and operational timings are yet to be determined.</li> </ul>
<p><b>Description</b></p>	<p>The light rail network is better connecting Canberra to meet the growing city’s transport needs.</p> <p>Building on the success of Stage 1 from Gungahlin to City, Stage 2 of light rail to Woden will provide the network’s north-south spine.</p> <p>Stage 2 of light rail to Woden is being constructed in two stages for a faster project delivery.</p> <p>The first section of light rail to Woden (Stage 2A City to Commonwealth Park) involves extending the light rail network by 1.7 kilometres and includes three new stops (Edinburgh, City South and Commonwealth Park). This extension from Alinga Street through to Commonwealth Park will operate ‘wire free’.</p> <p>The second section, Commonwealth Park to Woden (Stage 2B), is one of the most complex parts of the light rail network. Light rail vehicles will need to cross Lake Burley Griffin via a new bridge between the existing Commonwealth Avenue bridges, pass through Commonwealth land, travel past Parliament House and around State Circle and deliver light rail within a six-lane highway environment on Adelaide Avenue and Yarra Glen.</p> <p>Commonwealth Park to Woden is expected to deliver nine new stops. The extension to Woden will give more workers the opportunity to commute by public transport and make it easier for visitors to access national attractions and institutions.</p> <p>Stage 2 of light rail to Woden will improve access to public transport for existing and new residential and commercial activity. An increase in the number of businesses and residential properties along the alignment will support economic growth and help create more vibrant city spaces.</p> <p>The project will support approximately 6000 jobs and contribute to the region’s economic recovery from the impacts of COVID-19.</p> <p>Extending the light rail network to Woden will assist with the following benefits:</p> <ul style="list-style-type: none"> <li>• reduced congestion</li> <li>• connected and compact city</li> <li>• improved access to employment and services</li> <li>• increased economic growth and diversification.</li> </ul> <p>The Australian Government has committed support for the project and has allocated \$132.5 million in funding for Canberra Light Rail – Stage 2A.</p>
<p><b>Cost of Project</b></p>	<p>Early estimates indicate project to cost between \$1.3 billion and \$1.6 billion (2018)</p>

Is this project on the Infrastructure Priority List

Infrastructure Australia – No  
State infrastructure body - Yes

Location details and Federal electorate

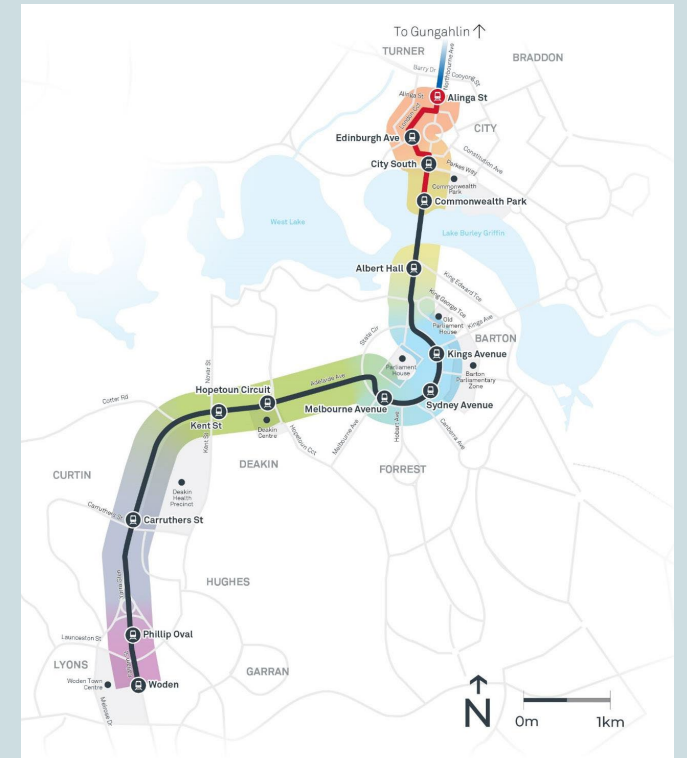
**Location:**

- Light rail to Woden involves extending the light rail network by 11 kilometres from Alinga Street in the City through to the Woden interchange.
- The route will cross Lake Burley Griffin, pass through Commonwealth land, travel past Parliament House and around State Circle and deliver light rail within a six-lane highway environment on Adelaide Avenue and Yarra Glen.

**Federal electorate details**

Electorate: Canberra

Federal Member for Canberra: Ms Alicia Payne (MP)



Project name	Regional Adelaide Aquatic and Wellbeing Centre
Project purpose	<p>The existing Adelaide Aquatic Centre has served as a vital piece of social, recreational, sporting and health infrastructure catering for a wide range of users from across South Australia for over 50 years. However, the current facility is at the end of its life and due to its design, layout, and condition, is no longer meeting current demands or community expectations of a regional aquatic centre.</p> <p>With a growing population, the city requires a new centrally located regional Aquatic and Wellbeing Centre to cater for the health, fitness, wellbeing, and recreational needs for South Australians, now and for years to come.</p> <p>The new regional Adelaide Aquatic and Wellbeing Centre will provide significant short-and-long-term economic benefits for the local community, creating jobs through construction and ongoing employment and producing significant productivity gains for the local economy.</p> <p>Key features and items to note:</p> <ul style="list-style-type: none"> <li>• Current Adelaide Aquatic Centre is at its end of life</li> <li>• The city needs a new regional Adelaide Aquatic and Wellbeing Centre</li> <li>• Centrally located for all South Australians to enjoy</li> <li>• Catering for 1.3 million visitations per year</li> <li>• \$250+ million in direct economic contribution</li> <li>• \$4.6m pa in public health savings</li> <li>• 265+ jobs during construction plus hundreds more in ongoing employment</li> <li>• Universal design principles to ensure a welcoming and inclusive space for all</li> <li>• Indoor and outdoor pools, hydrotherapy pool, gym, spa, saunas, crèche, café</li> <li>• Dedicated learn-to-swim facilities for 40,000+ swimming lessons per year</li> <li>• Informed by Needs Analysis and Feasibility Study</li> <li>• Completion by 2025–26</li> </ul>
Type of Project	<p>Building infrastructure</p> <p>Social infrastructure</p>
Alignment with strategic outcomes, objectives and priorities	<p>A new regional Adelaide Aquatic and Wellbeing Centre will enable the Commonwealth Government, the South Australian Government, and the City of Adelaide to deliver on a number of policies and plans.</p> <p><b>Commonwealth Government</b></p> <ul style="list-style-type: none"> <li>• Sport 2030 – National Community Development Programme</li> <li>• Australia’s Long-Term National Health Plan</li> <li>• National Preventative Health Strategy (due 2021)</li> <li>• National Action Plan for the Health of Children and Young People 2020–2030</li> </ul>

### South Australian Government

- Recreation, Sport and Racing Strategic Plan 2021–2025
- State Sport & Recreation Infrastructure Plan 2020–2040
- Game On – Getting South Australia Moving Plan
- South Australia’s Plan for Ageing Well 2020–2025
- South Australian Health and Wellbeing Strategy 2020–2025
- Wellbeing SA Strategic Plan 2020–2025

### City of Adelaide

- City of Adelaide Strategic Plan 2020–2024
- Active City Strategy 2013–2023
- City of Adelaide Wellbeing Plan 2020–2025
- City of Adelaide Disability Access and Inclusion Plan 2019–2022

A new regional Adelaide Aquatic and Wellbeing Centre will:

- Provide community/social infrastructure which supports movement for life through sport and physical activity participation
- Provide affordable community/social infrastructure that allows every Australian, at all stages of their life regardless of gender, ability or ethnicity, and no matter where they live, to undertake the exercise they need and want in a safe, fun and inclusive way, whether it is through sport or other types of activity
- Give all South Australian children the opportunity to learn the skills, confidence, and motivation to be active for life and safe in the water
- Remove the largest barrier to entry for participation (poor facility condition)
- Provide increased accessibility and provision for existing users such as the Department of Education as well as schools from across metropolitan Adelaide who are frequent users of the current facility
- Coordinate investment in sport and recreation facilities to achieve sustainable outcomes for communities, with a focus on universal design to ensure sport is accessible to all Australians
- Provide high quality social spaces using the principles of universal design to ensure people with a disability as well as users from culturally and linguistically diverse backgrounds (CALD) can participate
- Leverage the Adelaide Park Lands to promote health, wellbeing and lifestyle experiences
- Reduce greenhouse gas emissions and assist the City of Adelaide and the South Australian Government achieve the goal of becoming a carbon neutral city by 2050.

### Project estimates

- **Scope** - To build a new regional Adelaide Aquatic and Wellbeing Centre to replace the existing facility which is at the end of its practical life.
- **Timeframe** - Opening 2025 – 2026 (Construction duration ~2.5 years)

	<ul style="list-style-type: none"> <li>• <b>Resources</b> - At the time of lodgement, this submission is for a facility to be 100% developed and operated by the City of Adelaide (CoA). CoA has experience in procurement for large-scale works and development projects. Project resources are yet to be determined but will likely comprise a mix of CoA and external consultants.</li> <li>• <b>Cost</b> - A new regional Adelaide Aquatic and Wellbeing Centre is estimated to cost approximately \$85m (depending on the final facility components and design). This cost includes demolition and remediation costs of the existing facility.</li> <li>• <b>Risks</b> – Although the project is in its early stages, a range of potential risks have been identified. These include, but may not be limited to: <ul style="list-style-type: none"> <li>– Aboriginal Heritage and horticultural / environmental impact assessment to be completed as part of the initial design scope.</li> <li>– Scope definition will need to be confirmed and detail specification reviewed and approved as there will be up to +/- 50% fluctuation between market product quality.</li> <li>– Demolition of the existing structure will need to happen methodically to avoid any contamination left behind and restore the parklands in a way that encourages ecosystems to return.</li> <li>– Comprehensive community and stakeholder consultation and engagement will be undertaken to reduce the risk of the project not delivering the best outcomes for community.</li> <li>– Stringent tender review processes will need to ensure that a competent and experienced contractor will be selected for the construction. Extensive reference checking and completed similar project portfolios will be reviewed prior to award.</li> <li>– Additional risk management and allocation strategies will be developed as the project develops.</li> </ul> </li> </ul>
<b>Job / employment opportunities</b>	<ul style="list-style-type: none"> <li>• 265+ Jobs during construction</li> <li>• Potential employment opportunity through the delivery of the Aquatic Centre services, kiosk, and crèche facility.</li> </ul>
<b>Economic benefit highlights</b>	<ul style="list-style-type: none"> <li>• \$250+ million in direct economic contribution during the first three years.</li> <li>• Will save over \$4.6m annually to the public health system: <ul style="list-style-type: none"> <li>• \$521,937 through Learn to Swim programs</li> <li>• \$1.9M from lower chronic health issues</li> <li>• \$2.13M from lower acute health issues</li> </ul> </li> </ul>
<b>Indicative delivery timeframes, including staging duration and milestones</b>	2021-22 <ul style="list-style-type: none"> <li>• Finalise site feasibility study and community consultation</li> <li>• Funding and partnership agreements</li> </ul> 2022-23



	<ul style="list-style-type: none"> <li>• Design team procurement, detailed designs and community consultation 2023-24</li> <li>• Final design documentation and head contractor procurement 2024-26</li> <li>• Construction and fit-out 2025-26</li> <li>• Opening</li> </ul>
<b>Anticipated construction completion / duration</b>	Construction duration estimated 2.5 years
<b>Description</b>	<p>The new regional Adelaide Aquatic and Wellbeing Centre will cater for:</p> <ul style="list-style-type: none"> <li>• Over 1,300,000 visitors per year by 2030</li> <li>• 567,600 swim visits per year</li> <li>• 40,000+ swim lessons for the Department of Education per year</li> <li>• 20,000+ school carnival participants per year</li> <li>• 4,100 swim school visitations per week</li> <li>• 4,500 health and wellness memberships per year</li> </ul> <p>Features will include:</p> <ul style="list-style-type: none"> <li>• 50m Indoor lap pool</li> <li>• 25m indoor program pool</li> <li>• Indoor waterplay and leisure pool</li> <li>• Outdoor leisure pool</li> <li>• Dedicated 'Learn-to-Swim' pool</li> <li>• Warm water hydrotherapy pool</li> <li>• School carnival facilities</li> <li>• Spas, sauna and steam room</li> <li>• A large gym</li> <li>• Group fitness and program spaces</li> <li>• Crèche</li> <li>• Café</li> <li>• Members' lounge</li> <li>• Change facilities</li> <li>• Service Areas</li> </ul>

	<p>To date we have received letters of support from over a dozen community organisations, neighbouring Councils, and politicians.</p> <p>We are in the process of seeking funding support from both State and Federal levels of government. The following funding model is proposed:</p> <table> <tr> <td>City of Adelaide</td> <td>\$30m*</td> </tr> <tr> <td>Government of SA</td> <td>\$25m</td> </tr> <tr> <td>Australian Government</td> <td>\$30m</td> </tr> <tr> <td><b>Total:</b></td> <td><b>\$85m</b></td> </tr> </table> <p>*Final contribution from City of Adelaide dependent on the final facility components and design</p>	City of Adelaide	\$30m*	Government of SA	\$25m	Australian Government	\$30m	<b>Total:</b>	<b>\$85m</b>
City of Adelaide	\$30m*								
Government of SA	\$25m								
Australian Government	\$30m								
<b>Total:</b>	<b>\$85m</b>								
Cost of project	\$85 million								
Is this project on the Australian or State Infrastructure priority list?	No								
Location details and Federal Electorate	<ul style="list-style-type: none"> <li>• Location - Denise Norton Park/ Pardipardinyilla (Park 2), North Adelaide Park Lands</li> <li>• Federal Electoral Division of Adelaide</li> </ul>								
Attachments	<a href="#">Adelaide Aquatic and Wellbeing Centre Overview</a>								

<b>Project Name:</b>	<b>West End Green Bridges (incorporating the Toowong to West End Green Bridge and the St Lucia to West End Green Bridge)</b>
<b>Project purpose</b>	<ul style="list-style-type: none"> <li>• Improve connectivity between key economic clusters (including associated employment opportunities) located in Toowong, St Lucia and West End (and beyond).</li> <li>• Provide an alternate viable transport option and encourage more cycling, walking and/or multi-modal trips thereby reducing reliance on private vehicles and associated pollution and congestion</li> <li>• Increase connectivity between Brisbane’s inner west and West End potentially resulting in more direct journeys for those travelling for either employment or leisure/recreation purposes.</li> <li>• Encourage people to participate in walking and cycling activities, promoting healthier lifestyles and improving wellbeing outcomes for the community</li> <li>• Complete a number of (cross-river) active transport links and assist in further establishing the St Lucia – Albion and the Toowong – Gabba active transport corridors thereby improving the overall active transport network.</li> <li>• Increase connectivity between the western suburbs and West End and provide for more direct journeys for those travelling for either employment or recreation purposes</li> <li>• Contribute to increasing active transport mode share thereby promoting healthier lifestyles and improving wellbeing outcomes for the community</li> </ul>
<b>Type of Project</b>	Transport infrastructure

Alignment with strategic outcomes, objectives and priorities

Australian Government Strategies and Planning Documents	
Australian Infrastructure Audit 2019 The Smart Cities Plan 2016 State of Australian Cities 2014-15 Walking, Riding and Access to Public Transport Strategy 2013 Our Cities, Our Future – National Urban Policy 2011	Building Up & Moving Out 2018 Australian Infrastructure Plan 2016 Clean Energy Future 2011 Weighing it up: Obesity in Australia 2013
Queensland Government Strategies and Planning Documents	
ShapingSEQ 2017 Smart Cities: Rethinking the City Centre 2007 The Queensland Plan 2014 State Disability Plan 2017-2020 Transport Coordination Plan 2017-2027 Queensland Walking Strategy 2019 – 2029	State Infrastructure Plan 2016 Connecting Brisbane 2017 My Health, Queensland's Future: Advancing Health 2026 Draft South East Queensland Regional Transport Plans 2018 Queensland Cycling Strategy 2017 – 2027 South Brisbane Transport and Mobility Study (2019)
Council Strategies and Planning Documents	
Brisbane Vision 2031 City Centre Master Plan 2014 Brisbane Active Transport Strategy 2012 – 2026 Brisbane. Clean, Green, Sustainable 2017-2031 Brisbane's River Art Framework 2018 Brisbane City Plan 2014 and associated neighbourhood plans Brisbane's Global Precincts: Australia's New World City (2017) City Botanic Gardens Master Plan (2015) City Reach Waterfront Master Plan (2020)	A City for Everyone: Inclusive Brisbane Plan 2019 – 2029 Transport Plan for Brisbane 2018/ Implementation Plan 2018 Brisbane's Future Blueprint 2018 River's Edge Strategy 2013 Design-led City: A Design Strategy for Brisbane 2019 Brisbane's River Access Network (2017) Brisbane's Knowledge Corridor (2020) Street Enhancement Visions (various) Brisbane's E-mobility Strategy 2021-2023
Other	
Cross River Rail Precincts Delivery Strategy 2020 and associated renewal strategies Priority Development Area (PDA) Development Schemes pursuant to Queensland Government <i>Economic Development Act 2012</i> State Development Areas (SDA) pursuant to Queensland Government <i>State Development and Public Works Organisation Act 1971</i> Infrastructure Designations pursuant to Queensland Government <i>Planning Act 2016</i> QUT Estate Master Plan 2018 University of Queensland St Lucia Campus Master Plan 2017 South Bank Corporation Approved Development Plan (ADP) pursuant to <i>South Bank Corporation Act 1989</i>	

Project estimates

\$425 million

Employment opportunities

The projects are estimated to support up to 340 jobs for four years

\* Based on Queensland Treasury: Guidelines for estimating the full-time equivalent (FTE) jobs directly supported by capital works (March 2019) using formula: (425/4) \*3.2=340)

Indicative timeframes for delivery

In response to community support, Council would deliver the Toowong to West End Green Bridge first with the St Lucia to West End Green Bride to commence shortly after.

- Complete design and investigations May 2024
- Call for tenders Jun 2024
- Tender Award Mar 2025
- Commence construction Sep 2025
- Construction complete Nov 2027

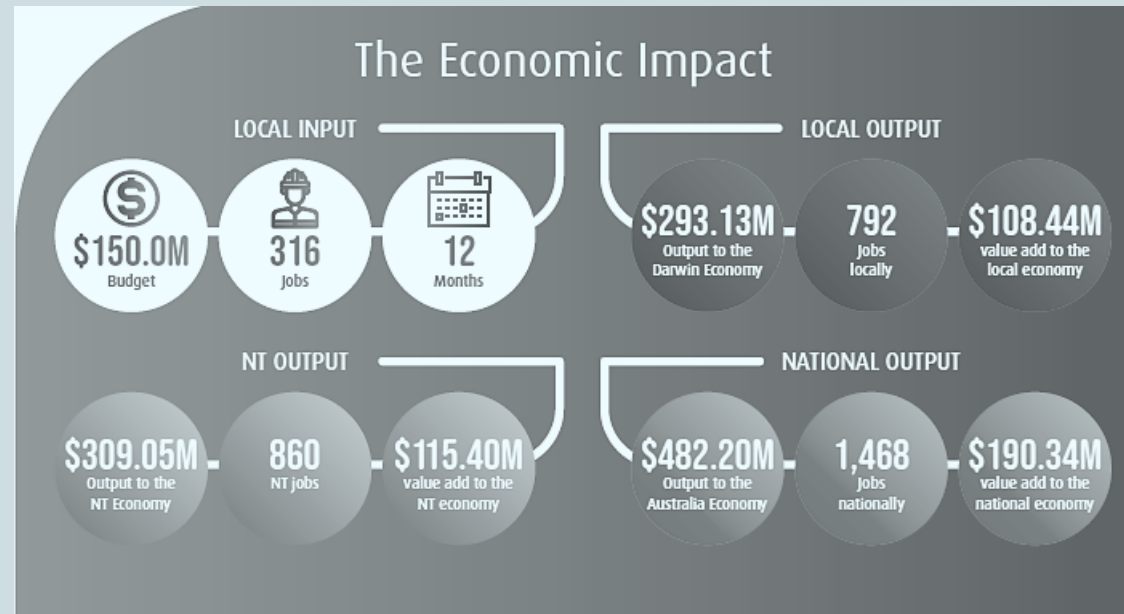
<b>Description</b>	<p>Economic Stimulus Opportunity/benefit</p> <ul style="list-style-type: none"> <li>critical investment in the local and regional economy in the post COVID-19 environment</li> <li>creation of jobs in the construction industry and materials suppliers in a time when unemployment is rising across the nation</li> <li>maintaining quality jobs and supporting access to higher wages for workers in supporting industries</li> <li>stimulating the economy to create business confidence, which in turn encourages further private sector investment</li> <li>Supplementing the pipeline of Infrastructure projects to promote economic recovery and support local industry</li> <li>Wider economic benefit to local precincts due to the opportunities created.</li> </ul> <p>Level of support and/or agreement obtained from State/Territory and Federal government.</p> <ul style="list-style-type: none"> <li>No financial support has been committed by the State or Federal government</li> <li>The Regional Transport Plan – South East Queensland Action A3.48 has as a short-term action, “Work with Brisbane City Council as they undertake planning for five new green bridges across the city as part of the Transport Plan for Brisbane implementation plan.”</li> </ul> <p>Catalyst for future opportunities</p> <ul style="list-style-type: none"> <li>The two green bridges will deliver part of Council’s river edge access strategy which envisages a continuous Riverwalk catering for commuters and recreational users. The completion of the two bridges provides a cost-effective solution to the provision of Riverwalk facilities between St Lucia and Toowong.</li> </ul> <p>Project Confidentiality</p> <ul style="list-style-type: none"> <li>All documentation provided is in the public domain.</li> </ul>
<b>Cost of project</b>	\$425 million
<b>Expected construction time for completion and duration</b>	Construction would commence in mid-2025 with completion late 2027 based on almost simultaneous delivery of the two bridges.
<b>Infrastructure Australia/State Priority</b>	No
<b>Location details</b>	Federal electorates of Ryan and Griffith.
<b>Attachments</b>	<p><a href="#">St Lucia to West End Green Bridge</a></p> <p><a href="#">Toowong to West End Green Bridge</a></p>

## City of Darwin

<b>Project name</b>	<b>Lameroo Coast / Lameroo Beach Seascape</b>
<b>Project purpose</b>	<i>Lameroo Coast</i> is a transformative tourism infrastructure project which will connect the city centre to the Darwin Waterfront. This project is a unique opportunity to create an attraction for tourists and locals, leave a positive lasting impression, and invigorate Darwin's economic growth by providing public access to the harbour from the city centre.
<b>Type of Project</b>	<ul style="list-style-type: none"> <li>• Building infrastructure</li> <li>• Social infrastructure</li> <li>• CBD transformation</li> </ul>
<b>Alignment with strategic outcomes, objectives and priorities</b>	<p>In 2019 City of Darwin released <i>Darwin 2030 - City for People. City of Colour</i>, a 10-year Strategic Plan for the City. City of Darwin's strategic plan sets the high-level vision for Darwin, and directions for Council to achieve this vision, with input from community, business and government stakeholders. The plan establishes five strategic directions to achieve the vision <i>Darwin 2030 – City for People. City of Colour</i>. The strategic directions aim to develop vibrancy and drive prosperity for Darwin, with a clear outcome for a 'smart and prosperous city'. The plan outlines Council's commitment to continue working with the Australian and Northern Territory Governments, business and industry, and other partners to advance the local economy.</p> <p>City of Darwin's Economic Development Strategy 2030 sits within the overarching City of Darwin Strategic Plan. The Strategy highlights the importance of forming partnerships and strategic alliances with other parties in the interests of the community and the future of Darwin.</p> <p>City of Darwin is seeking to create opportunities to enhance the economic, cultural and environmental sustainability of Darwin. As part of this endeavour, Council is seeking partners to support the delivery of a number of major projects.</p> <p>City of Darwin has drawn on previous infrastructure planning programs, community consultations and the knowledge of its Council Members and has taken into consideration the Darwin City Deal to put forward a priority project that will excite the community, be transformative and attract investment.</p>
<b>Project estimates</b>	Stage 1 \$150M, Full Completion \$300M
<b>Job / employment opportunities</b>	316 Jobs
<b>Economic benefit highlights</b>	National output \$482.2M / 1468 Jobs Nationally / \$190.34M Value add to the national economy
<b>Indicative delivery timeframes, including staging duration and milestones</b>	12 Months earthworks stage 1, 6 months stage 1 fit out, 36 months full completion
<b>Anticipated construction completion/duration</b>	36 months full completion, however from funding immediate impacts

## Description

*Lameroo Coast* will contribute significantly to the local, territory and federal economy. Refer <https://youtu.be/aZcHfnxQnYA>



Please refer to the attached Priority Projects 2021-2023 document and in particular Strategic Project 2.

Darwin has a magnificent harbour. But the presence of crocodiles and marine stingers restricts people's opportunity to take advantage of this key natural asset. *Lameroo Coast* would provide safe swimming within walking distance of the CBD. The project would also capture both local Indigenous, social and military history. It is a significant location in Darwin with the city's first water supply, 1922 sea baths, military oil tanks and Damoe-Ra Park. The oil tanks were installed along the Esplanade and Doctors Gully as part of Darwin's strategic naval oil fuel supplies in World War II. Damoe-Ra Park is a significant site for the traditional owners, the Larrakia people. Damoe-Ra is the Larrakia word for 'eye' or 'spring'. It was named by Larrakia elder Topsy Secretary. It refers to a natural spring located a little further north, on Lameroo Beach. This spring was Darwin, or Palmerston's, first water source following the arrival of Europeans in 1869. Since 1992 the site has also incorporated a tribute to the significant role women have played in Northern Territory history. Lameroo Beach was also a popular place for Hippies between 1969-74, with as many as 400 living on the beach after travelling overland from Europe and Asia.

*Lameroo Coast* will build on the rich history of this site to create a unique project for the future delivering hospitality, tourism, recreational and educational opportunities.

Lameroo Coast has been a vision of the City of Darwin, Northern Territory Government and Australian Government since 2015, being a project to be delivered in the medium term (10 years). The time is right to enhance Darwin's foreshore with an iconic attraction for visitors and Darwin residents and to enhance liveability in Darwin.

Is this project on the Infrastructure Priority List

Infrastructure Australia - No  
State Infrastructure body - Yes

Location details and Federal electorate

Federal Electorate of Solomon



Attachment

[Priority Projects 2021-23](#)



## City of Hobart

<b>Project name</b>	<b>The Antarctic and Science Precinct</b>
<b>Project purpose</b>	The City of Hobart is getting behind the work of the Australian and the Tasmanian Governments in achieving a world class Antarctic and Science Precinct.
<b>Type of Project</b>	Building infrastructure
<b>Alignment with strategic outcomes, objectives and priorities</b>	<p>Hobart's position as an international Antarctic Gateway City is worth nearly \$160 million a year to the Tasmanian economy through direct spending, according to a report released by the Department of State Growth. Hobart's role as an Antarctic Gateway City is fundamental to our city's identity and our economy and employs about 950 people in Tasmania, most of whom are based in Greater Hobart.</p> <p>As a city, we're focused on expanding the knowledge economy to create opportunities for local people to pursue scientific and related careers right here in Hobart. Knowledge intensive jobs often involve coming up with new ideas, solving complex problems, or finding better ways of doing things. Attracting more of these kinds of jobs are vital to Hobart's future economy and we are keen to do what we can as a city to drive this.</p> <p>The Antarctic Science Precinct is essential for:</p> <ul style="list-style-type: none"> <li>• International exposure and Foreign Direct Investment.</li> <li>• Leveraging the Knowledge Economy and driving innovation opportunities.</li> <li>• Potential catalytic impacts if shared facilities are made available for other researchers and local businesses.</li> </ul>
<b>Job / employment opportunities</b>	The construction of the Precinct is expected to create at least 300 direct jobs.
<b>Indicative delivery timeframes, including staging duration and milestones</b>	To be determined.
<b>Description</b>	<p>Establishing an Antarctic and Science Precinct represents an exciting opportunity to expand Hobart's capacity as a premier gateway to the Antarctic and Southern Ocean and to bring together the collective Hobart-based science and research capability in the sector.</p> <p>It will be a focal point for international, national and private Antarctic and Science research organisations and institutes in Tasmania and will support collaboration to advance scientific research, education and international engagement and continue to grow Australia's position as a leader in science exploration in Antarctica, and further enhance Hobart's position as a gateway to Antarctica.</p> <p>The Precinct will build on significant investments in Antarctic infrastructure, including the Australian Government's new icebreaker RSV Nuyina, and will further develop Antarctic education, diplomacy and business in the region.</p>

	<p>It is proposed to be located at Macquarie Point – an urban renewal site adjacent to the Hobart CBD and working port at Macquarie Wharf. The redevelopment of this site provides a once-in-a-lifetime opportunity for Hobart to build an iconic, cultural, arts, science and tourism hub capturing the essence of the city, its people and their endeavours -Hobart City Deal</p> <p>Information relating to this project is commercial in confidence and requires the permission of the parties involved to be provided.</p>
<p><b>Is this project on the Infrastructure Priority List</b></p>	<p>Infrastructure Australia – No State Infrastructure body – Yes</p>
<p><b>Location</b></p>	<p>Federal electoral division of Clark (Tas)</p>

## City of Melbourne

<b>Project name</b>	<b>Greenline</b>
<b>Project purpose</b>	<p>City of Melbourne seek a partnership that requires two-thirds of the project costs from the Victorian and Australian governments, equating to a \$100 million contribution from each, staged over the life of the project.</p> <p>Greenline will create one of the largest networks of green spaces in Melbourne. It will create a 6 metre wide promenade that invites public participation, play and education along 4 kilometres of the river's edge, connecting Birrarung Marr with the Dockland's North Wharf.</p>
<b>Type of Project</b>	<p>Transport infrastructure</p> <p>Social infrastructure</p>
<b>Alignment with strategic outcomes, objectives and priorities</b>	<ul style="list-style-type: none"> <li>• Climate Change, environment, and disaster resilience</li> <li>• National recovery</li> <li>• Advancing Reconciliation</li> <li>• Digital technology</li> </ul>
<b>Project estimates</b>	<ul style="list-style-type: none"> <li>• Project value: \$300 million</li> <li>• Ask: \$100 million over six years</li> </ul>
<b>Job / employment opportunities</b>	<ul style="list-style-type: none"> <li>• Up to 6,400 new ongoing jobs in 2042</li> <li>• Up to 3,400 direct and indirect construction jobs</li> </ul>
<b>Economic benefit highlights</b>	<ul style="list-style-type: none"> <li>• Up to \$1.2 billion economic benefits from the value created and uplift</li> <li>• Up to \$1.9 billion in new private sector investment</li> <li>• Up to \$1.7 billion gross value added in economic output in 2042</li> <li>• Up to 1.1 million additional annual visits</li> <li>• Up to \$23 million additional annual visitor spend</li> <li>• Up to 4,000 additional dwellings from private investment at 2042</li> <li>• Up to 110,000 sqm additional commercial floor space from private investment</li> </ul>
<b>Indicative delivery timeframes, including staging duration and milestones</b>	<ul style="list-style-type: none"> <li>• Birrarung Marr Precinct (2022 – 2025)</li> <li>• River Park Precinct (2024 – 2026)</li> <li>• Yarro Yarro Precinct (2024 – 2027)</li> <li>• Maritime Precinct (2023 – 2026)</li> <li>• Saltwater Precinct (2025 – 2027)</li> </ul>
<b>Anticipated construction completion/duration</b>	Six years – 2028
<b>Description</b>	<ul style="list-style-type: none"> <li>• No confidentiality requirements</li> <li>• Supported in principle by all levels of government</li> </ul>

- No funding commitment from state and federal government

Greenline is a city-shaping opportunity for the north bank of the Yarra River – Birrarung. It has the potential to boost the economy, celebrate Melbourne’s unique identity, advance reconciliation, and help the city to thrive in a post-COVID world.

The northern riverfront of the Yarra River – Birrarung runs alongside the Melbourne Cricket Ground, to Docklands and beyond.

It has a rich history and distinctive features including parks, bridges, heritage vaults and railway viaducts, and should be considered an important part of the City of Melbourne’s identity. However, in recent history it has endured pollution, disconnectedness and lack of amenity, especially when compared with the revitalised, sunny Southbank.

Just as Southbank and Federation Square energised Melbourne at the turn of the century, the Greenline transformation of the north bank will usher in a new era for the river at a time we need it most.

Greenline will provide a continuous, uninterrupted journey along the north bank for workers, tourists and residents to enjoy. The revitalised and reimagined riverfront will provide more generous space that unlocks amenity and new economies and creates areas for education and respite.

New pedestrian boardwalks, parks, native plantings and a celebration of our Aboriginal heritage and culture will help to create a world-class river precinct which will attract more visitors and investment to our city.

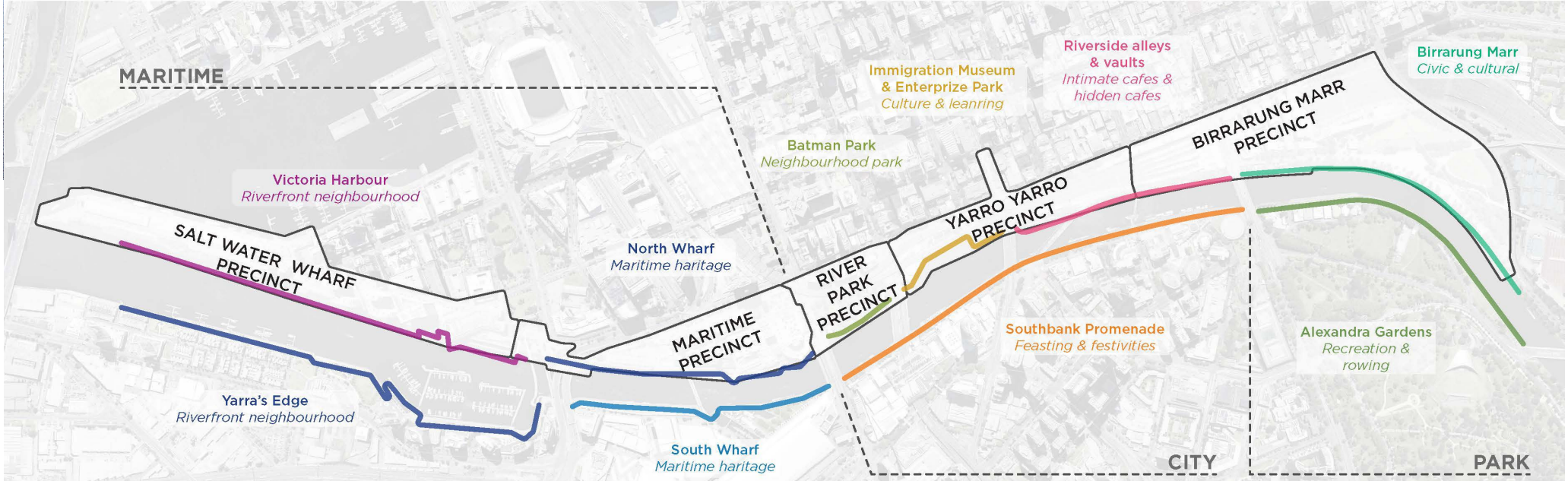
Greenline seeks to increase canopy cover by 40 per cent along the north bank. It will also integrate carbon planning into project development to ensure sustainable outcomes. The increase in safe and inclusive connected open spaces will inspire more people to cycle and walk.

This project will support Victoria’s economic recovery from the COVID-19 pandemic and build Melbourne’s social and economic resilience.

Greenline will return the city to its coveted status as the world’s most liveable global city by reimagining underutilised spaces into unforgettable experiences comparable to that of Brisbane’s South Bank and Sydney’s Barangaroo.

**Is this project on the Infrastructure Priority List**

No



## City of Sydney

<b>Project name</b>	<b>Inner Sydney Regional Bike Network (ISRBN) – Stage 1 (Highest Priority) to be delivered over three years</b>
<b>Project purpose</b>	Build the highest priority links of the 191 km safe, connected network of cycleways across Inner Sydney (within 10km catchment of the city centre) to meet the popular demand for healthy, zero emissions transport.
<b>Type of Project</b>	Transport infrastructure
<b>Alignment with strategic outcomes, objectives and priorities</b>	<p>Australian Government:</p> <ul style="list-style-type: none"> <li>• Climate Solutions Package (2019)</li> <li>• National Road Safety Strategy</li> <li>• Australian Work Health and Safety Strategy 2012-2022</li> </ul> <p>NSW Government:</p> <ul style="list-style-type: none"> <li>• Future Transport 2056 (“Make walking or cycling the most convenient option for short trips around centres and local areas, supported by a safe road environment and suitable pathways”)</li> <li>• State Infrastructure Strategy (“Re-allocate Road space in key commuter corridors to give priority to the most productive and sustainable modes”)</li> <li>• Greater Sydney Region Plan (“Transport for NSW is establishing the Principal Bicycle Network which will provide high quality priority cycling routes across Greater Sydney”. “A Metropolis of Three Cities requires a well-connected Greater Sydney with new jobs, shops and services in well-located centres connected by efficient transport and safe and convenient walking and cycling routes.”)</li> <li>• Road User Space Allocation Policy (“consider walking and cycling first”)</li> <li>• Resilient Sydney Strategy 2018</li> <li>• Net Zero Plan Stage 1: 2020-2030</li> </ul> <p>City of Sydney:</p> <ul style="list-style-type: none"> <li>• Sustainable Sydney 2030</li> <li>• Cycling Strategy and Action Plan 2018-2030</li> <li>• Environmental Strategy 2021-2025</li> <li>• A City for All: Towards a socially just and resilient Sydney</li> <li>• UN Sustainable Development Goals</li> </ul>
<b>Project estimates</b>	\$186 Million for Stage 1 (Highest Priority links over three years) of the full ISRBN network of 191km of cycleways, of which 70km is already complete.
<b>Job / employment opportunities</b>	Around 2,500 over 3 years (11.4 jobs per \$1m, according to <a href="https://theconversation.com/want-to-create-jobs-build-a-bike-path-2055">https://theconversation.com/want-to-create-jobs-build-a-bike-path-2055</a> )
<b>Economic benefit highlights</b>	<b>BCR 2.68</b> (Source: ISRBN Final Business Case, 2017,) for the whole ISRBN
<b>Indicative delivery timeframes, including staging duration and milestones</b>	Stage 1: 3 years

<p><b>Description</b></p>	<p>The <b>Inner Sydney Regional Bike Network</b> is a plan to complete a network of separated cycleways within a 10km radius of Sydney CBD and attract more people onto bicycles for their short trips in Inner Sydney.</p> <p>Inner Sydney is one of Australia’s most productive and yet most congested urban areas.</p> <p>This small area is economically Australia’s most important and includes the City of Sydney, with a gross domestic product equal to approximately 7 per cent of Australian GDP (\$108 billion) (Deloitte Access Economics, 2012), and the Sydney Airport and Port Botany area which trades in goods valued at \$153.9 billion (Bureau of Infrastructure, Transport and Regional Economics, 2014).</p> <p>Congestion on the inner Sydney road and public transport network therefore hinders national productivity, with congestion costing the Sydney-Newcastle-Wollongong conurbation a total of \$6 billion in 2011 (Infrastructure Australia, 2015).</p> <p>The inner Sydney area expects an additional 324,300 residents and 329,200 workers by the year 2031 (Infrastructure Australia, 2015), this growth will stress transport networks already at capacity, threatens national productivity growth, the standard of living in inner Sydney and Sydney’s status as a global city.</p> <p>The Inner Sydney Regional Bike Network will improve the productivity of the existing road and public transport network in inner Sydney by diverting a proportion of trips to cycling, which is more efficient in terms of space and operating cost). It addresses the following NSW jurisdiction problems identified in the <i>Infrastructure Audit</i> (Infrastructure Australia, 2015):</p> <ul style="list-style-type: none"> <li>- <i>Sydney road network efficiency and integration across modes;</i></li> <li>- <i>Congested northern suburbs to Sydney CBD corridor;</i></li> <li>- <i>Inner West congestion;</i></li> <li>- <i>Port Botany and Sydney Airport precinct congestion; and</i></li> <li>- <i>Sydney public transport network efficiency and integration across modes.</i></li> </ul>
<p><b>Is this project on the Infrastructure Priority List</b></p>	<p>Infrastructure Australia - Yes State Infrastructure body - Yes</p>

Network Mapping - (Light blue is Tier 1, green is existing)





## BCR details for routes (sample)

### 7.2 Appendix 2 Route identification index and implementation plan @ 7%

PROJECT NAME	PV COST	PV BENEFIT	NPV	BCR	IRR	NPVI	FYRR
Ashfield to Sydney	\$(21,746,753.67)	\$99,631,233.77	\$77,884,480.10	4.58	0.29	3.67	32%
Chatswood to Sydney	\$(4,788,358.88)	\$167,520,549.58	\$162,732,190.71	34.98	1.53	34.74	241%
Artarmon to Sydney	\$(3,599,503.43)	\$142,450,901.94	\$138,851,398.52	39.58	1.66	39.43	273%
Haberfield to Sydney	\$(21,219,201.58)	\$74,422,598.46	\$53,203,396.88	3.51	0.25	2.56	24%
Greenwich to Sydney	\$(20,748,671.69)	\$130,659,530.69	\$109,910,859.00	6.30	0.41	5.41	43%
Taverners Hill to Sydney	\$(2,853,359.45)	\$72,625,574.06	\$69,772,214.61	25.45	1.22	24.99	175%
Randwick to Taylor Square (south branch)	\$(7,319,681.34)	\$76,762,676.68	\$69,442,995.34	10.49	0.62	9.70	72%
Mosman to Sydney	\$(7,708,226.06)	\$105,542,861.22	\$97,834,635.17	13.69	0.77	12.97	94%
Maroubra to Taylor Square	\$(21,437,393.13)	\$65,749,616.02	\$44,312,222.89	3.07	0.22	2.11	21%
Randwick to Taylor Square (north branch)	\$(11,265,256.99)	\$76,052,400.18	\$64,787,143.19	6.75	0.43	5.88	47%
Mckenzie Point to Taylor Square	\$(6,266,096.70)	\$64,722,260.59	\$58,456,163.89	10.33	0.61	9.54	71%
Lewisham to Sydney	\$(2,921,648.24)	\$50,760,810.79	\$47,839,162.54	17.37	0.73	16.75	120%
Bondi Beach to Sydney	\$(30,005,539.97)	\$77,399,542.50	\$47,394,002.53	2.58	0.19	1.61	18%
Bellevue Hill to Sydney	\$(9,745,604.94)	\$36,270,393.97	\$26,524,789.03	3.72	0.26	2.78	26%
Bronte to Taylor Square	\$(9,493,979.13)	\$37,558,711.31	\$28,064,732.18	3.96	0.27	3.02	27%
Five Dock to Sydney	\$(8,994,306.79)	\$43,296,351.74	\$34,302,044.95	4.81	0.33	3.90	33%
North Bondi to Sydney	\$(26,405,469.35)	\$29,907,230.72	\$3,501,761.37	1.13	0.08	0.14	8%
Bondi Junction to Taylor Square	\$(8,491,292.28)	\$34,664,325.75	\$26,173,033.47	4.08	0.28	3.15	28%

