

Redland
CITY COUNCIL

AGENDA

GENERAL MEETING

Wednesday, 15 February 2023
commencing at 9:30am

The Council Chambers
91 - 93 Bloomfield Street
CLEVELAND QLD

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1 DECLARATION OF OPENING

On establishing there is a quorum, the Mayor will declare the meeting open.

Recognition of the Traditional Owners

Council acknowledges the Quandamooka people who are the traditional custodians of the land on which we meet. Council also pays respect to their elders, past and present, and extends that respect to other indigenous Australians who are present.

2 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE

Motion is required to approve leave of absence for any Councillor absent from today's meeting.

3 DEVOTIONAL SEGMENT

Member of the Ministers' Fellowship will lead Council in a brief devotional segment.

4 RECOGNITION OF ACHIEVEMENT

Mayor to present any recognition of achievement items.

5 RECEIPT AND CONFIRMATION OF MINUTES

General Meeting - 25 January 2023.

6 DECLARATION OF PRESCRIBED CONFLICT OF INTERESTS AND DECLARABLE CONFLICT OF INTERESTS

Councillors are reminded of their responsibilities in relation to a Councillor's Prescribed Conflict of Interest and Declarable Conflict of Interest at a meeting. For full details see Chapter 5B of the *Local Government Act 2009*.

In summary:

Obligation of Councillor with Prescribed Conflict of Interest

Section 150EL of the *Local Government Act 2009* requires Councillors to declare a Prescribed Conflict of Interest in a matter as soon as they become aware of their interest in the matter, either:

- (1) *at a local government meeting, or*
- (2) *as soon as practicable, by giving the Chief Executive Officer written notice of the prescribed conflict of interest.*
- (3) The declaration must include the following particulars:
 - (a) *For a gift, loan or contract – the value of the gift, loan or contract;*
 - (b) *For an application for which a submission has been made – the matters the subject of the application and submission;*
 - (c) *The name of any entity, other than the Councillor, that has an interest in the matter;*
 - (d) *The nature of the Councillor's relationship with the entity mentioned in (c) above;*
 - (e) *Details of the Councillor's, and any other entity's, interest in the matter.*

Dealing with Prescribed Conflict of Interest at a Meeting

Pursuant to section 150EM of the *Local Government Act 2009*, if a Councillor declares a Prescribed Conflict of Interest in a matter, ***the Councillor must leave the place at which the meeting is being held, including any area set aside for the public, and stay away from the place while the matter is discussed and voted on.***

Obligation of Councillor with Declarable Conflict of Interest

Section 150EQ of the *Local Government Act 2009* requires Councillors to declare a Declarable Conflict of Interest in a matter as soon as they become aware of their interest in the matter, either:

- (1) *at a local government meeting, or*
- (2) *as soon as practicable, by giving the Chief Executive Officer written notice of the declarable conflict of interest.*
- (3) The declaration must include the following particulars:
 - (a) *The nature of the declarable conflict of interest;*
 - (b) *If the declarable conflict of interest arises because of the councillor's relationship with a related party:*
 - (i) *The name of the related party; and*
 - (ii) *The nature of the relationship of the related party to the Councillor; and*
 - (iii) *The nature of the related party's interests in the matter;*

- (c) *If the Councillor's or related party's personal interests arise because of the receipt of a gift or loan from another person:*
- (i) *The name of the other person; and*
 - (ii) *The nature of the relationship of the other person to the Councillor or related party; and*
 - (iii) *The nature of the other person's interests in the matter; and*
 - (iv) *The value of the gift or loan, and the date the gift was given or loan was made.*

Procedure if Councillor has Declarable Conflict of Interest

Pursuant to section 150ES of the *Local Government Act 2009*, eligible Councillors at the meeting must, by resolution, decide whether the Councillor who has declared the interest:

- (1) *May participate in a decision about the matter at the meeting, including by voting on the matter; or*
- (2) *Must leave the place at which the meeting is being held, including any area set aside for the public, and stay away from the place while the eligible Councillors discuss and vote on the matter.*

Duty to report another Councillor's Prescribed Conflict of Interest or Declarable Conflict of Interest

Pursuant to section 150EW of the *Local Government Act 2009*, a Councillor who reasonably believes or reasonably suspects another Councillor has a Prescribed Conflict of Interest or a Declarable Conflict of Interest in a matter must:

- (1) *Immediately inform the person who is presiding at the meeting about the belief or suspicion; or*
- (2) *As soon as practicable, inform the Chief Executive Officer of the belief or suspicion.*

The Councillor must also inform the person presiding, or the Chief Executive Officer, of the facts and circumstances forming the basis of the belief or suspicion.

Record of Prescribed and Declarable Conflicts of Interest

Where a Councillor informs the meeting of a Prescribed or Declarable Conflict of Interest, section 150FA of the *Local Government Act 2009* requires the following information to be recorded in the minutes of the meeting:

- (1) The name of the Councillor who may have a prescribed or declarable conflict of interest in the matter;
- (2) The particulars of the prescribed or declarable conflict of interest;
- (3) If another Councillor informs the meeting of a belief of suspicion, about another Councillor's Conflict of Interest:
 - (a) The action the Councillor takes;
 - (b) Any decision by eligible Councillors; and
 - (c) The name of each eligible Councillor who voted in relation to whether the Councillor has a declarable conflict of Interest, and how each eligible Councillor voted.
- (4) Whether the Councillor participated in deciding the matter, or was present for deciding the matter;
- (5) For a matter to which the Prescribed or Declarable Conflict of Interest relates:
 - (a) *The name of the Councillor who has declared the conflict of interest;*

- (b) The nature of the personal interest, as described by the Councillor;*
 - (c) The decision made;*
 - (d) Whether the Councillor participated in the meeting under an approval by the Minister;*
 - (e) If the Councillor voted on the matter, how they voted; and*
 - (f) How the majority of Councillors voted on the matter.*
- (6) If the Councillor has a Declarable Conflict of Interest, in addition to the information above, the following information must be recorded in the minutes:
- (a) The decision and reasons for the decision as to whether the Councillor with the Declarable Conflict of Interest may participate in the decision, or must not participate in the decision; and
 - (b) The name of each eligible Councillor who voted on the decision, and how the eligible Councillor voted.

7 MATTERS OUTSTANDING FROM PREVIOUS COUNCIL MEETINGS**7.1 NOTICE OF MOTION - INVESTIGATION INTO LOCATION FOR WILDLIFE HOSPITAL**

At the General Meeting 15 June 2022 (Item 17.1 refers), Council resolved as follows:

1. *To note and acknowledge the work of Council over a number of years in regard to the situation of a wildlife hospital, as well as the ongoing investigations being undertaken through Council to identify appropriate locations for a wildlife hospital, which may attract private investment within the Redland Local Government Area.*
2. *To support the ongoing discussions on this matter with stakeholders in this endeavour and to have a workshop provided to Councillors by 16 November 2022 and a report back to Council as to the outcome of those discussions.*

A report will be brought to a future meeting of Council.

7.2 BIRKDALE COMMUNITY LAND PRECINCT - STATUTORY PLANNING PATHWAYS

At the General Meeting 17 August 2022 (Item 15.4 refers), Council resolved as follows:

1. *To confirm commencement of all statutory planning processes outlined in this report, ensuring reports on heritage, cultural and matters of national, state and local environmental significance are completed and integrated into the Local Government Infrastructure Designation.*
2. *To confirm that a Local Government Infrastructure Designation will be prepared and made in accordance with the Planning Act 2016, Planning Regulation 2017 and the Ministers Guidelines and Rules 2020.*
3. *That a report be brought to Council to endorse a Local Government Infrastructure Designation Consultation Strategy.*
4. *That a report be brought to Council to consider submissions made during the Local Government Infrastructure Designation statutory consultation period.*

Two reports will be brought to a future meeting of Council.

7.3 NOTICE OF MOTION - CR ADELIA BERRIDGE - REQUEST FOR ELECTED REPRESENTATIVES TO UNDERGO REGULAR DRUG & ALCOHOL TESTING

At the General Meeting 25 January 2023 (Item 18.1 refers), Council resolved as follows:

That Council resolves, following the finalisation of the updates to the Employee Drug & Alcohol Guideline and Procedures, that a similar Drug and Alcohol Policy be developed specifically for Councillors and brought back to Council for a decision prior to 30 June 2023.

A report will be brought to a future meeting of Council.

8 MAYORAL MINUTE

In accordance with s.6.9 of Council Meeting Standing Orders, the Mayor may put to the meeting a written motion called a 'Mayoral Minute', on any matter. Such motion may be put to the meeting without being seconded, may be put at that stage in the meeting considered appropriate by the Mayor and once passed becomes a resolution of Council.

9 PUBLIC PARTICIPATION

In accordance with s.6.10 Council Meeting Standing Orders:

1. In each meeting (other than special meetings), a period of 15 minutes may be made available by resolution to permit members of the public to address the local government on matters of public interest relating to the local government. This period may be extended by resolution.
2. Priority will be given to members of the public who make written application to the CEO no later than 4.30pm two days before the meeting. A request may also be made to the chairperson, when invited to do so, at the commencement of the public participation period of the meeting.
3. The time allocated to each speaker shall be a maximum of five minutes. The chairperson, at his/her discretion, has authority to withdraw the approval to address Council before the time period has elapsed.
4. The chairperson will consider each application on its merits and may consider any relevant matter in his/her decision to allow or disallow a person to address the local government, e.g.
 - a) Whether the matter is of public interest;
 - b) The number of people who wish to address the meeting about the same subject
 - c) The number of times that a person, or anyone else, has addressed the local government previously about the matter;
 - d) The person's behaviour at that or a previous meeting; and
 - e) If the person has made a written application to address the meeting.
5. Any person invited to address the meeting must:
 - a) State their name and suburb, or organisation they represent and the subject they wish to speak about;
 - b) Stand (unless unable to do so);
 - c) Act and speak with decorum;
 - d) Be respectful and courteous; and
 - e) Make no comments directed at any individual Council employee, Councillor or member of the public, ensuring that all comments relate to Council as a whole.

10 PETITIONS AND PRESENTATIONS**10.1 PETITION - CR PETER MITCHELL - REQUEST THAT COUNCIL POSTPONE THE PROPOSED REMOVAL OF THE TOILET BLOCK IN OLD SCHOOL HOUSE PARK, AMITY POINT****Objective Reference: A7314123****Attachments: Nil**

In accordance with s.6.11 of Council Meeting Standing Orders, Cr Peter Mitchell will present the petition and motion as follows:

That the petition is of an operational nature and be received and referred to the Chief Executive Officer for consideration.

10.2 PETITION - CR PETER MITCHELL - REQUEST THAT COUNCIL REVERSE ITS DECISION TO DEMOLISH AND REMOVE THE PUBLIC TOILETS IN OLD SCHOOL HOUSE PARK, AMITY POINT AND RENOVATE THEM TO CURRENT STANDARDS

Objective Reference: A7314148

Attachments: Nil

In accordance with s.6.11 of Council Meeting Standing Orders, Cr Peter Mitchell will present the petition and motion as follows:

That the petition is of an operational nature and be received and referred to the Chief Executive Officer for consideration.

10.3 PETITION - CR MARK EDWARDS - REQUEST FOR COUNCIL TO DELAY THE DEMOLITION OF TOILET BLOCK ON KARRAGARRA ISLAND**Objective Reference: A7318373****Attachments: Nil**

In accordance with s.6.11 of Council Meeting Standing Orders, Cr Mark Edwards will present the petition and motion as follows:

That the petition is of an operational nature and be received and referred to the Chief Executive Officer for consideration.

11 MOTION TO ALTER THE ORDER OF BUSINESS

The order of business may be altered for a particular meeting where the Councillors at that meeting pass a motion to that effect. Any motion to alter the order of business may be moved without notice.

12 REPORTS FROM THE OFFICE OF THE CEO

Nil.

13 REPORTS FROM ORGANISATIONAL SERVICES

13.1 JANUARY 2023 MONTHLY FINANCIAL REPORT

Objective Reference: A7254754

Authorising Officer: Peter Paterson, Acting Executive Group Manager Financial Services & Chief Financial Officer

Responsible Officer: Peter Paterson, Acting Executive Group Manager Financial Services & Chief Financial Officer

Report Author: Udaya Panambala Arachchilage, Corporate Financial Reporting Manager

Attachments: 1. January 2023 Monthly Financial Report [↓](#)

PURPOSE

To note the year to date financial results as at 31 January 2023.

BACKGROUND

Council adopts an annual budget and then reports on performance against the budget on a monthly basis. This is not only a legislative requirement but enables the organisation to periodically review its financial performance and position and respond to changes in community requirements, market forces or other outside influences.

ISSUES

2022-23 Budget Review

Council officers are currently conducting a further review of 2022-2023 budget and the monthly analysis will be consolidated into the next revised budget. Officers are planning to table a revised budget for Council's consideration in early 2023. The differences between the revised budget figures contained in the attached report and those published on 16 November 2022 are due to the actual opening balances on 1 July 2022. The final audited opening balances, together with other revisions to the budget, will be adopted as part of the revised budget in early 2023, and will reconcile to the financial management system and end of year accounts.

Monitoring of the capital program progress

As mentioned in the risk management section below, the Executive Leadership Team reviews the progress of the capital program on a regular basis. The global pandemic and emerging world conditions have played a role in the procurement lead time, availability of contractors and price of materials. Constant focus, review and mitigation where possible is occurring by the organisation's senior leaders and these factors are considerations when management reviews the organisation risk registers.

STRATEGIC IMPLICATIONS

Council has either achieved or favourably exceeded the following key financial stability and sustainability ratios as at the end of January 2023.

- Operating surplus ratio
- Net financial liabilities
- Level of dependence on general rate revenue

- Ability to pay our bills – current ratio
- Ability to repay our debt – debt servicing ratio
- Cash balance
- Cash balances – cash capacity in months
- Longer term financial stability – debt to asset ratio
- Operating performance
- Interest coverage ratio

The asset sustainability ratio did not meet the target at the end of January 2023 and continues to be a stretch target for Council with renewal spends of \$14.79M and depreciation expense of \$36.26M year to date on infrastructure assets. This ratio is an indication of how Council currently maintains, replaces and renews its existing infrastructure assets as they reach the end of their useful lives. Capital spend on non-renewal projects increases the asset base and therefore increases depreciation expense, resulting in a lower asset sustainability ratio.

Council's Capital Portfolio Prioritisation Administrative Directive demonstrates its commitment to maintaining existing infrastructure and the adoption of a renewal strategy for its existing assets ahead of 'upgrade' and/or 'new' works.

Legislative Requirements

The January 2023 financial report is presented in accordance with the legislative requirement of section 204(2) of the *Local Government Regulation 2012*, requiring the Chief Executive Officer to present the financial report to a monthly Council meeting.

Risk Management

The January 2023 financial report has been noted by the Executive Leadership Team and relevant officers who can provide further clarification and advice around actual to budget variances.

Financial

There is no direct financial impact to Council as a result of this report, however it provides an indication of financial outcomes at the end of January 2023.

People

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Environmental

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Social

Nil impact expected as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Human Rights

There are no human rights implications for this report as the purpose of the attached report is to provide financial information to Council based upon actual versus budgeted financial activity.

Alignment with Council's Policy and Plans

This report has a relationship with the following items of Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond*:

Efficient and effective organisation objectives

- 7.1 Improve the efficiency and effectiveness of Council's service delivery to decrease costs and enhance customer experience and community outcomes.
- 7.4 Demonstrate good governance through transparent, accountable processes and sustainable practices and asset management.

CONSULTATION

Consulted	Date	Comment
Council departmental officers	Year to date 31 January 2023	Consulted on financial results and outcomes
Financial Services Group officers	Year to date 31 January 2023	Consulted on financial results and outcomes
Executive Leadership Team and Senior Leadership Team	Year to date 31 January 2023	Recipients of variance analysis between actual and budget. Consulted as required

OPTIONS**Option One**

That Council resolves to note the financial position, results and ratios for January 2023 as presented in the attached Monthly Financial Report.

Option Two

That Council resolves to request additional information.

OFFICER'S RECOMMENDATION

That Council resolves to note the financial position, results and ratios for January 2023 as presented in the attached Monthly Financial Report.



Monthly Financial Report

January 2023



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1. EXECUTIVE SUMMARY

This monthly report illustrates the financial performance and position of Redland City Council compared to its adopted budget at an organisational level for the period ended 31 January 2023. The year to date annual revised budget referred to in this report incorporates the changes from the budget review adopted by Council on 16 November 2022.

Key Financial Highlights and Overview

Key Financial Results (\$000)	Annual Revised Budget	YTD Budget	YTD Actual	YTD Variance	YTD Variance %	Status Favourable ✓ Unfavourable ✗
Operating Surplus / (Deficit)	(1,723)	43,725	51,000	7,275	17%	✓
Recurrent Revenue	330,821	227,225	229,202	1,977	1%	✓
Recurrent Expenditure	332,544	183,500	178,202	(5,298)	-3%	✓
Capital Works Expenditure	150,181	59,447	31,721	(27,726)	-47%	✓
Closing Cash & Cash Equivalents	205,472	266,324	249,749	(16,575)	-6%	✗

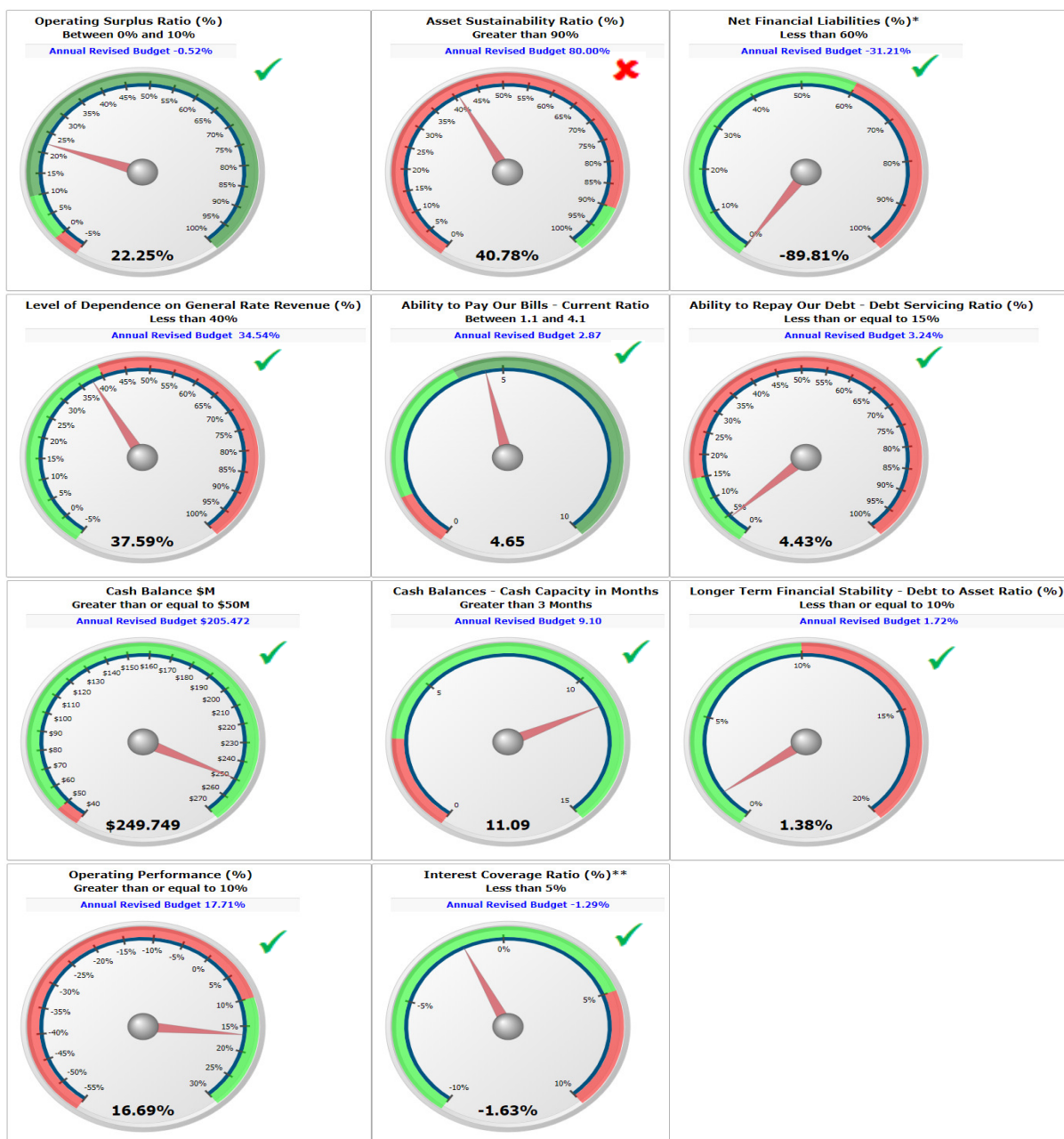
Council reported a year to date operating surplus of \$51.00M which is favourable to budget by \$7.27M. This is mainly due to lower than budgeted materials and services expenses, lower employee expenses, lower depreciation, higher interest revenue offset by lower grants, subsidies and contributions.

Council's capital works expenditure is below budget by \$27.73M due to timing of works for a number of infrastructure projects.

Council's cash balance is behind budget mainly due to higher than anticipated payments to suppliers, lower than anticipated receipts from customers, offset by lower than budgeted payments for property, plant and equipment. Constrained cash reserves represent 49% of the cash balance.

2. KEY PERFORMANCE INDICATORS

■ Target met
 ■ Target exceeded
 ■ Target not met



* The net financial liabilities ratio is negative as current assets are greater than total liabilities

** The interest coverage ratio is negative as interest revenue is greater than interest expense

3. STATEMENT OF COMPREHENSIVE INCOME

STATEMENT OF COMPREHENSIVE INCOME					
For the period ending 31 January 2023					
	Annual	Annual	YTD	YTD	YTD
	Original Budget \$'000	Revised Budget \$'000	Budget \$'000	Actual \$'000	Variance \$'000
Recurrent revenue					
Rates charges	117,211	117,411	87,967	88,463	496
Levies and utility charges	177,511	177,620	120,649	120,546	(103)
Less: Pensioner remissions and rebates	(3,661)	(3,661)	(2,685)	(2,646)	39
Fees	18,412	18,523	11,153	11,380	227
Rental income	1,140	1,140	667	703	36
Interest received	4,196	5,718	3,492	4,632	1,140
Sales revenue	3,989	4,089	2,501	3,066	565
Other income	465	518	379	554	175
Grants, subsidies and contributions	9,053	9,463	3,102	2,504	(598)
Total recurrent revenue	328,316	330,821	227,225	229,202	1,977
Recurrent expenses					
Employee benefits	101,228	101,164	58,743	57,175	(1,568)
Materials and services	160,436	160,615	83,522	81,260	(2,262)
Finance costs	1,980	1,980	1,107	1,113	6
Depreciation and amortisation	70,578	70,578	41,176	39,708	(1,468)
Other expenditure	525	525	306	361	55
Net internal costs	(2,314)	(2,318)	(1,354)	(1,415)	(61)
Total recurrent expenses	332,434	332,544	183,500	178,202	(5,298)
OPERATING SURPLUS / (DEFICIT)	(4,118)	(1,723)	43,725	51,000	7,275
Capital revenue					
Grants, subsidies and contributions	39,249	45,793	11,561	8,703	(2,858)
Non-cash contributions	2,250	2,250	-	-	-
Total capital revenue	41,499	48,043	11,561	8,703	(2,858)
Capital expenses					
(Gain) / loss on disposal of non-current assets	289	289	122	508	386
Total capital expenses	289	289	122	508	386
TOTAL INCOME	369,815	378,864	238,786	237,905	(881)
TOTAL EXPENSES	332,722	332,832	183,622	178,710	(4,912)
NET RESULT	37,093	46,032	55,164	59,195	4,031
Other comprehensive income / (loss)					
Items that will not be reclassified to a net result					
Revaluation of property, plant and equipment	-	-	-	-	-
TOTAL COMPREHENSIVE INCOME	37,093	46,032	55,164	59,195	4,031

3. STATEMENT OF COMPREHENSIVE INCOME - CONTINUED

LEVIES AND UTILITY CHARGES ANALYSIS

For the period ending 31 January 2023

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Levies and utility charges					
Refuse collection rate charge	33,206	33,206	19,310	19,140	(170)
SES separate charge	500	500	375	375	-
Environment & Coastal Management Separate Charge	11,762	11,771	8,816	8,804	(12)
Separate charge landfill remediation	3,545	3,545	2,655	2,653	(2)
Wastewater charges	53,189	53,289	39,872	40,182	310
Water access charges	21,740	21,740	16,305	16,306	1
Water consumption charges	53,569	53,569	33,316	33,086	(230)
Total levies and utility charges	177,511	177,620	120,649	120,546	(103)

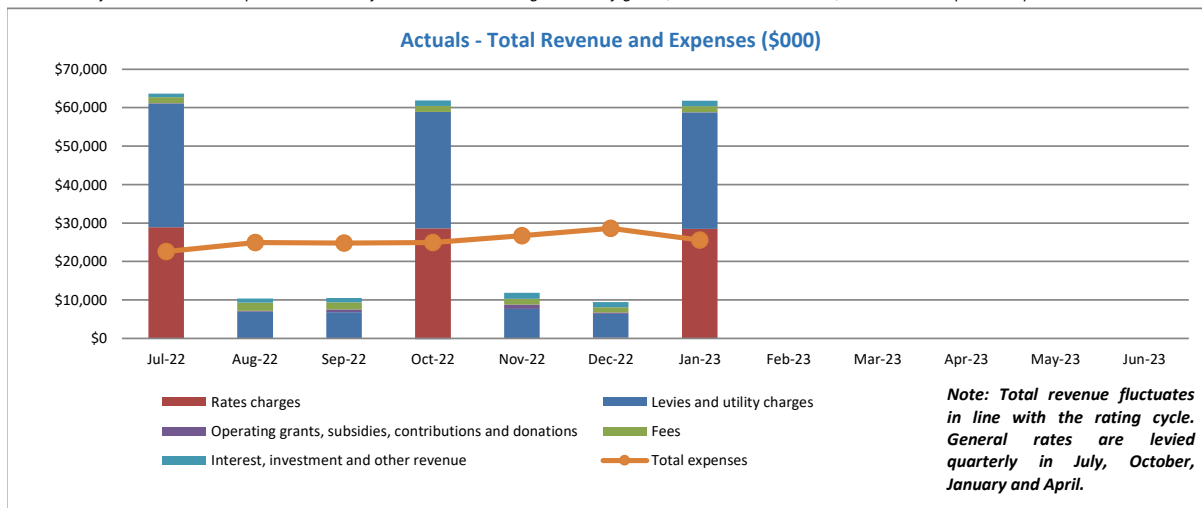
MATERIALS AND SERVICES ANALYSIS

For the period ending 31 January 2023

	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Materials and services					
Contractors	39,275	41,923	17,559	18,024	465
Consultants	5,435	5,261	2,353	2,165	(188)
Other Council outsourcing costs*	33,279	29,363	15,189	14,724	(465)
Purchase of materials	56,766	57,132	32,818	31,995	(823)
Office administration costs	7,181	7,192	4,229	3,855	(374)
Electricity charges	5,921	5,921	3,396	3,117	(279)
Plant operations	3,682	3,740	2,104	2,466	362
Information technology resources	4,493	5,857	3,491	2,823	(668)
General insurance	1,785	1,638	956	940	(16)
Community assistance**	1,975	1,945	1,015	771	(244)
Other material and service expenses	644	643	412	380	(32)
Total materials and services	160,436	160,615	83,522	81,260	(2,262)

* Other Council outsourcing costs are various outsourced costs including refuse collection and disposal, waste disposal, legal services, traffic control, external training, valuation fees, etc.

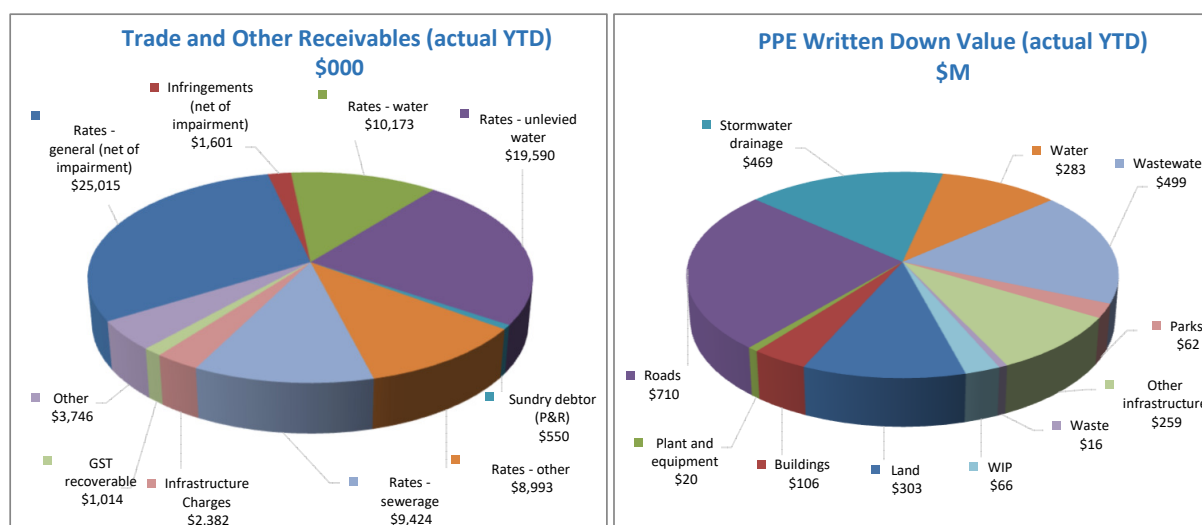
** Community assistance costs represent community related costs including community grants, exhibitions and awards, donations and sponsorships.



4. STATEMENT OF FINANCIAL POSITION

STATEMENT OF FINANCIAL POSITION As at 31 January 2023				
	Annual	Annual	YTD	YTD
	Original Budget \$'000	Revised Budget \$'000	Budget \$'000	Actual \$'000
CURRENT ASSETS				
Cash and cash equivalents	208,298	205,472	266,324	249,749
Short-term investment - CBA	-	10,068	10,068	10,122
Trade and other receivables	43,669	43,794	84,438	82,488
Inventories	818	928	907	1,009
Other current assets	4,172	5,486	5,486	6,220
Total current assets	256,956	265,748	367,223	349,588
NON-CURRENT ASSETS				
Investment property	1,225	1,293	1,293	1,293
Property, plant and equipment	2,735,181	2,882,752	2,819,177	2,792,773
Intangible assets	584	1,285	1,530	1,350
Right-of-use assets	3,963	4,017	4,433	4,481
Other financial assets	73	73	73	73
Investment in other entities	12,657	12,657	12,657	12,657
Total non-current assets	2,753,683	2,902,077	2,839,163	2,812,627
TOTAL ASSETS	3,010,640	3,167,825	3,206,386	3,162,215
CURRENT LIABILITIES				
Trade and other payables	43,417	49,354	54,270	35,721
Borrowings - current	8,919	9,355	9,355	9,355
Lease liability - current	1,130	1,044	1,044	1,044
Provisions - current	16,125	18,257	18,945	17,914
Other current liabilities	3,569	14,426	42,430	11,093
Total current liabilities	73,160	92,436	126,044	75,127
NON-CURRENT LIABILITIES				
Borrowings - non-current	40,684	40,262	28,913	28,978
Lease liability - non-current	3,742	3,689	4,159	4,189
Provisions - non-current	22,073	15,499	16,478	19,097
Other non-current liabilities	-	10,628	16,350	16,350
Total non-current liabilities	66,498	70,078	65,900	68,614
TOTAL LIABILITIES	139,658	162,514	191,944	143,741
NET COMMUNITY ASSETS	2,870,982	3,005,311	3,014,442	3,018,474
COMMUNITY EQUITY				
Asset revaluation surplus	1,106,353	1,225,400	1,225,400	1,225,400
Retained surplus	1,667,474	1,685,589	1,678,429	1,670,392
Constrained cash reserves	97,154	94,322	110,613	122,682
TOTAL COMMUNITY EQUITY	2,870,982	3,005,311	3,014,442	3,018,474

4. STATEMENT OF FINANCIAL POSITION - CONTINUED



RIGHT-OF-USE ASSETS For the period ending 31 January 2023				
	Annual Original Budget \$'000	Annual Revised Budget \$'000	YTD Budget \$'000	YTD Actual Balance \$'000
Right-of-use asset				
Buildings	1,548	1,282	1,529	1,571
Land	2,134	2,451	2,603	2,609
Plant and Equipment	281	284	301	301
Closing balance	3,963	4,017	4,433	4,481

PROPERTY, PLANT AND EQUIPMENT (PPE) MOVEMENT* For the period ending 31 January 2023				
	Annual Original Budget \$'000	Annual Revised Budget \$'000	YTD Budget \$'000	YTD Actual Balance \$'000
PPE movement				
Opening balance (includes WIP from previous years)	2,687,627	2,800,792	2,800,792	2,800,792
Acquisitions and WIP in year movement	118,025	152,431	59,447	31,720
Depreciation in year	(68,978)	(68,978)	(40,237)	(38,636)
Disposals	(1,493)	(1,493)	(825)	(1,103)
Closing balance	2,735,181	2,882,752	2,819,177	2,792,773

* This table includes movement relating to property, plant and equipment only and is exclusive of intangible assets.

5. STATEMENT OF CASH FLOWS

STATEMENT OF CASH FLOWS For the period ending 31 January 2023				
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	312,698	313,271	209,420	181,109
Payments to suppliers and employees	(269,244)	(269,329)	(141,391)	(156,052)
	43,454	43,942	68,029	25,057
Interest received	4,196	5,718	3,492	4,485
Rental income	1,140	1,140	667	703
Non-capital grants and contributions	14,301	9,089	2,840	2,864
Borrowing costs	(1,466)	(1,466)	(1,465)	(1,483)
Right-of-use assets interest expense	(114)	(114)	(67)	(64)
Net cash inflow / (outflow) from operating activities	61,511	58,308	73,496	31,562
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for property, plant and equipment	(115,776)	(150,181)	(59,447)	(31,076)
Proceeds from sale of property, plant and equipment	1,205	1,205	703	594
Capital grants, subsidies and contributions	39,249	45,793	11,561	8,643
Net cash inflow / (outflow) from investing activities	(75,322)	(103,183)	(47,183)	(21,839)
CASH FLOWS FROM FINANCING ACTIVITIES				
Proceeds of borrowings	10,805	10,805	-	-
Repayment of borrowings	(7,982)	(7,982)	(7,982)	(7,952)
Right-of-use lease payment	(1,143)	(1,143)	(674)	(689)
Net cash inflow / (outflow) from financing activities	1,679	1,679	(8,656)	(8,641)
Net increase / (decrease) in cash held	(12,132)	(43,195)	17,657	1,082
Cash and cash equivalents at the beginning of the year	220,429	248,667	248,667	248,667
Cash and cash equivalents at the end of the financial year / period	208,298	205,472	266,324	249,749

Cash Inflow (actual YTD)

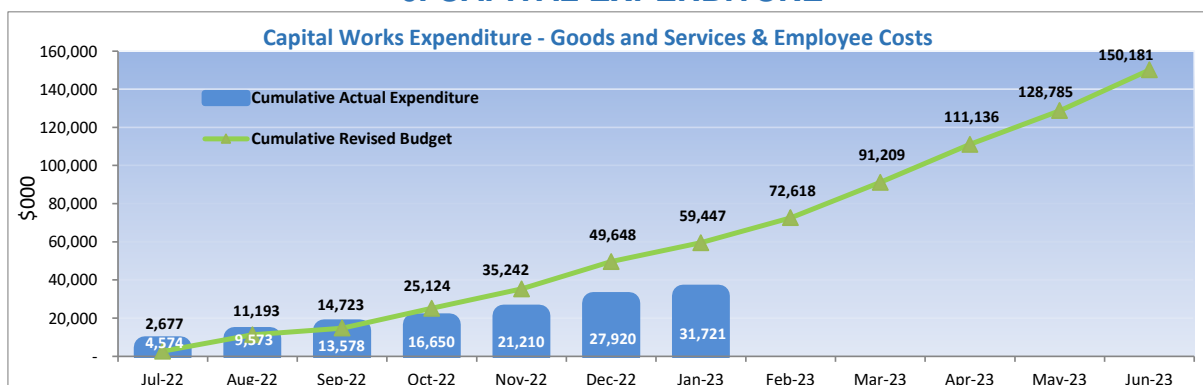
Category	Percentage
Utility charges	50%
Rates charges	33%
Other cash receipts	3%
Capital grants, subsidies and contributions	4%
Interest received	2%
Fees	7%
Operating grants and contributions	1%

Cash Outflow (actual YTD)

Category	Percentage
Materials and services	48%
Employee costs	31%
Payments for property, plant and equipment	16%
Repayment of borrowings	4%
Borrowing costs	1%

Total Cash Funding (Actual YTD)	198,398	Total Cash Expenditure (Actual YTD)	197,316
Total Cash Funding (Annual Revised Budget)	387,021	Total Cash Expenditure (Annual Revised Budget)	430,216
% of Budget Achieved YTD	51%	% of Budget Achieved YTD	46%

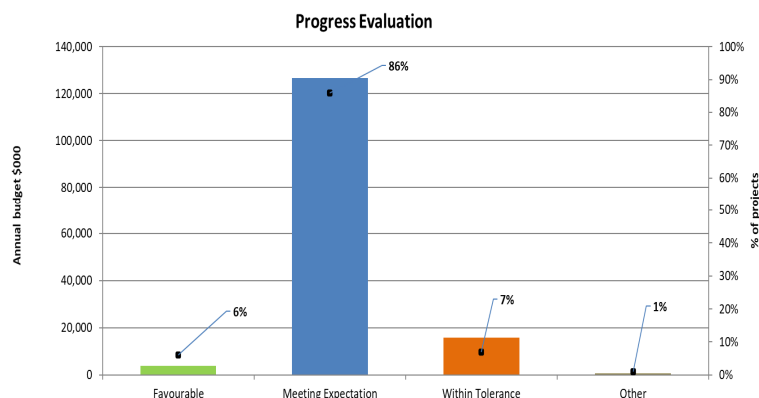
6. CAPITAL EXPENDITURE



	Annual Revised Budget \$'000	YTD Budget \$'000	YTD Actual \$'000	YTD Variance \$'000
Capitalised goods and services*	139,068	53,301	27,513	(25,788)
Capitalised employee costs	11,113	6,146	4,208	(1,938)
Total	150,181	59,447	31,721	(27,726)

* Excludes capital prepayments.

7. PROGRAM AND PROJECT UPDATE



- Programs and projects are what Council uses to introduce change to achieve corporate outcomes. They allow new infrastructure, products, systems, procedures and services to be delivered. Projects may be undertaken on a standalone basis or as part of a program. Programs and projects may span multiple financial years.
- Council is currently progressing more than 100 programs and projects.

Notable Projects

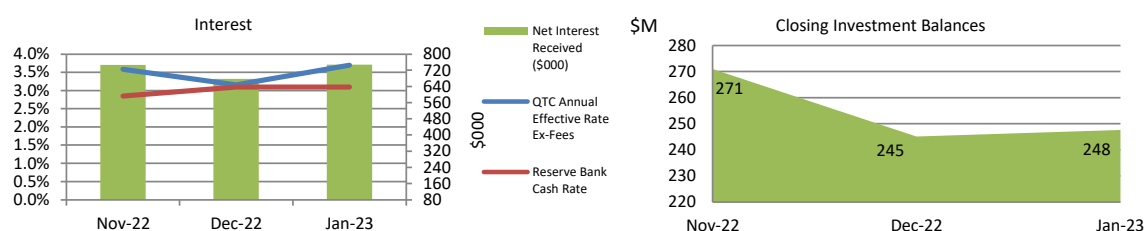
The status of two notable projects are as follows:

Project description	Progress
Redland Art Gallery Cleveland Babycare Facilities Upgrade - this project is to improve the Redland Art Gallery Babycare Facilities, adjacent to the Gallery.	Meeting Expectations
Asbestos-Cement Water Mains Replacement Program - this program is to progressively replace ageing Asbestos-Cement water mains throughout the city	Meeting Expectations

8. INVESTMENT & BORROWINGS REPORT

For the period ending 31 January 2023

INVESTMENT RETURNS - QUEENSLAND TREASURY CORPORATION (QTC)



Total QTC Investment at End of Month was \$247.61M

Council investments are currently held predominantly in the Capital Guaranteed Cash Fund, which is a fund operated by the Queensland Treasury Corporation (QTC). In October 2022 \$10.12M was re-invested in a term deposit of Commonwealth Bank of Australia (CBA) to maximise interest earnings.

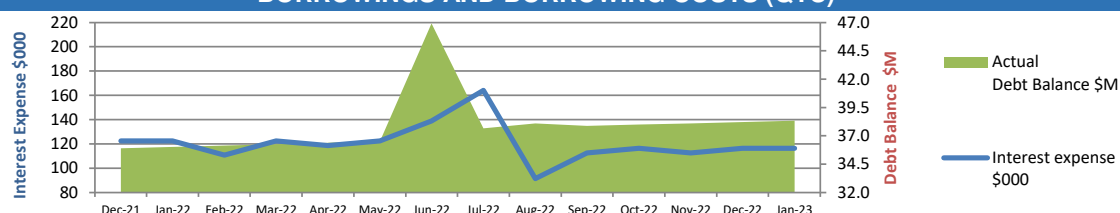
The movement in interest earned is indicative of both the interest rate and the surplus cash balances held, the latter of which is affected by business cash flow requirements on a monthly basis as well as the rating cycle. The interest income increased from December to January due to increase in QTC annual effective rate (excluding fee) from 3.16% to 3.70%.

Note: the Reserve Bank increased the cash rate to 3.10% during December 2022.

On a daily basis, cash surplus to requirements is deposited with QTC to earn higher interest as QTC is offering a higher rate than what is achieved from Council's transactional bank accounts. The current annual effective interest rate paid by QTC is 3.70%. Term deposit rates are being monitored to identify investment opportunities to ensure Council maximises its interest earnings.

Council adopted its Investment Policy (FIN-001-P) in June 2022 for the 2022/2023 financial year

BORROWINGS AND BORROWING COSTS (QTC)



The existing loan accounts were converted to fixed rate loans on 1 April 2016 following a QTC restructure of loans and policies. In line with Council's debt policy, debt repayment of \$9.43M, being \$7.95M principal and \$1.48M interest has been made in July 2022 for 2022/2023, which will result in the loans being repaid approximately one year earlier.

The debt balance increased in June 2022 due to new borrowings of \$10.30M as part of Council's Capital Works Plan.

In July 2022 the debt balance showed a decrease due to the Annual Debt Service Payment (ADSP). Interest will accrue monthly on a daily balance until next ADSP in July 2023 which is reflected in the increasing debt balance.

Total Borrowings at End of Month were \$38.33M

Council adopted its Debt Policy (FIN-009-P) in June 2022 for the 2022/2023 financial year

BORROWINGS

For the period ending 31 January 2023

	Annual Original Budget \$'000	Annual Revised Budget \$'000	YTD Budget \$'000	YTD Actual Balance \$'000
Borrowings				
Opening balance	(46,924)	(46,938)	(46,938)	(46,938)
Accrued interest on borrowings	(1,322)	(1,322)	(778)	(830)
Interest paid on borrowings	1,466	1,466	1,466	1,483
Principal repaid	7,982	7,982	7,982	7,952
Loan drawdown	(10,805)	(10,805)	-	-
Closing balance	(49,603)	(49,617)	(38,268)	(38,333)

9. CONSTRAINED CASH RESERVES

Reserves as at 31 January 2023	Purpose of reserve	Opening Balance \$000	To Reserve \$000	From Reserve \$000	Closing Balance \$000
Special Projects Reserve:					
Aquatic Paradise Revetment Wall Reserve	To fund Aquatic Paradise revetment wall works program	-	15	(4)	11
Weinam Creek Reserve	Maintenance and improvements associated with Weinam Creek projects	652	304	(2)	954
Waste Levy Reserve	To fund Waste Levy Program	379	3,256	(3,321)	314
Raby Bay Revetment Wall Reserve	To fund Raby Bay revetment wall works program	3,677	1,415	(311)	4,781
Fleet Plant & Capital Equipment Reserve*	To support the long term fleet replacement program	4,599	-	(4,599)	-
		9,307	4,990	(8,237)	6,060
Constrained Works Reserve:					
Public Parks Trunk Infrastructure Reserve	Capital projects for public parks trunk infrastructure	4,309	1,724	(902)	5,131
Land for Community Facilities Trunk Infrastructure Reserve	Land for community facilities trunk infrastructure	5,297	44	-	5,341
Water Supply Trunk Infrastructure Reserve	Upgrade, expansion or new projects for water supply trunk infrastructure	14,952	533	-	15,485
Sewerage Trunk Infrastructure Reserve	Upgrade, expansion or new projects for sewerage trunk infrastructure	13,341	1,319	(70)	14,590
Local Roads Trunk Infrastructure Reserve	Capital projects for local roads trunk infrastructure	40,631	3,101	(1,529)	42,203
Cycleways Trunk Infrastructure Reserve	Capital projects for cycleways trunk infrastructure	14,819	915	(16)	15,718
Stormwater Trunk Infrastructure Reserve	Capital projects for stormwater trunk infrastructure	10,559	255	-	10,814
Tree Planting Reserve	Acquisition and planting of trees on footpaths	259	57	-	316
Koala Tree off-set Planting Reserve	Acquisition and planting of trees for koala habitat	259	-	(1)	258
Special Property Reserve	Acquisition of property in line with the strategic property framework	1,654	720	-	2,374
		106,080	8,668	(2,518)	112,230
Separate Charge Reserve:					
Environment & Coastal Management Separate Charge Reserve	Ongoing conservation and maintenance operations	2	8,804	(5,478)	3,328
SES Separate Charge Reserve	On-going costs of maintaining the Redland SES	119	375	(299)	195
		121	9,179	(5,777)	3,523
Special Charge Reserve - Canals:					
Aquatic Paradise Canal Reserve	Maintenance and repairs of Aquatic Paradise canals	758	7	-	765
Sovereign Waters Lake Reserve	Maintenance and repairs of Sovereign Lake	430	4	-	434
1718 Raby Bay Canal Reserve	Service, facility or activity of works in respect of the canals of the Raby Bay canal estate	219	2	-	221
1718 Aquatic Paradise Canal Reserve	Service, facility or activity of works in respect of the canals of the Aquatic Paradise canal estate	(495)	-	-	(495)
1718 Sovereign Waters Lake Reserve	Service, facility or activity of works in respect of the lake	(56)	-	-	(56)
		856	13	-	869
TOTALS		116,364	22,850	(16,532)	122,682
		Closing cash and cash equivalents		249,749	
		Reserves as percentage of cash balance		49%	

*Council does not require to constrain cash for fleet plant and capital equipment. The cash has been made available for general use and the reserve was closed following the end of year accounts finalisation.

10. CITY WATER STATEMENTS

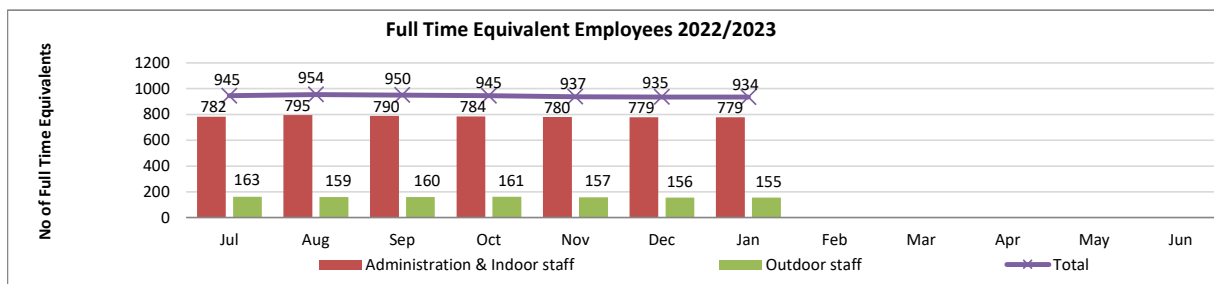
CITY WATER SUMMARY OPERATING STATEMENT					
For the period ending 31 January 2023					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Total revenue	134,826	136,128	93,893	94,396	503
Total expenses	78,703	78,760	44,928	43,508	(1,420)
Earnings before interest, tax and depreciation (EBITD)	56,123	57,368	48,965	50,888	1,923
External interest expense	355	228	134	135	1
Internal interest expense	14,750	14,750	8,604	8,604	-
Depreciation	25,587	25,587	14,926	14,924	(2)
Operating surplus / (deficit)	15,432	16,804	25,301	27,225	1,924
CITY WATER CAPITAL FUNDING STATEMENT					
For the period ending 31 January 2023					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Capital contributions, donations, grants and subsidies	4,847	6,307	2,328	1,852	(476)
Net transfer (to) / from constrained capital reserves	(502)	909	(337)	(1,782)	(1,445)
Non-cash contributions	652	652	-	-	-
New loans	-	-	-	-	-
Funding from utility revenue	11,941	17,552	8,677	3,268	(5,409)
Total sources of capital funding	16,937	25,419	10,668	3,338	(7,330)
Contributed assets	652	652	-	-	-
Capitalised expenditure	15,512	23,989	9,995	2,646	(7,349)
Loan redemption	774	779	673	692	19
Total application of capital funds	16,937	25,419	10,668	3,338	(7,330)

11. CITY WASTE STATEMENTS

CITY WASTE OPERATING STATEMENT					
For the period ending 31 January 2023					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Total revenue	35,765	35,943	20,863	21,173	310
Total expenses	26,515	26,539	14,803	15,548	745
Earnings before interest, tax and depreciation (EBITD)	9,249	9,404	6,060	5,625	(435)
External interest expense	6	6	4	4	-
Depreciation	556	556	324	278	(46)
Operating surplus / (deficit)	8,687	8,842	5,732	5,343	(389)
CITY WASTE CAPITAL FUNDING STATEMENT					
For the period ending 31 January 2023					
	Annual Original Budget \$000	Annual Revised Budget \$000	YTD Budget \$000	YTD Actual \$000	YTD Variance \$000
Capital contributions, donations, grants and subsidies	1,577	1,577	-	-	-
Funding from utility revenue	828	1,145	225	185	(40)
Total sources of capital funding	2,405	2,722	225	185	(40)
Capitalised expenditure	2,366	2,683	202	164	(38)
Loan redemption	39	39	23	21	(2)
Total application of capital funds	2,405	2,722	225	185	(40)

12. APPENDIX: ADDITIONAL AND NON-FINANCIAL INFORMATION

Workforce Reporting



January 2023: Headcount		Employee Type			
Department Level		Casual	Full Time	Part Time	Total
Office of CEO and People and Culture		5	39	9	53
Organisational Services		2	182	23	207
Community and Customer Services		65	272	73	410
Infrastructure and Operations		1	322	12	335
Advocacy Major Projects and Economic Development		1	29	3	33
Total		74	844	120	1,038

Note: Full Time Equivalent Employees includes all full time employees at a value of 1 and all other employees, at a value less than 1. The table above demonstrates the headcount by department. Following Ourspace, the table includes contract of service and temporary personnel. It includes casual staff in their non-substantive roles as at the end of the period where relevant.

Overdue Rates Debtors & Statistics

Comparison January 2023 to January 2022									
Days Overdue	Jan-23	% Overdue	Jan-22	% Overdue	\$ Variance	% Variance	Rates & Charges Statistics		
0 - 30	\$2,581	0.0%	\$1,136	0.0%	\$1,445	0.0%	Levied (Billed) Rates & Charges since 1 July 2022	\$230,916,448	\$221,533,947
31 - 60	\$1,658	0.0%	\$929	0.0%	\$729	0.0%	Rate arrears b/fwd 1 July 2022	\$9,031,746	\$10,693,344
61 - 90	\$2,849,584	1.2%	\$2,732,248	1.2%	\$117,336	0.0%	Total	\$239,948,194	\$232,227,291
91 - 180	\$1,511,341	0.6%	\$1,342,209	0.6%	\$169,132	0.0%	Balance of overdue rates & charges	\$7,667,915	\$7,240,358
>180	\$3,302,751	1.4%	\$3,163,836	1.4%	\$138,915	0.0%	Percentage Overdue	3.2%	3.2%
Total	\$7,667,915	3.2%	\$7,240,358	3.2%	\$427,557	0.0%			

13. GLOSSARY

Key Terms

Written Down Value:

This is the value of an asset after accounting for depreciation or amortisation, and it is also called book value or net book value.

Work In Progress:

This represents an unfinished project that costs are still being added to. When a project is completed, the costs will be either capitalised (allocated to relevant asset class) or written off.

Definition of Ratios

Operating Surplus Ratio*: <i>This is an indicator of the extent to which revenues raised cover operational expenses only or are available for capital funding purposes</i>	$\frac{\text{Net Operating Surplus}}{\text{Total Operating Revenue}}$
Asset Sustainability Ratio*: <i>This ratio indicates whether Council is renewing or replacing existing non-financial assets at the same rate that its overall stock of assets is wearing out</i>	$\frac{\text{Capital Expenditure on Replacement of Infrastructure Assets (Renewals)}}{\text{Depreciation Expenditure on Infrastructure Assets}}$
Net Financial Liabilities*: <i>This is an indicator of the extent to which the net financial liabilities of Council can be serviced by operating revenues</i>	$\frac{\text{Total Liabilities} - \text{Current Assets}}{\text{Total Operating Revenue}}$
Level of Dependence on General Rate Revenue: <i>This ratio measures Council's reliance on operating revenue from general rates (excludes utility revenues)</i>	$\frac{\text{General Rates} - \text{Pensioner Remissions}}{\text{Total Operating Revenue} - \text{Gain on Sale of Developed Land}}$
Current Ratio: <i>This measures the extent to which Council has liquid assets available to meet short term financial obligations</i>	$\frac{\text{Current Assets}}{\text{Current Liabilities}}$
Debt Servicing Ratio: <i>This indicates Council's ability to meet current debt instalments with recurrent revenue</i>	$\frac{\text{Interest Expense}^{***} + \text{Loan Redemption}^{\wedge}}{\text{Total Operating Revenue} - \text{Gain on Sale of Developed Land}}$
Cash Balance - \$M: <i>Cash balance includes cash on hand, cash at bank and other short term investments.</i>	$\text{Cash Held at Period End}$
Cash Capacity in Months: <i>This provides an indication as to the number of months cash held at period end would cover operating cash outflows</i>	$\frac{\text{Cash Held at Period End}}{[(\text{Cash Operating Costs} + \text{Interest Expense}) / \text{Period in Year}]}$
Longer Term Financial Stability - Debt to Asset Ratio: <i>This is total debt as a percentage of total assets, i.e. to what extent will our long term debt be covered by total assets</i>	$\frac{\text{Current and Non-current Debt}^{**}}{\text{Total Assets}}$
Operating Performance: <i>This ratio provides an indication of Council's cash flow capabilities</i>	$\frac{\text{Net Cash from Operations} + \text{Interest Revenue and Expense}}{\text{Cash Operating Revenue} + \text{Interest Revenue}}$
Interest Coverage Ratio: <i>This ratio demonstrates the extent to which operating revenues are being used to meet the financing charges</i>	$\frac{\text{Net Interest Expense on Debt Service}^{***}}{\text{Total Operating Revenue}}$

* These targets are set to be achieved on average over the longer term and therefore are not necessarily expected to be met on a monthly basis.

** Debt includes lease liabilities.

*** Interest expense includes interest on leases.

[^] Loan redemption includes lease redemption.

13.2 2022-2023 ANNUAL BUDGET REVIEW

This report is being finalised.

13.3 MAKING SUBORDINATE LOCAL LAW NO. 2 (SUBORDINATE LOCAL LAW NO. 4 (LOCAL GOVERNMENT CONTROLLED AREAS, FACILITIES AND ROADS) 2015) 2023

Objective Reference: A7255448

Authorising Officer: Amanda Pafumi, General Manager Organisational Services

Responsible Officer: Tony Beynon, Group Manager Corporate Governance

Report Author: Kristene Viller, Service Manager Ethics & Integrity

Attachments:

1. Amending Subordinate Local Law No.2 (Subordinate Local Law No.4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023 [↓](#)
2. Subordinate Local Law No.4 (Local Government Controlled Areas, Facilities and Roads) 2015 [↓](#)
3. Community Consultation Feedback Review [↓](#)
4. Boundary Maps for existing prohibited areas [↓](#)

PURPOSE

To present the results of the community consultation process that was undertaken for *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015* and to proceed with the making of *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023*.

BACKGROUND

At the General Meeting on 15 December 2021 Council resolved to undertake community consultation on proposed changes to *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015*. The existing prohibition applies to the riding of bicycles, wheeled recreational devices or wheeled toys at the following locations, (Attachment 4):

- The footpath on either side of each road within Cleveland central business district bounded by and including each of Wynyard, Shore, Waterloo and Queen Streets.
- The footpath commonly known as Capalaba Place between Noeleen Street and Capalaba Central Shopping Centre.
- The footpath on either side of Main Road, Wellington Point from the intersection with Apsley Street to the intersection with Douro Road.

The proposed changes will allow residents and visitors to Redlands Coast to utilise the footpath and road system across the city encouraging active and sustainable travel. This is in keeping with Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond*, its Workplace Travel Plan 2021-2023 and the Redlands Coast Transport Strategy. Allowing additional transport options in these areas will assist in reducing reliance on private vehicle trips to access these popular centres and improves connectivity between these centres and their catchments.

The current local law refers to the *Transport Operations (Road Use Management) Act 1995* definition of a wheeled recreation device and wheeled toy which is:

Wheeled recreational device means a wheeled device, built to transport a person, propelled by human power or gravity, and ordinarily used for recreation and play, and—

- (a) *includes rollerblades, roller-skates, a skateboard, scooter, unicycle or similar wheeled device; but*
- (b) *does not include a golf buggy, pram, stroller or trolley, a motor-assisted device (other than a motorised scooter) whether or not the motor is operating, or a bicycle, wheelchair or wheeled toy.*

Wheeled toy means a child's pedal car, scooter (other than a motorised scooter) or tricycle or a similar toy, but only when it is being used by a child who is under 12 years old.

By using this definition, we are limiting some devices that can be used as forms of transport for other than recreation purposes.

The local law amendments attached to this report retain the prohibition for those specified areas and introduces a new definition of wheeled recreation device and wheeled toy. Rather than referring to the definition in the *Transport Operations (Road Use Management) Act 1995* the Local Law will refer to the definition contained in its Schedule 7. The new definition being:

Wheeled recreation device means a wheeled device, built to transport a person and ordinarily used for recreation and play, and-

- (a) *includes skateboards, hover boards, unicycle or similar wheeled device; but*
- (b) *does not include a pram, stroller or trolley, a bicycle, a motorised bicycle (e-bike), foot scooter, electric scooter, wheelchair or mobility device.*

Wheeled toy means a toy with wheel or similar that is directed by a remote control.

Please note that in the consolidated version of Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015 (Attachment 2) the only changes made are to:

Section	Amendment
Schedule 1 Item 11, column 2	Remove "riding a bicycle" and "the <i>Transport Operations (Road Use Management) Act 1995</i> and replace with Schedule 7
Schedule 7	Insert Definition of Wheeled Recreation Device
Schedule 7	Insert Definition of Wheeled Toy

ISSUES

State Interest Checks

Section 29A of the *Local Government Act 2009* does not require state interest checks to be completed on Subordinate Local Laws.

Public Interest Review

The *Local Government Act 2009* requires that any Subordinate Local Law made with anti-competitive provisions is to comply with the procedures prescribed under a regulation for the review of the anti-competitive provisions.

The *Local Government Regulation 2012* provides that the procedure for review of anti-competitive provisions is set out in the National Competition Policy – guidelines for conducting reviews on anti-competitive provisions in local laws (Guidelines).

Review of *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015* found that the proposed amendment did not create an anti-competitive provision.

Community Consultation

Community Consultation was undertaken on *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015* between 14 February 2022 and 4 March 2022. The consultation was conducted at Inform Level in accordance with the IAP2 Standards. Inform level public participation is not a consultation and is used as a means to provide the public with balanced and objective information to assist them in understanding the change in the local law but does not seek submissions regarding the change. Attachment 3 provides the full responses received to the Your Say page.

A total of 222 comments were received in regard to the proposed changes via the YourSay page. 121 (54.5%) comments were opposed to the changes, 85 (38.5%) comments were in favour of the changes and 16 (7%) comments did not indicate either way if they agreed or disagreed with the change.

Comments received were general in nature and did not specifically target the three centres where the prohibition occurs. 25 (11%) respondents objected to aberrant behaviour associated with e-scooter hire schemes, which do not operate in Redland City. An additional 22 respondents objected to e-bikes and e-scooters (10% respondents). Many of the respondents commented on problems occurring on narrow or less maintained paths: such conflicts typically occur outside of the 3 centres, which generally have generous footpaths and surfaces are well maintained.

Local Law Implementation

Should Council make the Subordinate Local Law attached to this report, notice must be given to the public within one month, through publication in the Queensland Government Gazette and on Council's website. The law comes into effect on either the date published in the gazette or a date nominated by Council in the Subordinate Local Law.

Compliance

Twenty complaints relating to rider behaviour were received by Council from constituents in 2022, only one of which related to rider issues in the three centres (Cleveland). No infringements were issued. This contrasts with 14,414 general traffic infringements in Redland City in 2022. Council continues to seek compliance through education on improved road user behaviours.

Changes to State Legislation

The Queensland Government introduced new rules for riding personal mobility devices (e-scooters, e-skateboards, self-balancing single wheeled devices) both on roads and on paths, which came into effect on 1 November 2022. The rules limit riders of personal mobility devices to a maximum 12 kilometres per hour on paths and 25 kilometres per hour on a limited range of roads and bike paths, can only convey one person who must exceed 12 years of age, with other rules being similar to those applying to cyclists.

The fines issued under the new rules are the same as for motorists, which results in stiff penalties for those who break them. Compliance of aberrant behaviour under the Local Law can be enforced by Council, although speed limits will continue to be enforced by the Queensland Police.

Council Policies and Plans

Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond* seeks "...a pivotal shift in transport expenditure to deliver a step change in active transport connectivity across the city".

The Redlands Coast Transport Strategy supports the development of high quality built environments which encourage active transport use.

It includes creating an active transport network that is safe and designed for the whole community. The Strategy seeks provision of convenient active transport access to centres, public transport hubs, tourism attractions and to the City's active transport network.

Council's Workplace Travel Plan 2021-2031 supports more sustainable travel by Council employees, including through increased active travel trips.

Removal of the current prohibition will ensure alignment with Council's policies by supporting active travel, reducing reliance on private vehicle trips to access these popular centres and improving connectivity between those centres and their catchments.

Travel Trends

The COVID-19 pandemic precipitated increased active travel in the city, with a 9% increase between 2019 and 2020, particularly by those who have not cycled before. (Redland Cycling Participation Survey, 2020). Survey participants stated that they would like to see more off-road pathways connecting their destinations, such as schools and shops.

Anecdotally, there is evidence of a rapid increase in the use of rideables (such as e-scooters, unicycles, and e skateboards) as a form of transport. Many people of all ages are now using rideables for a range of trips and their portability means that they can be carried on public transport or in a private vehicle.

Cleveland and Wellington Point are significant destinations for riders (both cyclists and rideables) throughout the week, particularly for recreational riders. Those riders visit the many shops, cafes and restaurants in these centres.

The Moreton Bay Cycleway passes through both centres and the Principle Cycle Network passes through the three centres. The Redlands Coast Active Transport Strategy (under preparation) will identify how walking, riding and people with limited mobility will be supported in the city, particularly within its major centres.

Removing the prohibition is consistent with supporting the economic vitality of the three centres and acknowledges the increasingly significant role that active transport modes play in the city.

Benchmarking

Brisbane City Council prohibits rideables in the Queen Street and Chinatown Malls and from pedestrian only sections/paths on the Victoria and Go Between Bridges, and Kurilpa Point Park and Kangaroo Point cliffs. Bicycles are not permitted to ride in public squares and malls. In each case, viable alternative routes are available for riders and they are permitted to walk their cycle or rideable through those areas.

Brisbane City Council permits e-scooter hire schemes to operate in designated parts of the City and trials are underway in the Wynnum- Manly- Lota area.

Ipswich City Council is actively promoting cycling and rideables.

Other Interventions

There is a range of potential interventions that could reduce the potential for conflict between riders, pedestrians and others using the paths within the three centres. These include signage (such as "share the path" signs), physical cues and treatments (such as textured or demarcated surfaces and bollards), education and enforcement.

Council can consider implementing measures, such as through centre revitalisation projects and capital budgets. Local Area Transport Plans can also investigate potential interventions in Centres.

STRATEGIC IMPLICATIONS

Legislative Requirements

The *Local Government Act 2009* Chapter 3, Part 1, provides power for local governments to make and enforce local laws and set the framework that the local government must adhere to. Council has adopted a Local Law Making Process that is consistent with the *Local Government Act 2009* provisions. This process has been followed in the making of Subordinate Local Law attached to this report.

The Subordinate Local Law has been drafted in accordance with the *Local Government Act 2009*, the Guidelines for Drafting Local Law issued by the Parliamentary Counsel and the principles under the *Legislative Standards Act 1992*.

Part D of Council's adopted Local Law Making Process sets out the required steps for making the Amending Instrument. The first six steps in the Local Law Making Process involve making the Amending Instrument and steps seven to ten relate to notifying the public and Minister about the Amending Instrument

Risk Management

The risks associated with amending the Subordinate Local Law were managed by:

- a) Ensuring the process to amend the Subordinate Local Law is in accordance with legislative standards and the adopted Redland City Council Local Law Making Process.
- b) Comprehensive internal stakeholder engagement to ensure the Subordinate Local Law will promote effective governance to the community.
- c) Review of the identified anti-competitive provisions identified and adhering to the National Competition Policy Guidelines

Financial

The costs of drafting the Subordinate Local Law and publications are funded through existing budget allocations within the Strategy and Governance Unit.

People

The Subordinate Local Law will have impacts for the Compliance Response team resource levels, it is anticipated this will be absorbed into current budget allocations.

Environmental

Modifying the Local law to facilitate active travel and rideables will reduce air emissions where ridership replaces private motor vehicle trips.

Social

Local Government provides for the good governance of the local government area through its local laws. The Subordinate Local Law attached to this report has the potential to impact members of the Redlands Coast community.

The community was provided the opportunity to make comment on the changes as part of the community consultation. The feedback received is summarised in the Community Consultation Feedback Review (Attachment 3).

The amendments will ensure a more equitable response to access in the city, by not disproportionately punishing riders of personal mobility devices and cycles as compared with other road users, in response to aberrant behaviour.

Human Rights

There are no Human Rights implications from the amendments to the Subordinate Local Laws attached to this report. The amendments ensure a fairer and less discriminatory response to riders of personal mobility devices and cycles.

Alignment with Council's Policy and Plans

The process for making the proposed Subordinate Local Laws is in accordance with Council's adopted practice for making local laws.

This process is in keeping with Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond* goal for Strong Communities – Laws and Regulations.

As outlined above, the amendments will ensure alignment with council plans and policies.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Elected Member – Division 7	January 2023	Discussed changes impacting their division
Elected Member – Division 6	January 2023	Discussed changes impacting their division
Elected Member – Division 1	January 2023	Discussed changes impacting their division
Group Manager Corporate Governance	January 2023	Review final report and approve
Service Manager Ethics and Integrity	November 2022 – January 2023	Reviewed consultation results, prepared community consultation report and drafted local law and amending instrument.
Compliance Services Manager	April 2022 – January 2023	Consulted regarding compliance approach
Principal Transport Planner	March 2022 – January 2023	Review of community consultation results. Provision of advice on transport matters. Co-contributor to the report. Consultation with elected members.
Senior Adviser Community Engagement	March – April 2022	Conducted community consultation and provided results

OPTIONS

Option One

That in accordance with Council's Local Law Making Process adopted on 20 March 2019; pursuant to section 29 of the *Local Government Act 2009*, Council resolves as follows:

1. To receive and note the Community Consultation Feedback Review (Attachment 3) and to implement the recommendation of this report.
2. To proceed:
 - a) As advertised with the making of *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023*.
 - b) To make *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023* (Attachment 1).
 - c) To adopt the consolidated version of *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015* (Attachment 2).
 - d) To give notice of the making of *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023* by publication in the Queensland Government Gazette.
3. To authorise the Chief Executive Officer to make any necessary administrative and formatting amendments prior to gazettal.

Option Two

That in accordance with Council's Local Law Making Process adopted on 20 March 2019; pursuant to section 29 of the *Local Government Act 2009*, Council resolves as follows:

1. To receive and note the Community Consultation Feedback Review (Attachment 3) of this report.
2. To request officers to bring back a further report and amended *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015* including amendments to Capalaba Centre; Wellington Point and all of Cleveland Centre **except** Middle Street between Bloomfield and Wynyard Streets.

Option Three

That in accordance with Council's Local Law Making Process adopted on 20 March 2019; pursuant to section 29 of the *Local Government Act 2009*, Council resolves as follows:

1. To receive and note the Community Consultation Feedback Review (Attachment 3) and to implement the recommendation of this report.
2. To not make *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023*.

OFFICER'S RECOMMENDATION

That in accordance with Council's Local Law Making Process adopted on 20 March 2019; pursuant to section 29 of the *Local Government Act 2009*, Council resolves as follows:

1. To receive and note the Community Consultation Feedback Review (Attachment 3) and to implement the recommendation of this report.
2. To proceed:
 - a) As advertised with the making of *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023*.
 - b) To make *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023* (Attachment 1).
 - c) To adopt the consolidated version of *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015* (Attachment 2).
 - d) To give notice of the making of *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023* by publication in the Queensland Government Gazette.
3. To authorise the Chief Executive Officer to make any necessary administrative and formatting amendments prior to gazettal.



Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023

It is hereby certified that this a true and correct copy of *Amending Subordinate
Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads)
2015) 2023* made, in accordance
with the *Local Government Act 2009*, by the Council of the City of Redland, by resolution dated
15 February 2023

A. Chesterman
Chief Executive Officer



Redland City Council

Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023

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Redland City Council
Amending Subordinate Local Law No. 2
(Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023

Redland City Council
Amending Subordinate Local Law No. 2
(Subordinate Local Law No. 4 (Local Government Controlled
Areas, Facilities and Roads) 2015) 2023

Part 1 Preliminary

1 Short title

This amending local law may be cited as *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023*.

2 Object

The object of this amending subordinate local law is to amend *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015* to:

- (a) include definitions for wheeled recreational device and wheeled toy;
- (b) amend schedule 1 to refer to new definitions for wheeled recreational device and wheeled toy.

3 Commencement

This amending subordinate local law commences on the date of publication of the notice of the making of *Amending Subordinate Local Law No. 2 (Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023* in the gazette.

Part 2 Amendment of Subordinate Local Law No. 4
(Local Government Controlled Areas, Facilities
and Roads) 2015

4 Subordinate law amended

This part amends *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015*

5 Amendment of Schedule 1 – Prohibited activities for local government controlled areas or roads

- (1) Schedule 1, Item 11, ‘Footpaths on roads’ –
omit, insert-

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Redland City Council

Amending Subordinate Local Law No. 2

(Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015) 2023

1	<p>Footpaths on roads as follows—</p> <p>(a) the footpath on either side of each road within the Cleveland Central Business District bounded by, and including, each of Wynyard, Shore, Waterloo and Queen Streets;</p> <p>(b) the footpath commonly known as Capalaba Place between Noeleen Street and Capalaba Central Shopping Centre;</p> <p>(c) the footpath on either side of Main Road, Wellington Point, from the intersection with Apsley Street to the intersection with Douro Road.</p>	<p>Using a wheeled recreational device or wheeled toy, as defined in Schedule 7.</p>
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6 Amendment of Sch 7 – Dictionary

(1) Schedule—

insert—

wheeled recreation device means a wheeled device, built to transport a person and ordinarily used for recreation and play, and-

(a) includes skateboards, hoverboards, unicycle or similar wheeled device; but

(b) does not include a pram, stroller or trolley, a bicycle, a motorised bicycle (e-bike), foot scooter, electric scooter, wheelchair or mobility device.

wheeled toy means a toy with wheel or similar that is directed by a remote control.



Redland City Council

Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015

It is hereby certified that this a true and correct copy of *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015* made, in accordance with the *Local Government Act 2009*, by the Council of the City of Redland, by resolution dated 15 February 2023.

A. Chesterman
Chief Executive Officer

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Redland City Council

Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015

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Part 1 Preliminary

1 Short title

This subordinate local law may be cited as *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015*.

2 Purpose and how it is to be achieved

- (1) The purpose of this subordinate local law is to supplement *Local Law No.4 (Local Government Controlled Areas, Facilities and Roads) 2015* in order to protect the health and safety of persons using local government controlled land, facilities, infrastructure and roads and preserve features of the natural and built environment and other aspects of the amenity of local government controlled land, facilities, infrastructure and roads.
- (2) The purpose is to be achieved by providing for—
 - (a) the regulation of access to local government controlled areas; and
 - (b) the prohibition or restriction of particular activities in local government controlled areas or roads.

3 Authorising local law

The making of the provisions in this subordinate local law is authorised by *Local Law No.4 (Local Government Controlled Areas, Facilities and Roads) 2015* (the *authorising local law*).

4 Definitions

- (1) Particular words used in this subordinate local law have the same meaning as provided for in the authorising local law.
- (2) The dictionary in schedule 7 defines particular words used in this subordinate local law.

Part 2 Use of local government controlled areas, facilities and roads

5 Prohibited and restricted activities—Authorising local law, s 5(1)

- (1) For section 5(1)(a) of the authorising local law, the activities prescribed in column 2 of schedule 1 are declared to be prohibited in the corresponding local government controlled area or road (or part thereof) mentioned in column 1 of schedule 1.
- (2) For section 5(1)(b) of the authorising local law, the activities prescribed in column 2 of schedule 2 are declared to be restricted in the corresponding local government controlled area or road (or part thereof) mentioned in column 1 of schedule 2, to the extent described in column 3 of schedule 2.

6 Motor vehicle access in local government controlled areas—Authorising local law, s 6(1)(b)

For section 6(1)(b) of the authorising local law, the areas prescribed in column 1 of schedule 3 are declared to be motor vehicle access areas.

7 Prohibited vehicles—Authorising local law, s 6(3)

For section 6(3) of the authorising local law, the specific types of motor vehicle prescribed in column 2 of schedule 3 are declared to be prohibited vehicles in the corresponding specified motor vehicle access area in column 1 of schedule 3.

8 Opening hours for local government controlled areas—Authorising local law, s 7(1)

- (1) For section 7(1) of the authorising local law, the times prescribed in column 2 of schedule 4 are declared to be the opening hours for the local government controlled areas mentioned in column 1 of schedule 4.
- (2) However, the local government may, from time to time, by resolution, declare other times when a local government controlled area is open to the public.

9 Permanent closure of local government controlled area—Authorising local law, s 8(3)

For section 8(3) of the authorising local law, the local government controlled areas described in schedule 5 are permanently closed to public access.

Part 3 Matters affecting roads

10 Notice requiring owner of land adjoining road to fence land—Authorising local law, s 9(3)

For section 9(3) of the authorising local law, the minimum standards for a fence that is the subject of a compliance notice under section 9(2) of the authorising local law are as follows—

- (a) the fence must be constructed of materials which are of sufficient strength to—
 - (i) restrain the types of animals to be contained in the area adjacent to the fence; and
 - (ii) stop the animals from escaping over, under or through the fence; and
- (b) the height of the fence must be sufficient to restrain the types of animals to be contained in the area adjacent to the fence from jumping or climbing over the fence; and
- (c) if an animal to be contained in the area adjacent to the fence has the ability to dig — the fence must include a barrier installed directly below the fence to prevent the animal digging its way underneath the fence; and

*Redland City Council Subordinate Local Law No. 4 (Local Government Controlled Areas,
Facilities and Roads) 2015*

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- (d) if the fence includes a gate — the gate must be kept closed and latched except when in immediate use by a person entering or leaving the area adjacent to the fence.

Schedule 1 Prohibited activities for local government controlled areas or roads

Section 5(1)

	Column 1 Local government controlled area or road	Column 2 Prohibited activity
1	All local government controlled areas within the local government area	<ul style="list-style-type: none"> (a) Riotous, disorderly, indecent, offensive, threatening or insulting behaviour; (b) Carrying or displaying a placard or other sign bearing an offensive or threatening message or image; (c) Injuring, misusing, defacing, marking or otherwise damaging a building or structure; (d) Entering or interfering with a building or structure associated with the water supply system, stormwater drain system or sewerage system of the local government unless the person entering or interfering with the building or structure is an emergency services officer entering or interfering with the building or structure in the course of his or her duties as an emergency services officer; (e) Camping, sleeping, occupying or remaining overnight unless the local government controlled area is a park or reserve; (f) Parking or standing a vehicle bearing a sign or advertisement that the vehicle is offered for sale or hire; (g) Parking or leave standing, an unregistered vehicle.

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
2	All roads within the local government area	<ul style="list-style-type: none"> (a) Painting an object other than a vehicle in, on or over a road; (b) Repairing, altering or carrying out maintenance on an object other than a vehicle in, on or over a road; (c) Intentionally or negligently damaging a road or a structure associated with a road; (d) Creating a nuisance on a road; (e) Camping, sleeping, occupying or remaining overnight in a vehicle stopped on a footpath, shared path, water-channel or gutter; (f) Parking or standing a vehicle bearing a sign or advertisement that the vehicle is offered for sale or hire; (g) Parking or leave standing, an unregistered vehicle.
3	All off-street regulated parking areas within the local government area as declared in section 6 of <i>Local Law No. 5 (Parking) 2015</i>	Parking or leave standing, an unregistered vehicle.
4	All local government cemeteries within the local government area	<ul style="list-style-type: none"> (a) Interfering with a funeral or commemorative service lawfully conducted in a local government cemetery; (b) Distributing or putting up any handbill, card, circular or advertisement; (c) Interfering with any tree, shrub or plant; (d) Discharging a firearm, except at a military or police funeral or other recognised type of funeral service ordinarily involving such discharge; (e) Damaging or disturbing or interfering with any memorial,

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<p>inscription plaque, epitaph or inscription, or any flowers or tokens placed on or adjacent to a grave or niche;</p> <p>(f) Riding or driving or permitting to be ridden or driven, any vehicle of any description or any horse otherwise than on a paved roadway or path;</p> <p>(g) Engaging in conduct which is dangerous or creates a risk to the safety of members of the public;</p> <p>(h) Deliberately or recklessly damaging or destroying any building, fence, structure, improvement or other property;</p> <p>(i) Bringing an animal into or allowing an animal to be within a local government cemetery other than—</p> <p>(i) for the purposes of a funeral or commemorative service; or</p> <p>(ii) a dog which is under effective control as defined in section 11 of <i>Local Law No. 2 (Animal Management) 2015</i>;</p> <p>(j) Entering or being within a local government cemetery except for the purpose of—</p> <p>(i) visiting a grave, memorial or interment site; or</p> <p>(ii) attending a funeral; or</p> <p>(iii) maintaining or repairing a grave, memorial or interment site in accordance with a written authorisation of the chief executive officer;</p> <p>(k) Taking part in any meeting other than a meeting of a religious or commemorative nature.</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
5	All parks and reserves within the local government area	<ul style="list-style-type: none"> (a) Damaging or interfering with vegetation; (b) Discharging or carrying a firearm or other weapon or any kind of explosive device; (c) Throwing a stone, projectile or other missile; (d) Using or carrying a trap, snare or net; (e) Hitting a golf ball; (f) Behaving in a riotous disorderly, indecent, offensive, threatening or insulting manner; (g) Carrying out an activity or behaving in a manner reasonably likely to injure, endanger, obstruct, inconvenience or cause fear, a nuisance or excessive annoyance to another person; (h) Interfering with a plant or any turf, sand, clay, soil or other material; (i) Interfering with any facility or equipment located at the park or reserve; (j) Disposing of any waste of any kind other than in a waste container provided for that purpose; (k) Depositing, storing or abandoning any goods; (l) Bathing in any ornamental pond or lake; (m) Using a boat, canoe, craft, surf ski, surf board or other recreational floating device in an ornamental pond or lake;

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<p>(n) Any activity which fouls, litters, pollutes or interferes with a park or reserve or a facility in a park or reserve;</p> <p>(o) Permitting or allowing a water tap in a park or reserve to run water to waste;</p> <p>(p) Removing any timber or wood provided by the local government for use as firewood;</p> <p>(q) Propagating or cultivating any plant, vegetation or vegetative matter;</p> <p>(r) Park or leave standing, a motor vehicle overnight or at any time outside of the opening hours specified in schedule 4 (Opening hours for local government controlled areas) for parks and reserves;</p> <p>(s) Park or leave standing, a motor vehicle if the person is not a bona fide user of the park or reserve;</p> <p>(t) Use a road within a park or reserve for the sole purpose of a thoroughfare, rather than as a means of access to or from the park or reserve as a bona fide user.</p>
6	All local government accommodation parks within the local government area	<p>(a) Disposing of liquid waste other than at a drainage point provided for that purpose;</p> <p>(b) Disposing of waste other than in a waste container provided for that purpose;</p> <p>(c) Using facilities in a way that makes them unclean or insanitary;</p> <p>(d) Behaving in a riotous disorderly, indecent, offensive, threatening or insulting manner;</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<p>(e) Carrying out an activity or behaving in a manner reasonably likely to injure, endanger, obstruct, inconvenience or cause fear or excessive annoyance to another person;</p> <p>(f) Interfering with a plant or any turf, sand, clay, soil or other material;</p> <p>(g) Interfering with any facility or equipment located at the local government caravan park.</p>
7	The boat ramps and landings within the local government area identified in schedule 6	<p>(a) Carrying out maintenance or repairs to a ship on a boat ramp;</p> <p>(b) Carrying out maintenance or repairs to a ship in the water around a boat ramp or landing unless the person has a reasonable excuse;</p> <p>(c) Wilfully breaking, destroying, damaging, defacing, disfiguring or writing upon a boat ramp, landing or a notice erected or displayed by the local government at a boat ramp or landing;</p> <p>(d) Wilfully damaging any lighting upon a boat ramp or a landing;</p> <p>(e) Riding an animal on a boat ramp or a landing;</p> <p>(f) Carrying a loaded or cocked spear gun on a boat ramp or a landing;</p> <p>(g) Lighting a fire on a boat ramp or a landing, whether in a container or otherwise;</p> <p>(h) Diving off a boat ramp or a landing;</p> <p>(i) A person causing themselves or any other person or object to fall or be projected into waters surrounding a boat ramp or a landing;</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<p>(j) Obstructing another person's use of a boat ramp or landing;</p> <p>(k) Using a boat ramp or landing in a manner which is inconsistent with —</p> <p>(i) the safe, secure and efficient operation of the boat ramp or landing; or</p> <p>(ii) the protection of the environment at the boat ramp or landing; or</p> <p>(iii) the maintenance or improvement of the convenience of users of the boat ramp or landing;</p> <p>(l) Cleaning or gutting fish or other marine life;</p> <p>(m) Casting or discharging, or causing to be cast or discharged, any material, object or substance from a boat ramp or landing;</p> <p>(n) Occupying a ship or mooring a ship at a boat ramp or landing for the purpose of habitation;</p> <p>(o) While involved in the use of a ship at a boat ramp or landing, casting or discharging, or causing to be cast or discharged, from the ship, any material, object or substance into the waters surrounding the ship;</p> <p>(p) Mooring a ship at a boat ramp or landing except to a bollard or other fastening appliance that is provided for that purpose at the boat ramp or landing;</p> <p>(q) Mooring a ship to any steps or landing place for passengers or cargo at a boat ramp or landing;</p> <p>(r) Permitting a ship to lie alongside a boat ramp or landing, unless it is properly moored;</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<p>(s) Placing or mooring a ship in the approach fairway to a boat ramp or landing;</p> <p>(t) If a ship is moored at a boat ramp or landing—allowing the ship to lie alongside, or remain attached to, the boat ramp or landing, except for the purpose of embarking or disembarking passengers or crew, or loading or unloading cargo, stores or goods from the boat ramp or landing;</p> <p>(u) Operating a ship in a manner that obstructs or interferes with the use of a boat ramp or landing by another ship;</p> <p>(v) If the boat ramp or landing is used by a ship (a <i>ferry service ship</i>) for the purposes of a ferry service—mooring, or allowing a ship to lie alongside the boat ramp or landing in a manner that obstructs or interferes with the use of the boat ramp or landing by a ferry service ship used in the operation of the ferry service.</p>
8	The canoe/kayak pontoons within the local government area identified in schedule 6	<p>(a) Breaking, destroying, damaging, defacing, disfiguring, removing or writing on a canoe/kayak pontoon or a notice erected or displayed by the local government at a canoe/kayak pontoon;</p> <p>(b) Damaging any lighting on a canoe/kayak pontoon;</p> <p>(c) Riding an animal on a canoe/kayak pontoon;</p> <p>(d) Carrying a loaded or cocked spear gun on a canoe/kayak pontoon;</p> <p>(e) Lighting a fire on a canoe/kayak pontoon, whether in a container or otherwise;</p> <p>(f) Diving or jumping off a canoe/kayak pontoon or</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<p>infrastructure attached to a canoe/kayak pontoon;</p> <p>(g) A person causing themselves or any other person or object to fall or be projected into waters surrounding a canoe/kayak pontoon;</p> <p>(h) Obstructing another person's use of a canoe/kayak pontoon;</p> <p>(i) Using a canoe/kayak pontoon in a manner that is inconsistent with —</p> <p style="padding-left: 20px;">(i) the safe, secure and efficient operation of the canoe/kayak pontoon; or</p> <p style="padding-left: 20px;">(ii) the protection of the environment at the canoe/kayak pontoon; or</p> <p style="padding-left: 20px;">(iii) the maintenance or improvement of the convenience of users of the canoe/kayak pontoon;</p> <p>(j) Cleaning or gutting fish or other marine life;</p> <p>(k) Casting or discharging, or causing to be cast or discharged, any material, object or substance from a canoe/kayak pontoon;</p> <p>(l) Anchoring, mooring, placing, launching, using, maintaining, repairing or operating a ship, motorised aquatic equipment or non-motorised aquatic equipment, other than a canoe or kayak, in the water around, at or from a canoe/kayak pontoon;</p> <p>(m) Operating a canoe or kayak in a manner that obstructs or interferes with the use of a canoe/kayak pontoon by another user of the canoe/kayak pontoon;</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<p>(n) Driving, standing, parking or bringing a vehicle onto a canoe/kayak pontoon;</p> <p>(o) Fishing, using a cast net or other bait catching devices or using a crab pot or other device for catching a crustacean on a canoe/kayak pontoon;</p> <p>(p) Attaching or affixing, whether temporary or permanent, a rope swing, ladder or the like to a canoe/kayak pontoon.</p>
9	All local government swimming pools within the local government area, including each local government swimming pool identified in schedule 6	<p>(a) Bringing any glass or any item made from glass onto the pool deck surrounding the swimming pool or into the swimming pool;</p> <p>(b) Engaging in conduct which is dangerous or which creates a risk to the safety of other users of the swimming pool;</p> <p>(c) Causing wilful damage to the swimming pool or any facilities at the swimming pool;</p> <p>(d) Behaving in a way that endangers the safety of, or causes a nuisance to, other users of the swimming pool;</p> <p>(e) If a person is more than 5 years of age — entering any part of the swimming pool which is set apart for the exclusive use of the opposite sex, other than for the purpose of rendering emergency assistance;</p> <p>(f) Entering the land on which the swimming pool is located whilst intoxicated or under the influence of a stupefying drug;</p> <p>(g) Entering the swimming pool whilst carrying or having possession of any alcohol or a stupefying drug;</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<p>(h) Disposing of waste other than in a waste container provided by the local government for the purpose of the collection of waste;</p> <p>(i) Entering the water in the swimming pool if the person has an infectious or contagious disease or illness or a skin complaint;</p> <p>(j) Interfering with the property of another person on the land on which the swimming pool is located other than with the consent of the other person;</p> <p>(k) Entering the land on which the swimming pool is located unless the person has paid the entrance fee prescribed by the local government from time to time for entry to the swimming pool;</p> <p>(l) Using a season ticket for the swimming pool otherwise than in accordance with the rules of the local government for the use of a season ticket for the swimming pool;</p> <p>(m) Behaving in a threatening, abusive or insulting manner to another person at the swimming pool;</p> <p>(n) Leaving a child or children under the age of 10 at the land on which the swimming pool is located otherwise than under the direct supervision of a person who is a parent or guardian of the child or children and at least 16.</p>
10	All local government offices, libraries and depots within the local government area	<p>(a) Obstructing or interfering with a person who is a local government employee or a contractor of the local government in the performance of the duties to be performed by the person at the local government controlled area;</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		<ul style="list-style-type: none"> (b) Disposing of waste other than in a waste container provided for that purpose; (c) Using facilities in a way that makes them unclean or insanitary; (d) Behaving in a riotous, disorderly, indecent, offensive, threatening or insulting manner; (e) Carrying out an activity or behaving in a manner reasonably likely to injure, endanger, obstruct, inconvenience or cause fear or excessive annoyance to another person; (f) Interfering with any facility or equipment located at the local government controlled area; (g) Depositing, storing or abandoning any goods; (h) Any activity which fouls, litters, pollutes or interferes with the local government controlled area or a facility in the local government controlled area; (i) Wilfully breaking, destroying, damaging, defacing, disfiguring or writing upon any part of the local government controlled area or a notice erected or displayed by the local government at the local government controlled area; (j) Using any part of the local government controlled area in a manner which is inconsistent with— <ul style="list-style-type: none"> (i) the safe, secure and efficient operation of the local government controlled area; or (ii) the maintenance or improvement of the convenience of users of the

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
		local government controlled area.
11	<p>Footpaths on roads as follows—</p> <p>(a) the footpath on either side of each road within the Cleveland Central Business District bounded by, and including, each of Wynyard, Shore, Waterloo and Queen Streets;</p> <p>(b) the footpath commonly known as Capalaba Place between Noeleen Street and Capalaba Central Shopping Centre;</p> <p>(c) the footpath on either side of Main Road, Wellington Point, from the intersection with Apsley Street to the intersection with Douro Road.</p>	Using a wheeled recreational device or wheeled toy, as defined in Schedule 7.
12	The public transport waiting points at each boat ramp and landing within the local government area identified in schedule 6	<p>(a) Smoking;</p> <p>(b) Fishing;</p> <p>(c) Using a cast net or other bait collecting device;</p> <p>(d) Using a crab pot or other device for catching a crustacean.</p>
13	The Swan Bay region of Main Beach, North Stradbroke Island	<p>(a) Camping;</p> <p>(b) Bringing onto, or driving a vehicle, including a motor vehicle, on the local government controlled area.</p>
14	Brown Lake, North Stradbroke Island	<p>(a) Using a motorised ship on the local government controlled area;</p> <p>(b) Bringing onto, or driving a vehicle, including a motor vehicle, on the foreshore of the local government controlled area;</p> <p>(c) Washing or cleansing a vehicle on the foreshore, or in the near vicinity of, the local government controlled area.</p>

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	Column 1 Local government controlled area or road	Column 2 Prohibited activity
15	Weinam Creek Commuter Terminal	<ul style="list-style-type: none"> (a) Obstructing or impeding another person's use of the Terminal; (b) Mooring or fastening a ship to any part of the Terminal, except to a fastening that is provided for that purpose; (c) Carrying out repairs on a jetty at the Terminal whilst moored at the jetty; (d) Anchoring or mooring a ship in the approach fairway to a jetty at the Terminal; (e) Swimming or diving into, or allowing any animal under the person's control to swim in, or dive into— <ul style="list-style-type: none"> (i) any waters at the Terminal; or (ii) any navigational channel at the Terminal; or (iii) any waters within 100m of the edge of a navigational channel at the Terminal.
16	Each area of bathing reserve and foreshore identified in schedule 6	Bringing or driving a motor vehicle on the area of bathing reserve or foreshore.

Schedule 2 Restricted activities for local government controlled areas or roads

Section 5(2)

	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
1	All local government controlled areas within the local government area	(a) Busking	(a) Permitted only if authorised under the conditions of an approval for a prescribed activity.
		(b) Depositing, storing, dumping or leaving unattended a shopping trolley.	(b) Permitted only in the area of a shopping centre car park that is open to or used by the public and is developed for, or has as 1 of its main uses, the driving or riding of motor vehicles.
2	All roads within the local government area	(a) The painting, repairing, alteration or maintenance of vehicles on a road' (see s.66(3)(d) of the <i>Transport Operations (Road Use Management) Act 1995</i> , which permits local laws to regulate these activities on roads).	(a) Permitted only if the vehicle is temporarily disabled with a minor fault and the driver of the vehicle stops for no longer than is necessary for the performance of maintenance work limited to the minimum necessary to allow the vehicle to be moved from the road.
		(b) Temporarily closing a road to all traffic, or traffic of a particular class.	(b) Permitted only with the written authorisation of the chief executive officer of the local government.
		(c) Depositing, storing, dumping or leaving unattended a shopping trolley.	(c) Permitted only in the area of a shopping centre car park that is open to or used by the public and is developed for, or has as 1 of its main uses, the driving or riding of motor vehicles.

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
3	All local government cemeteries within the local government area	(a) Carrying out a burial outside the hours during which burials may be performed as fixed by the local government.	(a) Permitted only— (i) between the hours of 9am and 4pm; or (ii) with the written authorisation of the chief executive officer of the local government.
		(b) Disposing of human remains in a local government cemetery.	(b) Permitted only with the written authorisation of the chief executive officer of the local government.
		(c) Digging or preparing a grave in a local government cemetery.	(c) Permitted only if the grave is dug or prepared by a person employed by the local government or with the written authorisation of the sexton.
		(d) After a burial — reopening a grave for a further burial.	(d) Permitted only with the written authorisation of the sexton.
		(e) Bringing human remains into a local government cemetery.	(e) Permitted only— (i) with the written authorisation of the chief executive officer of the local government; and (ii) if the remains are enclosed in a coffin or other form of container appropriate to the proposed form of disposal.
		(f) Erecting or installing a memorial to a deceased person in a local government cemetery.	(f) Permitted only with the written authorisation of the chief executive officer of the local government.

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
		(g) Reserving a niche or site in a local government cemetery.	(g) Permitted only under the conditions of a written authorisation of the chief executive officer of the local government.
		(h) Carrying out maintenance or repair work on a memorial to a deceased person in a local government cemetery.	(h) Permitted only— (i) by a member of the family of the deceased person, or another person who has a proper interest in the maintenance of the memorial to the deceased person; and (ii) with the written approval of the sexton; and (iii) subject to conditions about how the work is to be carried out as are included in the written authorisation of the sexton.
4	All parks and reserves within the local government area	(a) Lighting or maintaining a fire.	(a) Permitted only if the fire is— (i) lit and maintained in a fireplace established by the local government for the purpose; or (ii) lit and maintained in accordance with the written authorisation of the chief executive officer of the local government.

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
		(b) Sleeping, occupying or remaining overnight in a park or reserve.	(b) Permitted only with the written authorisation of the chief executive officer of the local government.
		(c) Erecting or installing a building, structure or facility in, on, across or over a park or reserve.	(c) Permitted only if authorised under the conditions of an approval for a prescribed activity.
		(d) Conducting or taking part in an organised sporting activity of regional, State or national significance.	(d) Permitted only if authorised under the conditions of an approval for a prescribed activity.
		(e) Operating a model vehicle or aircraft propelled by a motor.	(e) Permitted only with the written authorisation of the chief executive officer of the local government.
		(f) Using, storing or possessing fireworks.	(f) Permitted only with the written authorisation of the chief executive officer of the local government.
		(g) Displaying a sign or advertisement.	(g) Permitted only if authorised under the conditions of an approval for a prescribed activity.
		(h) Playing golf.	(h) Permitted only with the written authorisation of the chief executive officer of the local government.
		(i) Undertaking the sport of archery.	(i) Permitted only with the written authorisation of the chief executive officer of the local government.

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
		(j) Using a megaphone, loud speaker, or other similar amplification device.	(j) Permitted only— (i) with the written authorisation of the chief executive officer of the local government; or (ii) if authorised under the conditions of an approval for a prescribed activity.
		(k) Public entertainment.	(k) Permitted only— (i) with the written authorisation of the chief executive officer of the local government; or (ii) if authorised under the conditions of an approval for a prescribed activity.

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
		<p>(l) Research.</p> <p><i>Examples of activities which are research for this section—</i></p> <ul style="list-style-type: none"> • <i>The collection of entire fauna or flora specimens.</i> • <i>The collection of portions of fauna or flora specimens (such as cuttings or DNA samples).</i> • <i>The installation of monitoring equipment.</i> 	<p>(l) Permitted only with the written authorisation of the chief executive officer of the local government.</p>
5	All local government accommodation parks within the local government area	<p>(a) Lighting or maintaining a fire in the open.</p> <p>(b) Camping, sleeping, occupying or remaining overnight in a caravan or complementary accommodation at an accommodation site at a local government accommodation park.</p>	<p>(a) Permitted only —</p> <p style="padding-left: 20px;">(i) if the fire is in a fireplace or incinerator approved for the purpose by the local government; or</p> <p style="padding-left: 20px;">(ii) with the written authorisation of an authorised person.</p> <p>(b) Permitted only if—</p> <p style="padding-left: 20px;">(i) the person undertaking the activity maintains the accommodation site and any caravan or complementary accommodation on the accommodation site in a clean and sanitary condition; and</p> <p style="padding-left: 20px;">(ii) the person deposits all waste in a waste container, or a waste disposal system,</p>

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
			<p>provided by the local government for the purpose; and</p> <p>(iii) the person does not use facilities at the local government accommodation park in a way that makes them unclean or unsanitary; and</p> <p>(iv) the person who occupies the accommodation site allows onto the site no more persons than the limit fixed under a relevant approval or as notified by notice displayed by the local government at the local government accommodation park; and</p> <p>(v) the person pays all fees for use of the accommodation site in advance to the local government; and</p> <p>(vi) if required by the local government or an Act—the person enters into a written agreement with the local government about undertaking the activity at the local government accommodation park; and</p> <p>(vii) at the end of the period of occupation of the accommodation site</p>

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
			<p>— the person vacates and leaves the accommodation site in a clean and tidy condition; and</p> <p>(viii) the person ensures that the caravan or complementary accommodation is not let or hired to another person; and</p> <p>(ix) the person ensures that the accommodation site is kept and maintained in good repair and clean, tidy and sanitary condition; and</p> <p>(x) the person ensures that the accommodation site is not left unoccupied for more than 2 days; and</p> <p>(xi) the person ensures that the activity does not cause a nuisance, annoyance, disturbance or inconvenience to other persons using the local government accommodation park.</p>
		(c) Use or operation of a generator in a part of a local government accommodation park that is made available for camping overnight or for a period longer than overnight.	<p>(c) Permitted only—</p> <p>(i) with the written authorisation of an authorised person ; and</p> <p>(ii) in any event (even where written authorisation is</p>

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			granted) not between the hours of 9:30pm and 7:00am.
6	The boat ramps and landings within the local government area identified in schedule 6	(a) Driving or standing a vehicle on a boat ramp.	(a) Permitted only to launch or retrieve a ship from the boat ramp.
		(b) Launching or retrieving a ship at a boat ramp.	(b) Permitted only if the person launching or retrieving the ship does so as quickly as is reasonably possible.
		(c) Anchoring, mooring or placing a ship in the water around a boat ramp or a landing.	(c) Permitted only if the anchoring, mooring or placing of the ship is not likely to obstruct another person's use of the boat ramp or landing.
		(d) Carrying out the rigging of a sailing ship on a boat ramp or landing.	(d) Permitted only if the carrying out of the rigging does not, or is not likely to, impede access to the boat ramp or landing.
		(e) Taking or driving a vehicle onto a boat ramp.	(e) Permitted only if the mass of the vehicle and its load (if any), together with any trailer that the vehicle is towing and its load (if any), is not more than— (i) 5 tonnes; or (ii) if the local government erects on or near the boat ramp a notice approved by the local government

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
			and displaying a greater mass—the greater mass.
		(f) Taking or driving a vehicle onto a landing.	(f) Permitted only with the authorisation of an authorised person.
		(g) Taking or driving a vehicle onto a boat ramp or landing.	(g) Permitted only if the vehicle moves on wheels fitted with pneumatic or rubber tyres.
		(h) Fishing on a boat ramp or landing, or a part of a boat ramp or landing, that is not a public transport waiting point.	(h) Permitted only if the activity does not obstruct or interfere with the use of the boat ramp or landing by a ship, vehicle or another person.
		(i) Using a cast net or other bait collecting device on a boat ramp or landing, or a part of a boat ramp or landing, that is not a public transport waiting point.	(i) Permitted only if the activity does not obstruct or interfere with the use of the boat ramp or landing by a ship, vehicle or another person.
		(j) Using a crab pot or other device for catching a crustacean on a boat ramp or landing, or a part of a boat ramp or landing, that is not a public transport waiting point.	(j) Permitted only if the activity does not obstruct or interfere with the use of the boat ramp or landing by a ship, vehicle or another person.
		(k) Using a boat ramp or landing for the purposes of a ferry service, including operating a ferry service from a boat ramp or landing.	(k) Permitted only if authorised under the conditions of an approval for a prescribed activity.

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
		(l) Using a boat ramp or landing for the purposes of a ship charter service, including operating a ship charter service from a boat ramp or landing.	(l) Permitted only if authorised under the conditions of an approval for a prescribed activity.
		(m) Using a boat ramp or landing for a ship hire service, including operating a ship hire service from a boat ramp or landing.	(m) Permitted only if authorised under the conditions of an approval for a prescribed activity.
		(n) Packing or unpacking any goods into or from any case or container on a boat ramp or landing.	(n) Permitted only with the written authorisation of an authorised person.
		(o) Erecting, installing or maintaining any sign board, notice board or other fixture or erection for the exhibition of bills or notices on a boat ramp or landing.	(o) Permitted with the written authorisation of the chief executive officer of the local government.
		(p) Refuelling a ship on a boat ramp or landing.	(p) Permitted only with the written authorisation of an authorised person.
		(q) Exhibiting, affixing or maintaining a bill or notice on a boat ramp or landing.	(q) Permitted with the written authorisation of the chief executive officer of the local government.
		(r) Operating a system of public address or sound amplification on— (i) a boat ramp or landing; or	(r) Permitted only with the written authorisation of an authorised person.

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
		(ii) a ship moored at a boat ramp or landing.	
		(s) Playing music or a musical instrument at a volume, or in a manner, which interferes with another person's reasonable enjoyment or use of a boat ramp or landing on— (i) the boat ramp or landing; or (ii) any ship moored at the boat ramp or landing.	(s) Permitted only with the written authorisation of an authorised person.
		(t) Carrying out maintenance or repairs to a ship moored at a boat ramp or landing, or on a boat ramp or landing, except in an emergency situation— (i) to permit the ship to leave the boat ramp or landing; or (ii) where to move the ship from its position would involve danger to the ship or a person.	(t) Permitted with the written authorisation of the chief executive officer of the local government.
		(u) Mooring a ship at a boat ramp or landing for longer than 20 minutes.	(u) Permitted only— (i) if authorised under the conditions of an approval for a prescribed activity; or

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
			<p>(ii) with the written authorisation of an authorised person; or</p> <p>(iii) if authorised by a notice displayed by the local government at the boat ramp or landing; or</p> <p>(iv) in an emergency situation as prescribed in item 6(t).</p>
7	The canoe/kayak pontoons within the local government area identified in schedule 6	a) Erecting, installing or maintaining any sign board, notice board or other fixture or erection for the exhibition of bills or notices on a canoe/kayak pontoon.	a) Permitted only with the written authorisation of the chief executive officer of the local government.
		b) Exhibiting, affixing or maintaining a bill or notice on a canoe/kayak pontoon.	b) Permitted only with the written authorisation of the chief executive officer of the local government.
		c) Operating a system of public address or sound amplification on a canoe/kayak pontoon.	c) Permitted only with the written authorisation of an authorised person.
		d) Anchoring, mooring, placing, launching, using, maintaining, repairing or operating a canoe or kayak in the	d) Permitted only if the anchoring, mooring, placing, launching, using, maintaining, repairing or operating of the canoe or kayak is not

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
		water around, at or from a canoe/kayak pontoon.	likely to obstruct another person's use of the canoe/kayak pontoon.
		e) Mooring a canoe or kayak at a canoe/kayak pontoon for longer than 20 minutes.	e) Permitted only— (i) if authorised under the conditions of an approval for a prescribed activity; or (ii) with the written authorisation of an authorised person; or (iii) if authorised by a notice displayed by the local government at the canoe/kayak pontoon.
8	All local government swimming pools within the local government area, including each local government swimming pool identified in schedule 6	(a) Conducting— (i) a swimming club competition or carnival; or (ii) an inter-school or intra-school swimming competition or carnival; or (iii) learn to swim training, lifesaving training or competitive swimming training by a swimming club or school; or (iv) a private function.	(a) Permitted only if authorised under the conditions of an approval for a prescribed activity.

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
		(b) Bringing an object (including water sports equipment) into a swimming pool if the object is dangerous or may be used in a dangerous way.	(b) Permitted only with the written authorisation of an authorised person.
		(c) Bringing a animal onto the land on which the swimming pool is situated.	(c) Permitted only if— (i) the animal is an assistance dog, a guide dog or a hearing dog; and (ii) the person is the handler of the dog.
9	All local government offices, libraries and depots within the local government area.	(a) Bringing an animal onto, or permitting or allowing an animal to remain on, the local government controlled area.	(a) Permitted only if— (i) the animal is an assistance dog, a guide dog or a hearing dog; and (ii) the person is the handler of the dog.
		(b) Entering or remaining at the local government controlled area or a part of a local government controlled area.	(b) Permitted if— (i) the local government controlled area or relevant part of the local government controlled area is a public place; and (ii) if the local government erects on or near the local government controlled area or the relevant part of the local government controlled area, a notice that is approved by the local government which authorises entry to the local

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	Column 1 Local government controlled area or road	Column 2 Restricted activity	Column 3 Extent of restriction
			government controlled area or the relevant part of the local government controlled area—the person complies with the requirements of the notice.
10	Point Halloran Conservation Area Reserve, Orana Street, Victoria Point	Public access	Permitted only on the constructed boardwalk and paths throughout the Conservation Area.
11	Local government bridges and Local government culverts within the local government area.	Fishing on a local government bridge or a local government culvert.	Permitted only if- <ul style="list-style-type: none"> (i) where the activity is on a local government bridge, the activity does not obstruct or interfere with the use of the local government bridge by a vehicle or another person; and (ii) where the activity is on a local government culvert, the activity does not obstruct or interfere with the operation of the local government culvert; and (iii) no sign authorised by the local government is erected on or adjacent to the bridge or culvert indicating that fishing is prohibited.

**Schedule 3 Motor vehicle access areas in local
government controlled areas**

Sections 6 and 7

	Column 1 Motor vehicle access areas	Column 2 Prohibited vehicles
	No motor vehicle access area prescribed.	

Schedule 4 Opening hours for local government controlled areas

Section 8

	Column 1 Local government controlled area	Column 2 Opening hours¹
1	All canoe/kayak pontoons, parks and reserves within the local government area.	4.00a.m. to 10.00p.m. daily unless traversing a park or reserve is necessary and for the purpose of accessing or leaving a boat ramp or landing.
2	All boat ramps and landings within the local government area identified in schedule 6.	All times.

¹Public holidays excepted.

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*Redland City Council Subordinate Local Law No. 4 (Local Government Controlled Areas,
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Schedule 5 Permanent closure of local government controlled areas

Section 9

No local government controlled area described.

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Schedule 6 Identification of local government controlled areas

schedules 1, 2 and 4

Boat ramps and landings

Description	Location Description
Jetty, Fixed Platform - Banana St Harbour	Mainland Areas - Redland Bay
Jetty, Fixed Platform - Ron Field	Moreton Bay - Macleay Island
Jetty, Fixed Platform - High St Harbour	Moreton Bay - Russell Island
Jetty, Fixed Platform - Brighton Rd Harbour	Macleay Island - Brighton Road
Jetty, Fixed Platform - Masters Ave Harbour	Victoria Point - Masters Avenue
Jetty, Fixed Platform - Yabby Street	Dunwich - Yabby Street
Jetty, Fixed Platform - Junner St Harbour	Dunwich - Junner Street
Jetty, Fixed Platform - Clayton Rd Harbour	Amity - Claytons Road
Jetty, Fixed Platform - Main Rd Boat Haven	Wellington Point - Main Road Foreshore
Jetty, Pontoon - High St Harbour	Russell Island - High Street
Jetty, Pontoon - Lucas Drive Harbour	Lamb Island - Lucas Drive
Jetty, Pontoon - The Esplanade Harbour	Karragarra Island - The Esplanade
Jetty, Pontoon - Brighton Rd Harbour	Macleay Island - Brighton Road
Jetty, Pontoon - Weinam Creek Marine Facility	Mainland Areas - Redland Bay
Jetty, Pontoon - Raby Bay Canals	Cleveland - Raby Bay Harbour Park
Jetty, Pontoon - Elizabeth St Harbour	Coochiemudlo Island - Elizabeth Street
Jetty, Pontoon - Masters Ave Harbour	Victoria Point - Masters Avenue
Jetty Pontoon - Yabby Street	Dunwich - Yabby Street
Jetty, Pontoon - Marina - Banana St Harbour	Mainland Areas - Redland Bay
Weinam Creek Pontoon Landing Upgrade	

Description	Location Description
Ramp - Main Road, Wellington Point	Wellington Point - Main Road
Ramp - Vmr Cleveland	Cleveland - William Street
Ramp, Barge - Brighton Rd Harbour	Macleay Island - Brighton Road
Ramp, Barge - Junner St Harbour	Dunwich - Junner Street
Ramp, Barge - Masters Ave Harbour	Victoria Point - Masters Avenue
Ramp, Barge - Weinam Street	Redland Bay - Weinam Street
Ramp, Boat - Weinam Street	Redland Bay - Weinam Street
Ramp, Boat - Banana Street	Redland Bay - Weinam Creek Marine Commuter Facility
Ramp, Boat - Boulevard Esplanade	Redland Bay - The Boulevard (Moores Road)
Ramp, Boat - Brighton Rd Harbour	Moreton Bay - Macleay Island
Ramp, Boat - Clayton Rd Harbour	Amity - Claytons Road
Ramp, Boat - Colburn Avenue	Victoria Point - Colburn Avenue
Ramp, Boat - Dalpura Street Road Reserve	Macleay Island - Dalpura Street Road Reserve
Ramp, Boat - Emmett Drive	Cleveland Emmett Drive - Toondah Harbour Carpark
Ramp, Boat - Helen Street	Thorneside - Helen Street
Ramp, Boat - Main Road	Mainland Areas - Wellington Point
Ramp, Boat - Main Road - North Of Jetty	Wellington Point - Main Road Foreshore
Ramp, Boat - Main Road 4 Lane Ramp	Wellington Point - Main Road Foreshore
Ramp, Boat - Toondah Harbour	Cleveland Emmett Drive - Toondah Harbour Carpark
Ramp, Boat - Wahine Drive	Moreton Bay - Russell Island
Ramp, Boat - William Street North	Cleveland - William Street
Ramp, Boat - William Street South	Cleveland - William Street

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Ramp, Boat – Masters Ave Harbour	Victoria Point – Masters Avenue
Ramp, Boat - Yabby Street	Dunwich - Yabby Street
Ramp, Combined - Elizabeth St Harbour	Coochiemudlo Island - Elizabeth Street
Ramp, Combined - High St Harbour	Russell Island - High Street
Ramp, Combined - Lucas Drive Harbour	Lamb Island - Lucas Drive
Ramp, Combined - The Esplanade Harbour	Karragarra Island - The Esplanade
Ramp, Boat - Jock Kennedy Park	Russell Island – Jock Kennedy Park
Ramp, Recreational - Ferry Road	Thorneside - Ferry Road
Floating Walkway – Colburn Ave	Victoria Point – Colburn Avenue
Floating Walkway – William St	Cleveland – William Street

Canoe/kayak pontoons

Description	Location Description
Pontoon – canoe/kayak	Mainland - Ormiston

Local government swimming pools

1. Cleveland Aquatic Centre
2. Russel Island Aquatic Centre

Bathing reserves

Description	Location Description
Main Beach	Coochiemudlo Island
Thompsons Beach	Victoria Point
Cylinder Beach	Point Lookout, North Stradbroke Island
Main Beach	Point Lookout, North Stradbroke island
Amity	Amity, North Stradbroke Island
Wellington Point Beach	Wellington Point Reserve

Foreshore Swimming Enclosures

Description	Location Description
Foreshore Swimming Enclosure	Amity Point - Cabarita Park
Foreshore Swimming Enclosure	Dunwich - Ron Stark Oval
Foreshore Swimming Enclosure	Karragarra Island - Karragarra Island Foreshore (North)
Foreshore Swimming Enclosure	Lamb Island - Pioneer Park
Foreshore Swimming Enclosure	Macleay Island - Pat's Park
Foreshore Swimming Enclosure	Moreton Bay - Russell Island
Foreshore Swimming Enclosure	Redland Bay - Rusters Reserve

Schedule 7 Dictionary

Section 4

accommodation, at a local government accommodation park, means—

- (a) a caravan; or
- (b) a complementary accommodation.

accommodation park means a place for parking and residing in caravans, including a place that provides also for complementary accommodation.

accommodation site, at a local government accommodation park, means a part of the local government accommodation park which is designated for a single accommodation of a particular type.

animal has the meaning given in *Local Law No. 2 (Animal Management) 2015*.

assistance dog has the meaning given in the *Guide, Hearing and Assistance Dogs Act 2009*.

authorised person has the meaning given in *Local Law No. 1 (Administration) 2015*.

barge loading ramp means a ramp or other device or structure which is—

- (a) owned, held in trust or otherwise controlled by the local government; and
- (b) used or capable of use, or designed or intended for use, for the purpose of—
 - (i) loading or unloading goods; or
 - (ii) loading or unloading vehicles between a ship and the barge loading ramp; and
- (c) includes part of a barge loading ramp.

bathing reserve means an area placed under the control of a local government as a bathing reserve under section 62 (Bathing reserves) of the *Local Government Regulation 2012*.

boat ramp —

- (a) means a ramp or other device or structure which is—
 - (i) owned, held in trust or otherwise controlled by the local government; and
 - (ii) used or capable of use, or designed or intended for use, for the purpose of launching and retrieving trailerable ships; and
 - (iii) includes a part of a boat ramp; and
- (b) includes a barge loading ramp.

bona fide user, for a park or reserve, means a person who is genuinely using or in the process of using a park or reserve for a lawful purpose relevant to the community purpose of the park or reserve which, for the purpose of this definition, does not include using a park or reserve for the sole purpose of parking or leaving standing a motor vehicle.

Examples of a bona fide user – A person who uses the park for a picnic or barbeque or for swimming in the foreshore.

Examples of someone who is not a bona fide user – A person who parks their vehicle in a park or reserve while they attend to other business or personal affairs outside of the park or reserve.

building has the meaning given in the *Building Act 1975*.

busking means a musical or theatrical performance undertaken by a person—

- (a) to entertain the public; and
- (b) seeking voluntary reward for the performance.

camping, at a place, includes sleeping, occupying or remaining overnight at the place.

canoe/kayak pontoon means a canoe/kayak pontoon identified in schedule 6.

caravan has the meaning given in *Local Law No. 1 (Administration) 2015*.

collection day, for a waste container, means, if the local government has arranged for the collection of waste from a waste container at premises—each day on which the local government has arranged for the collection of waste from the waste container at the premises.

complementary accommodation has the meaning given in *Subordinate Local Law No. 1.8 (Operation of Accommodation Parks) 2015*.

culvert means a structure used to enclose a flowing body of water under a road, with such structure having clear openings at each end.

driver has the meaning given in the *Transport Operations (Road Use Management) Act 1995*.

emergency services officer means—

- (a) an officer of the Queensland Ambulance Service or an Ambulance Service of another State; or
- (b) an officer of the Queensland Fire and Rescue Service or a Fire and Rescue Service of another State; or
- (c) an officer or employee of another entity with the written permission of the Commissioner of the Police Service; or
- (d) an officer of the State Emergency Service or a State Emergency Service of another State; or
- (e) an officer or employee of an authority permitted by law to conduct utility installation or utility maintenance; or
- (f) an officer of Emergency Management Queensland.

ferry has the meaning given in the *Transport Operations (Passenger Transport) Act 1994*.

ferry service has the meaning given in the *Transport Operations (Passenger Transport) Act 1994*.

footpath has the meaning given in the *Transport Operations (Road Use Management) Act 1995*.

foreshore has the meaning given in the *Local Government Regulation 2012*.

goods includes wares, merchandise, chattels, money, stone, timber, metal, fluid and any other article, substance or material whatsoever.

guide dog has the meaning given in the *Guide, Hearing and Assistance Dogs Act 2009*.

handler has the meaning given in the *Guide, Hearing and Assistance Dogs Act 2009*.

hearing dog has the meaning given in the *Guide, Hearing and Assistance Dogs Act 2009*.

interfere means prevent from continuing or being carried out properly, get in the way of, or handle or adjust without permission, and **interference** has a corresponding meaning.

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jetty includes—

- (a) any jetty, landing place, launching ramp, pier, platform, quay, stage, or like premises which is—
 - (i) owned, held in trust or otherwise controlled by the local government; and
 - (ii) used or capable of use, or designed or intended for use, for the purpose of taking goods or persons to, or removal of goods or persons from, a ship; and
- (b) where necessary, all buildings, railways, tramways and other works on the jetty and the appurtenances of the jetty, and the approaches to the jetty; and
- (c) a part of a jetty.

landing includes jetty, pontoon and wharf, but does not include a canoe/kayak pontoon.

local government accommodation park means an accommodation park under the control of the local government, including an accommodation park located on land owned by the local government or on land for which the local government is the trustee.

local government bridge means a bridge which is under the control of the local government.

local government cemetery has the meaning given in *Local Law No. 1 (Administration) 2015*.

local government culvert means a culvert which is under the control of the local government.

local government employee has the meaning given in the *Local Government Act 2009*.

local government office includes—

- (a) the public office of the local government; and
- (b) each place used by the local government for local government administration or management purposes.

local government swimming pool means a swimming pool under the control of the local government, including a swimming pool located on land owned by the local government or on land for which the local government is the trustee.

memorial includes—

- (a) a headstone; and
- (b) an inscribed plaque or commemorative plate; and
- (c) monumental, ornamental or other structures erected on a grave site; and
- (d) anything else erected or placed to mark the site where human remains have been buried or placed, or to commemorate a deceased person.

motor vehicle has the meaning given in the *Transport Operations (Road Use Management) Act 1995*.

non-public place means—

- (a) the whole or any part of a local government office that is not a public place; and
- (b) the whole or any part of a local government office, including a public place, that is designated as a non-public place by—
 - (i) an authorised person; or
 - (ii) a notice displayed at a prominent place at—
 - (A) if the whole of the local government office is a non-public place—the local

government office; or

- (B) if a part of the local government office is a non-public place—the part of the local government office.

park means a public place which the local government has, by resolution, set apart for park, recreational or environmental purposes, and includes land designated as a park in the planning scheme of the local government.

plant means a member of the plant kingdom, other than a protected plant under the *Nature Conservation Act 1992*, and includes all or any part of the flowers, seeds or genetic or reproductive material of the plant.

public office has the meaning given in the *Local Government Act 2009*.

public place —

- (a) has the meaning given in the *Local Government Act 2009*; but
- (b) does not include a non-public place.

public transport waiting point has the meaning given in section 26ZKB of the *Tobacco and Other Smoking Products Act 1998*.

reserve means land dedicated as a reserve, or granted in trust, under the *Land Act 1994* and for which the local government is a trustee under that Act and other land held in trust by the local government which the local government has, by resolution, set apart for recreational or environmental purposes, and includes land designated as a reserve in the planning scheme of the local government.

road has the meaning given in the *Local Law No. 1 (Administration) 2015*.

sewerage system has the meaning given in the *Plumbing and Drainage Act 2002*.

sexton means a person appointed by the local government to act as the sexton of a local government cemetery

ship has the meaning given in the *Transport Operations (Marine Safety) Act 1994*.

shopping trolley means a wheeled basket or frame used for transporting purchases from a supermarket or shop.

stormwater drain has the meaning given in the *Local Government Act 2009*.

structure has the meaning given in the *Local Government Act 2009*.

swimming pool has the meaning given in the *Building Act 1975*.

unregistered, for a vehicle that is required to be registered under the *Transport Operations (Road Use Management – Vehicle Registration) Regulation 2010*, means that a current registration certificate has not been issued by the chief executive for the vehicle.

utility installation means—

- (a) the supply of water, hydraulic power, electricity or gas; or
- (b) the provision of sewerage or drainage services; or
- (c) the provision of telecommunications services.

utility maintenance means the maintenance of—

- (a) water, hydraulic power, electricity or gas services; or
- (b) sewerage or drainage services; or
- (c) telecommunications services.

vegetation means trees, plants and all other organisms of vegetable origin (whether living or dead).

vehicle has the meaning given in the *Transport Operations (Road Use Management) Act 1995*.

waste has the meaning given in the *Environmental Protection Act 1994*.

waste container—

- (a) means a container of a type approved by the local government for storing domestic waste, commercial waste or recyclable waste at premises in the local government's area; but
- (b) does not include a bin placed by the local government in a public place for the purpose of the collection of waste.

water supply system has the meaning given in the *Standard Plumbing and Drainage Regulation 2003*.

wheeled recreation device means a wheeled device, built to transport a person and ordinarily used for recreation and play, and-

- (a) includes skateboards, hoverboards, unicycle or similar wheeled device; but
- (b) does not include a pram, stroller or trolley, a bicycle, a motorised bicycle (e-bike), foot scooter, electric scooter, wheelchair or mobility device.

wheeled toy means a toy with wheel or similar that is directed by a remote control.

Subordinate Local Law 4 (Local Government Controlled Areas, Facilities and Roads)2015 Community Consultation Report

Prepared by Corporate Governance
January 2023



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Executive summary

This document provides an overview of the community consultation activities and feedback that occurred in relation to Redland City Council's proposed amendments to *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015*.

In February – March 2022 those proposed amendments were presented to the community and comments sought.

Council received 222 comments.

Background

At the General Meeting on 15 December 2021 Council resolved to undertake a community consultation on proposed changes to *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015*. The proposed changes redefine the meaning of wheeled recreational device and wheeled toy, changing the prohibited activities in the following locations:

- The footpath on either side of each road within Cleveland central business district (CBD) bounded by and including each of Wynyard, Shore, Waterloo and Queen Streets.
- The footpath commonly known as Capalaba Place between Noeleen Street and Capalaba Central Shopping Centre.
- The footpath on either side of Main Road, Wellington Point from the intersection with Apsley Street to the intersection with Douro Road.

Community Consultation Summary

Community consultation opened on 14 February 2022 and closed 4 March, 2022.

The IAP2 Public Participation spectrum is designed to assist with the selection of the level of participation that defines the public's role in any community engagement program. This community engagement was conducted at the 'Inform' level of participation with the goal being to provide the public with balanced and objective information to assist them in understanding the change in the local law but does not seek submissions regarding the change.

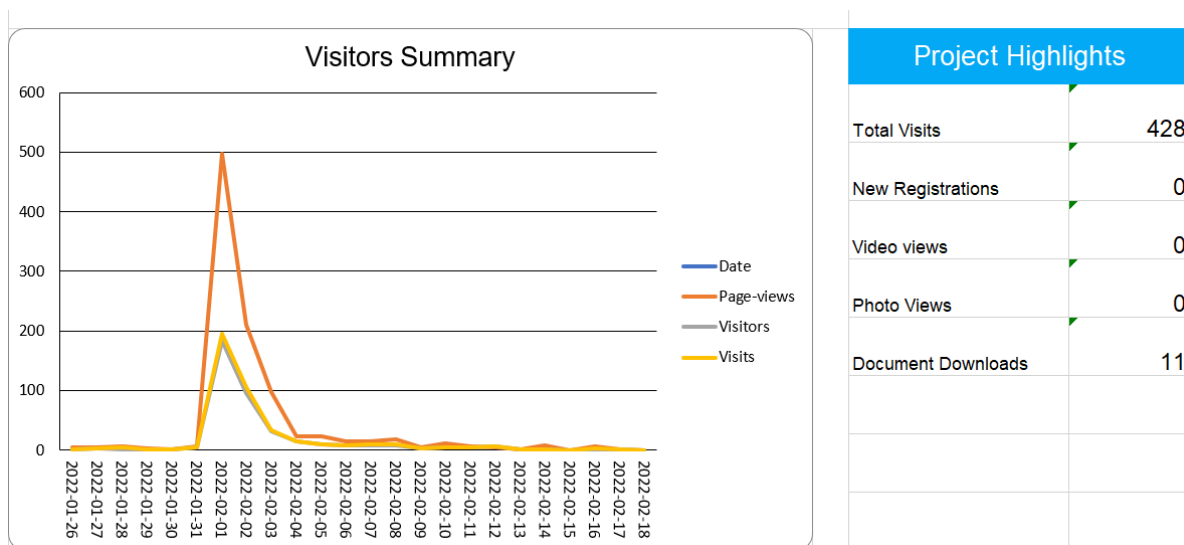
A total of 222 comments were received.

Community Consultation Metrics

Awareness and participation from the community was strong from the commencement. .

Community Consultation Report – January 2021

Summary of Visitors to the Your Say site



ENGAGED PARTICIPANTS	222		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	2	0	220
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	0	0	0
Placed Pins on Places	0	0	0
Contributed to Ideas	0	0	0

Community Consultation Report – January 2021

INFORMED PARTICIPANTS	291
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	11
Visited the Key Dates page	3
Visited an FAQ list Page	33
Visited Instagram Page	0
Visited Multiple Project Pages	65
Contributed to a tool (engaged)	222

AWARE PARTICIPANTS	405
Aware Actions Performed	Participants
Visited at least one Page	405

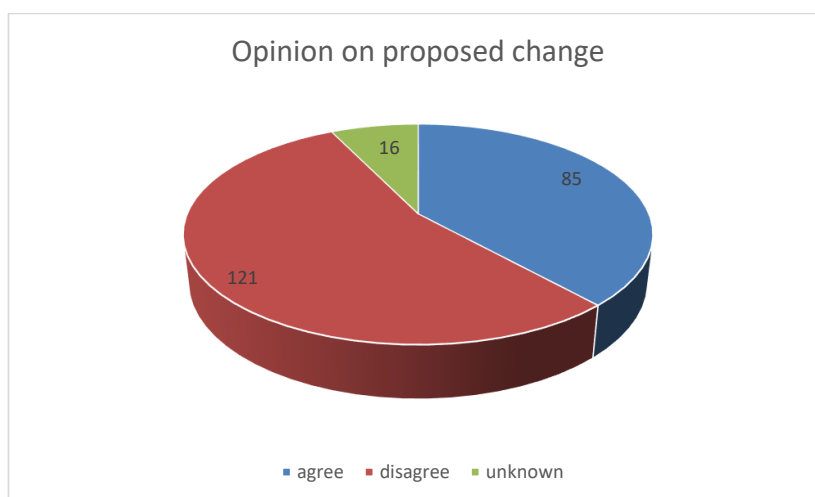
Analysis

Question: Do you support the proposed changes to Subordinate Local Law No.4 (Local Government Controlled Areas, Facilities and Roads) 2015, which would allow bicycles and scooters on all Redlands Coast footpaths?

N.B. Question asked of respondents refers to **all** Redlands Coast footpaths.
Actual footpaths covered by this local law amendment refers to roads as follows –
a) the footpath on either side of each road within the Cleveland Central Business District bounded by, and including, each of Wynard, Shore, Waterloo and Queen Streets;
b) the footpath commonly known as Capalaba Place between Noeleen Street and Capalaba Central Shopping Centre;
c) the footpath on either side of Main Road, Wellington Point, from the intersection with Apsley Street to the intersection with Douro Road.

Results

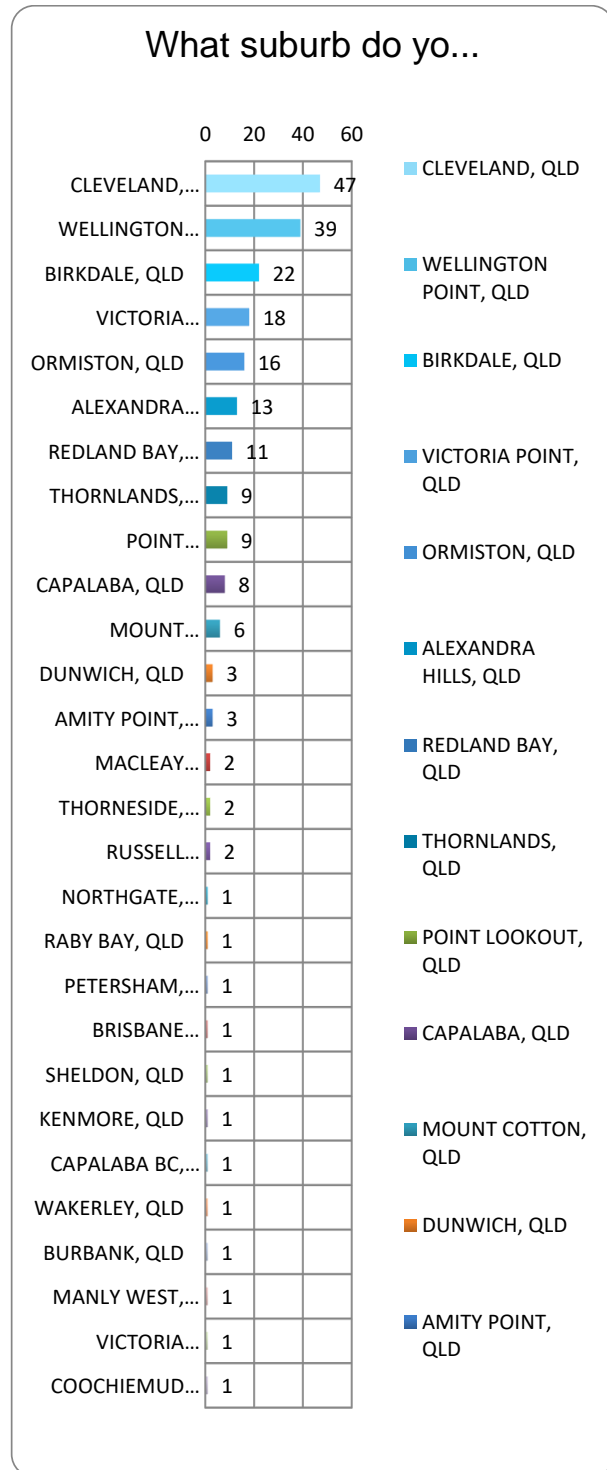
Of the 222 comments received, there were 121 (54.5%) who disagreed with the proposed changes and 85 (38.5%) who agreed with the proposed changes, 16 (7%) of comments did not indicate either way.



A summary of this feedback is contained in Appendix A.

Comments by Suburb

For those that provided suburb details the breakdown is as follows:



Data Review

The engagement provided the community with the opportunity to provide comments on the proposed amendments to *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015*.

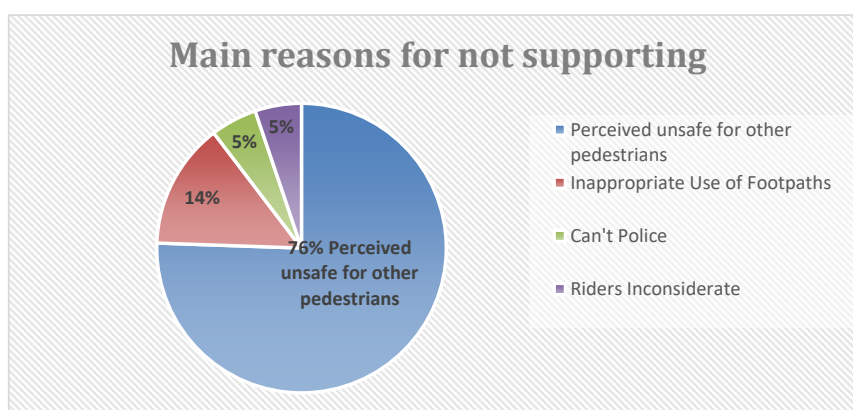
The highest number of submissions were received from Cleveland (47), followed by Wellington Point (39) and Birkdale (22). Cleveland and Wellington Point being two of the three locations impacted by the proposed changes.

The primary feedback from submitters in support of the proposed amendments, stated that the amendments encourage healthy and environmentally friendly transport options and is safer alternative than riding on the roads.

An analysis of the data indicates the following reasons for supporting the change.

Reason	Number	Percentage
Makes sense/embrace alternative transport technology	33	14.9
Safer on paths	27	12.2
Cycling/scooters etc should be encouraged (reduce traffic, help the environment)	22	9.91
Need controls	2	0.9
Path users need to be considerate of each other	3	1.35
Bikes only	1	0.45
Undefined	2	0.9

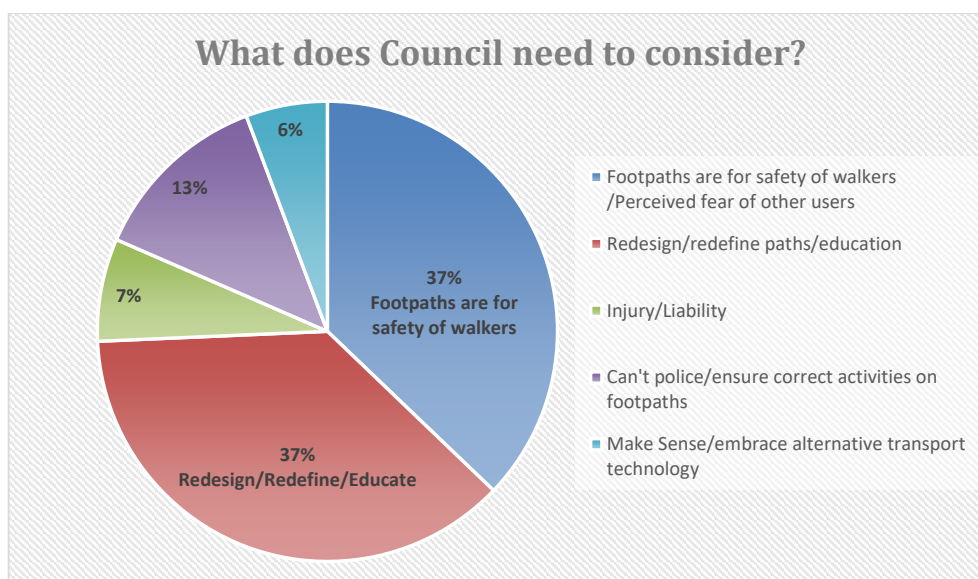
Those opposed to the amendments stated concerns around the safety of the users of footpaths especially the elderly and that this would result in an increase in injuries.



An analysis of the data from those opposed to the changes indicates the reason for the opposition is as follows:

Reason	Number	Percentage
Perceived unsafe for pedestrians	102	46
Can't police activities on footpaths	7	3.2
Inappropriate use of a footpath	19	8.6
Negative impact on amenity	3	1.4
Riders are not considerate and can't share the path	7	3.2
Cost to ratepayers (law suits)	1	0.5
Dangerous for riders on paths	2	0.9
Undefined	1	0.9

Respondents were also provided with the opportunity to provide feedback on what else Council should consider when making this decision.



Observations

- 25 of the 121 “No” responses made reference to eScooter hire companies (11% of total respondents).
- Plus another 22 of these “No” respondents were referring specifically to eBikes and eScooters (10% of total respondents).

Problem	Solution
Pathway Design Are all current paths fit for purpose to avoid injury to pedestrians, especially the elderly who's reaction time is slower?	<ul style="list-style-type: none"> • Need to make paths wider • use part of roadway for designated bike/scooter lanes • have clear signage • implement speed limits
Rider Facilities Scooters and bikes left on footpaths blocking access and creating hazard for pedestrians.	<ul style="list-style-type: none"> • Provide more bike/scooter racks around shopping areas and cafes.
Rider Behaviour Bike riders are not using their bells to warn pedestrians of their approach.	<ul style="list-style-type: none"> • Council to educate riders that pedestrians have right of way and ring a bell to alert. • scooters should also be fitted with a warning device.
Rider Behaviour Electric bikes and scooters travel at high speeds causing danger to pedestrians.	<ul style="list-style-type: none"> • Implement speed limits. Disability scooters are allowed to travel 10kmh, escooter and ebike riders should also have restrictions along with an age limit of 16+.
Rider Behaviour Both pedestrians and bike/scooter riders wearing ear pods which reduces their awareness.	<ul style="list-style-type: none"> • Educate residents on rules and showing courtesy to others.
Other valid comments received but not relating directly to the area covered by this law	
Not enough cycling infrastructure to allow a rider to safely travel from Cleveland to Victoria Point without needing to ride on footpath.	<ul style="list-style-type: none"> • Connecting paths and lanes plus markings for bike ways separate to pedestrian walkways.
Footpaths are for foot traffic, people with prams and disabled mobility.	<ul style="list-style-type: none"> • Consider curb side areas on the road for bikes and scooters.
Roads aren't safe for bikes and scooters, especially for children.	<ul style="list-style-type: none"> • Signage reminding pedestrians that bikes and scooters can share paths. • consider designated dismount zones. • encouraging social distancing when passing each other. • community education about benefits as an alternative.

	<p>environmentally friendly transport option.</p> <ul style="list-style-type: none"> • dual lanes offering a walking path and a separate path for two wheeled vehicles.
Narrow paths and already congested	<ul style="list-style-type: none"> • Consider separate lane for bikes and scooters, the same as in Brisbane city, who were able to accomplish with their limited space. • if law is changed avoid allowing bikes and scooters on footpaths in busy CBD area, especially near cafés where food is being served.
Drivers of Bikes or Scooters being intoxicated while operating.	<ul style="list-style-type: none"> • PM lockouts or not allowable near pubs.
The condition of the footpaths are not satisfactory for mixed traffic and injuries will be at the cost to the rate payer.	<ul style="list-style-type: none"> • Fix footpaths and have designated bike/scooter lanes/paths.
Shared pathways are not the safest option as documented in Austroads and supported by Pedestrian Council of Australia .	<p>Provide designated paths/lanes for different traffic. Links: WEB-R639A-21 Austroads; Shared bicycle paths - Media Release - 2/12/2008 (walk.com.au)</p>

Recommendation

Following a review of the data received it is evident that the community has concerns over the increasing number of scooters and bicycles being used across the city due to irresponsible nature of some users. This concern can be mitigated with further education and compliance activities.

It is therefore recommended that Council proceeds with the proposed changes to *Subordinate Local Law No. 4 (Local Government Controlled Areas, Facilities and Roads) 2015*.

Appendix A – Community Consultation Commentary

The community consultation sought to inform the community of the proposed change only.

The below feedback was received via the Your Say page.

Comments in support of the proposed changes

It makes sense
Cycling is a great way of getting around and I'm looking forward to having more cycling infrastructure in the Redlands
QLD drivers favour huge 4wd's, are aggressive. There are goons racing down Colburn every evening and weekend Much safer for cyclists and scooters etc to use the footpaths
I am an e scooter rider that rides a scooter instead of using a land cruiser diesel car. So by making it safer for me I can continue to leave my car at home. My daughter has also bought one to get her part time job. So this also takes my car off the road.
Safer access than roads which don't all have appropriate access. Children are kept safe who ride bikes and scooters to school etc. more people may use electric bikes scooters as a sustainable alternative
Because when using public transport you cannot get to all places without a long walk a scooter would make more places accessible

Why shouldn't they be allowed?

Because they're more a danger on the road in high traffic areas

It is more convenient and safer for riders

Everyone should be able to enjoy the Redlands and some people can't get around by foot.

It's inclusive of everyone

Encourages healthy and environmentally friendly transport

No different to a mobility scooter if your doing the right thing and respectful of everyone else using the pathways at the same time

Fun tourism

Bikes, scooters etc are environmentally friendly and their use should be encouraged

Allowing for bikes and scooters will get people out of their cars and will spend more time exploring the area and support local businesses.

Terrific transport mode and less parking. Great for families and kids etc

We need to addapt to the times, if we are to cut down on emissions from traditional fuel sources we need to embrace greener more sustainable options.

They shouldnt be on roads

Environmental success

Safer, greener, more cost effective transport by keeping people (smaller children in particular) off the roads and away from motor vehicles.
Trucks/cars just don't mix well with bikes & scooters.

Because both myself and my child have a scooter and I would like to know he is safe from cars

Encourage more use by more people,

It is the nature of the coastal environment that needs to encourage people to enjoy the area safely.

I support people who use those types of transport

Consistent with Brisbane

Mode of transport should be supported and encouraged

The town centre places are exactly where you want to be able to use them. To avoid busy roads in those areas

I have children who love to ride and scoot and we love Wellington pt and cleveland

Catches up with the times. Brings more movement and people to the area.

In the absence of decent public transport people need to get around somehow? Otherwise it's the obvious benefits of promoting an active lifestyle, environmental benefits, reduced need for car parking, and activation of city centres.

Because i ride a bicycle for fun around the redlands weekly and find it more safe than being on the road.

My husband & I ride our electric bikes ad our exercise at least 4/5 days a week. We are always aware of walkers & ring bells as warning . We rarely ride on the road , far too dangerous. I agree there are some who abuse with high speed , so need controls

Bikes and scooters are a cheap and popular transport means that should be encouraged.

Better access to parts of Cleveland and the Redlands

It's ridiculous that the law currently disallows this in an era of increased concern over fitness levels and environmental impact of motor vehicles.

With safe signage everyone can use the pathways , with limited transport these modes of transport need to be supported

I dont feel safe riding my bicycle on the road due to parked cars, traffic and busy roads. Due to this, I am not confident enough to ride on the road.

Way to dangerous to ride on the road

There's more electric technology being used

This is 2022. Move with the times. Great for short commutes and can reduce vehicle traffic flow. Come on it's happening everywhere in cities. Please don't block this.

It will encourage more people to cycle

Safer when riding with small children on adult bikes. Safer as most drivers are under educated in keeping a safe distance when passing a cyclist and waiting to pass at a safe point.

Where else can they ride, the roads are not safe so footpaths are the best option.

More alternatives to travel by car.

Alternative transportation and greater outdoor activity opportunities.

More transport options

Consistency and access for sensible use of public walkways. Will help promote active transport in these areas

Having just moved to the Redlands I can say it is so far behind in terms of promoting getting outside and living healthy lifestyles. Parks are all outdated and can't ride bikes on footpaths. It's for the safety of the bike riders and should be allowed.

Yes to ensure recreational riders can ride safely.

Access for all (children, elderly etc). Consistency, and recognition that electric scooters are a viable growing means of getting around.

As a parent of small children, the ability to travel safely with them on outings is part of the appeal of living here. If commons sense prevail when riding then everyone has the benefit of enjoy our lovely towns.

Create a more modern city with greater accessibility. Will also reduce car traffic and which will offer numerous benefits.

As long as people are respectful and responsible, both walkers and riders should have the versatility to get around.

Safer than riding on the roads. Most drivers do not respect bike riders.

I own a cafe on middle street Cleveland, the amount of times my customers and staff have almost been knocked over whilst taking food and beverages outside is a joke, it's so dangerous, they are speeding and have no care in the world for anyone except them

I travel everywhere by bike

Alternative transportation option for larger age range in community.

Alternative form of transport means less cars on the road. They are environmentally friendly and won't clog roadways with parked vehicles

Accommodate and stimulate safe scooter and bike travel

It's a mode of transport for some

Used responsibly scooters are a great way to commute around Redlands.

Age restrictions. Footpath riders should be under 16 and over 70 only

It would be safer than using the roads.

Because I enjoy riding my bike on the existing bike paths, but think it is too dangerous to ride my bike on the road. Too many car drivers have past me too close for comfort. If I was allowed to ride my bike on more paths it would reduce my car use.

We already allow mobility scooters and frequently the roads are too dangerous for children to ride their bikes on.

To take bicycles off the road as much as possible making it safer for them

Parking in bike lanes makes riding on the road unsafe often. Inexperienced and young riders need a safe alternative.

As there is not sufficient delineation between cars and bicycles. Until the roads provide this, the availability of using road related areas ie foot paths.

Consistency of rules across the council. Could encourage more people to swap cars with other means of transport.

Alternate transport, free up streets and safety for riders

To encourage use of public transport (the last mile home)

Because the roadway can be dangerous

Because I own a scooter

I am a scooter user

Would be convenient and safer than the road and same as Brisbane city

I casually ride myself and with my kids and we find using the pathways are a much safer option then riding on the local and state roads. The green bicycle lanes on the roads are too dangerous as there is inadequate policing of poor driver behaviours.

Alternative, active transport to be encouraged. Pedestrians still to have right of way on shared pathways/bikeways/scooterways

Some roads are just too dangerous for cars to mix with bicycles or scooters

Bikes only not Scooters, Scooters are Eelectric only and go tooo fast

To better meet non car transport needs of the city.

Additional Information Participants believe Council needs to consider when making a decision

To bring it inline with other places.

Markings for bikes ways seperate to pedestrian walkways

E scooters are great. My husband and myself both have one as well as our daughter. This has given us 'grown' up activities to do like scooter to Wellington point and buying an ice cream or to manly using the bikeway and buying a milkshake.

Signage reminding pedestrians that bikes and scooters can use paths, encouraging social distancing when passing each other, community education about benefits as an alternative environmentally friendly transport option
The state of repair of footpaths
More dedicated bike ways
NA
Speed limit and also time restrictions. Maybe not allowing scooters and bikes in times when there's going to be a lot of people (Sunday market's at Cleveland)
Safety

Enforcing helmets
A set of rules for all users and who will be enforcing incorrect usage of the footpaths.
Ideally the dual walking/cycling paths should be wide enough to safely accomodate everyone
Designated pathways for pedestrians and bike/scooter riders.
Pm lockouts or not near pubs etc to prevent drunk use for hire models.
Adjoining roads and footpaths to make interconnecting more practical and safer.

Giveway rights
Clear signage
The width of foot paths and their likely traffic load - pedestrians, bikes & scooters. Are they going to be using the paths at the same time and if so, what is the likelihood of unfavourable interactions - Is the path fit for purpose?
Dual lanes offering a walking path and a seperate path for two wheeled Vehicles
Needs to be forward looking and not stuck in the past
There is a significant number of cyclists who would be disenfranchised if forced into the road.

Keeping active and healthy
Common sense
Wider paths and more accessible
Having a speed limit for them and cameras to spot hooning
The enjoyment of everyone
Enough spaces or typical routes.

Make it safe and accessible.
Restrictions on speed , people with head phones need to be aware they won't hear warning bells ! People using the paths with dogs need to shorten leads
More bike and sooter tracks between suburbs and shopping centres.
Condition of paths. Parking stations.
More education ie guidelines for using the paths
That bicycles and scooters, as opposed to ebikes and escooters, do not pose a risk to pedestrians and a shared pathway is safe.

The width of the walkway
Realising that this needs to happen. Move with the times. Normal rules apply as in other areas such as Southbank or manly. Etc.
Do footpaths need to be made wider? Signs up to show whether pedestrians or cyclists give way?
Keeping cyclists and other riders safe from poor driver.
Reducing and promoting safe speed limits for all bikes, scooters and electrics
Speed and age of operators, have nearly been run down by primary school kid on a fast scooter.

Sign posts advising shared area with pedestrians.
Speed limit
speed limited to enable safe access/use for pedestrians (dual use)
Widening them and having a bike lane and pedestrian lanes.
Appropriate signage whether standing signs and/or painted on concrete paths. Sign to use bell to let pedestrians know.
Perhaps marking more bike paths with left/right lanes so riders get used to common courtesy when riding.

Impact to environment, business and any danger issues
Speed and ensure walkers have the right of way.
Widen footpaths for riders & walkers
Make more bike paths that link existing ones together to make a nice long network
Awareness campaign
Make sure that the riders wear helmets & give pedestrian traffic right of way

Seperated pedestrian and bike lanes on paths
The age of those riding and if they are accompanied by an adult. The general stupidity of some people.
Footpath riders should be under 16 and over 70 only
I think limitations around speed would be useful. Adding some bike lanes would also be of benefit. Perhaps access to rental scooters and bikes would provide an alternative to cars & encourage visitors to explore the area.
The pathway must be wide enough to have a designated lane for pedestrians and a designated lane for bikes, scooters etc. It is too dangerous to have mixed use lanes in the city/town centres. There would need to be secure lock up areas outside shops etc
Need to consider maki g the footpaths wider and have signage and painting on for lanes

Width of pathways
For disabled persons there are recumbent bicycles/tricycles that are low and can be easily struck on roads. I think if amending this legislation there should be some limitations such as these vehicles should be limited to say 10km/h and give way to pedest
Bikes must have a bell to help the rider make other users aware of their presence. It should be considered whether it could be required that scooters are fitted with a warning device as well. This would improve safety on shared paths.
Nothing
Demographic of the Redlands isn't as old as it used to be and is growing into a commutable city.
Tell riders to go at 10km/h when near pedestrians

Making wider footpaths
Future upgrades to paths and infrastructure.
Council should consider improvements to pathways from Linear Park all the way along the foreshores out to Cle point as this would be very popular with locals and attract local tourists who could scooter to the point from the train station.
Need to balance rights of pedestrians and other users. Safety and common sense to be major considerations. Rights to use pathways include responsibility to do no harm to others. Test of the reasonable person to be applied via common law.
Regulations to protect pedestrians as scooters cause too many injuries to foot traffic given they are silent
Electric Bikes are Peddle driven and still need effort to ride them

Varying speed limits for bikes and scooters from 25km/h in areas where there is little foot traffic to 10km/h in areas of high foot traffic

Comments opposing the proposed changes

While many cyclists will be respectful of pedestrians unfortunately its likely that some will disregard the safety and space of pedestrians. This will lead to issues and sadly possibly to accidents as well.

Too dangerous, especially for elderly people, children in Middle Street Cleveland, where there are also many coffee shops and other eateries that have tables on the footpath, requiring staff to carry food from the shop across the footpath to the tables

You cannot police the pushbikes on the roads let alone on the foot paths. On the road you leave it to the licensed driver to keep their distance and no responsibility on the bike rider so on the foot path is it up to the pedestrian to keep safe dist

Paths are congested already with pedestrian traffic, the more vulnerable e.g Children and elderly

They shouldn't be on the footpaths at all. To many accidents.

The risk is greater than the marginal benefits.

Shared pathways are not the safest option. This is well documented in Austroads publications & supported by Pedestrian Council of Australia

Footpaths are for people walking and parents using Prams and disabled persons to wheel themselves WITHOUT compromising their safety. Bikes and scooters can include motorised bikes and scooters. Whether motorised or not, they pose a safety risk.

FOOTPATHS are for foot traffic, other means of transport either motorised or non-motorised should have a separate pathway.

very dangerous

we regularly see cases of dangerous speeds and conduct on Raby Bay Foreshore Parks,, mostly cyclists/e bikes and electric scooters,,, It's only a matter of time before there is a serious incident

Too dangerous for pedestrians

Because there needs to be more laws around the operation of electric scooters, mobility scooters particularly in relation to speed and notifying pedestrians of their upcoming presence.

It's bad enough walking on footpaths outside of central areas. Many footpaths not wide enough. Some cyclists ride too fast and there's no ability to police speeds or warning bells which are seldom used and too quiet to be heard over other noise.

They are dangerous to children, elderly and dogs walking on paths. Mostly dumped and an eye sore for the suburb. This is evident by looking at city councils who have allowed and now suffer negative effects..

Riders will knock old people over

Lack of care by users of said vehicles endangers the elderly and frail in our community.

Dangerous to pedestrians as they are 'silent' and don't seem to have bells to let you know they are there

Having myself had to dodge people on bikes and scooters I feel that it increases the risk of elderly, frail and young children to be knocked over.

It's an accident waiting to happen. Pedestrians aren't always able to keep out of the way of those on bikes or scooters & sometimes those on bikes & scooters are too unpredictable when it comes to sharing the same footpaths.

I've noticed that so many travel at unsafe speeds anyway especially when there's no police in sight. I do not think it's safe.

They are operated recklessly and it will lead to injuries to pedestrians

Some are going too fast and expect pedestrians to jump out of their way (no problem with young children riding non electric bikes and scooters on footpath

Unsafe

Pedestrian safety

Hazard to walkers. Those on bikes etc should be in bike lanes only

Because people do not care about other pedestrians anymore. I see more accidents from this.

We have witnessed first hand the speed, with skateboarders and bicycles and scooters,

Support for mobility scooters only. Have been hit on a footpath by bicycle rider even though tried to avoid his path.

Insufficient space which would make it too dangerous. I have a 17m old toddler who runs into other pedestrians, the impacts if he got hit by someone faster than walking would be disastrous especially with the lack of space on footpaths in Wellington point

Twice in two days I have been nearly run over - once by a cyclist speeding downhill behind me on the Bloomfield St footpath and on the second occasion by a person on an electric scooter speeding on the path in Raby Bay Harbour Park.

Footpaths too narrow, and scooters travel silently and too fast!

Footpaths are for pedestrians only, there is not enough room on our footpaths for this to happen.

Scooter and bike riders have no consideration for people walking on the footpath, let alone the motorists!

Remember persons of all abilities and not everyone can quickly get out of the way or possibly hear a fast approaching object

Pedestrian safety is compromised when there are fast moving wheeled devices on foot paths.

I have an frail elderly Mother I escort to appointments. I constantly have to coach her NOT to move for pedestrians not looking as it increases her fall risk. Bikes and Scooters on footpaths will be a disaster.

Majority of the users are inconsiderate to pedestrians. Footpaths.....it's all in the name 'foot' path!!! I drive through wynnum regularly, e scooter's left all over the place, lying across footpaths, as I said, inconsiderate!

People walk with headphones in, some one rings their bell and expects the walker to move over. You can barely hear their bell and they become grumpy towards you.

Village atmosphere would be ruined especially in Wellington point.

In the area there are a lot of mobility scooters for then elderly already. Allowing more non foot traffic will be dangerous for pedestrians

Dangerous for pedestrians

There are many many elderly residents in various retirement accommodation in this council area. Elderly people are not as fast on their feet and are very vulnerable to injuries from fast speeding bicycles and scooters.

See the problems with Gold Coast and Brisbane areas since the introduction of these vehicles....extremely unsafe for other walkers and runner

Elderly and children could be at risk

These modes of transport travel at speeds far in excess of pedestrians. There is no mention of speed limits on footpaths. People driving on the road have a 30 speed limit. I won't be shopping in Cleveland any more if this goes ahead.

Dangerous especially for elderly pedestrians who are prevalent in Redlands.

Public danger

Speed is an issue

Too dangerous . There are already many riders in those areas ehonjave little regard for pedestrians and safety

As a walker I do not want to be harassed by high speed vehicles.

We have a elderly population and this would be dangerous for them. Also we have a lot of dog walker's and walking groups that are already dodging bikes and scooters on pathways

Dangerous to pedestrians as some scooter and bike riders go too fast and disregard that some people can't see or hear them approaching.

Both bicycles and scooters are wheeled vehicles that can be dangerous to pedestrians. They are often ridden at excessive speed by users who have had no training and who appear to believe it is incumbent on others to get out of their way.

I am totally blind, so cannot see a bike or scooter approaching. They are often quiet and fast, so my seeing eye dog and I are at risk of being hit if the rider is expecting me to move out of their way.

Because they already go too fast on footpaths, the amount of times I've nearly been knocked over or had to jump off the path to avoid being knocked over. Foot paths should be exactly what the word says, that they are not wheel paths.

Pedestrians are in danger

The footpaths in Cleveland have many obstacles, pedestrians navigate around other pedestrians successfully but wheeled vehicles travelling at 25 kph will be dangerous in Middle and Bloomfield Sts.

The cost of litigation against the council, (tax payers funds); the cost of medical expenses to the injured and ageing Redland City residents.

Because people who ride the scooters don't seem to respect three pedestrians rights of using the footpath. They are mostly younger people who ride and often don't think that the older person should be considered and respected.

I think its a dangerous move.

It's dangerous Young people riding on these footpaths are not aware of the dangers.

I think people on scooters will have little regard or care for pedestrians. The footpaths are not wide enough to support both foot traffic and scooter traffic

They are too dangerous to share the walkway with Elderly and general walking shoppers.

It will encourage higher use and increase the numbers injures by escooters both users and pedestrians. It takes very little effort to find statistics on injuries and deaths from escooters.

It is dangerous for pedestrians, especially for older residents in shopping centres such as Cleveland.

Dangerous to pedestrians

I am totally blind and work with a guide dog. I regularly use footpaths in Brisbane City, where bikes and scooters are permitted. I have had several near collisions with cyclists. This increases stress and anxiety of travel for both me and my dog.

Dangerous for other pedestrians in built-up areas. Especially thinking of older people who do not have the agility to move quickly. Witnessed young people on electric scooters and bicycles on footpath in Cleveland through window in a cafe and was worried

Too dangerous especially for elderly

Can be very dangerous to the elderly and young with the speed that these are ridden. In addition they are more dangerous due to their quietness.

HAVE SEEN IDIOTS WHEN TAKING KIDS TO SCHOOL AND THEY COULDN'T CARE LESS ABOUT PEOPLE ON THE FOOTPATH - FOOTPATH IS MADE FOR PEOPLE WALKING

The footpaths in town centres are too crowded and narrow. There are already mobility scooters and adding bicycles etc would not be possible in a lot of areas, eg in Middle St Cleveland near Reject Shop, Banjos etc and would be dangerous.

You can't just answer yes or no without seeing the plans as to how this would be implemented. Firstly, pedestrians and motorised traffic (eg e-scooters, e-bikes) should be kept separate. Riders should dismount and wheel when amongst pedestrians.

These things are too dangerous on footpaths. Too many idiots get hold of them.

Because the old, the infirm, young children, and many other groups will be at great risk if they have to share the footpaths - meant for feet - with powered, quite fast, vehicles.

Too dangerous

Footpaths are for pedestrians not wheels or scooters

Footpaths are inadequate. Escorted are too fast. Redlands is an older demographic and injuries could be horrendous.

Excessive speeds over walking pace

Build bike lanes and be done with it

Too often the pedestrian is involved in near misses with bikes and scooters travelling too fast on the footpath. I have grave concerns for myself and the elderly or frail. Redlands has designated bike lanes which could be used by scooters.

The danger posed to pedestrians. Footpaths by definition are for foot traffic.

Redland is the home of many elderly residence, can see many accidents occurring on our footpaths. Footpaths are for walking safely.

Footpaths are for feet not for recreation.

I'm a person with dementia and I have an assistance dog those type of changes would hinder my walking around. Also older people like myself would not be able to step out of the way as quickly as the rider wants to get past

Concern for safety of elderly citizens, a major part of our demographic & not likely to be fairly represented in e-com surveys.

There is a large population of seniors in our city, and this would be a disincentive to their use of our community facilities.

Footpaths are for pedestrians, and those with prams, or elderly /impaired with wheel chairs, bicycles & scooters in the hands of youngsters are a danger to pedestrians. The argument is clearly defined, no bikes or scooters on pedestrian footpaths.

I don't agree sharing the footpath with bicycles/ scooters with riders who ring a bell behind you when he/she is three feet away, approaching from the back, giving one no time to step clear..... when he/she could pass on the grass on the side.....

this is a dangerous form of transport and are not governed by any sort of regulation regarding competency and especially electric scooters are a real hazard when ridden by inexperienced riders

Certain Redland suburbs have a high proportion of elderly people. Their safety, particularly, would be compromised as, generally, they lack the agility, speed and visual and auditory acuity to avoid the often unpredictable movement of bicycles.

Too dangerous for pedestrians. I've been knocked down by kids on both. Scooter a few weeks back and a bike a few years ago which I still wear the scar. I'm 60, if that was an elderly person they would have been seriously hurt.

In shopping precincts it's not safe to mix bicycles and pedestrians. It not so inconvenient to get off and push .

We do not need these on footpaths that are used by people of my age

They travel too quickly and too quietly and would pose a risk for pedestrians - particularly given the high proportion of older people in the area. The amenity value of being able to walk quietly about would be adversely affected through safety fears.

Any motorised transport should be registered and driven on government roads. They should also have to pay insurance to cover injury and liability while using these motorised devices.

Walking is good exercise. Also, have you checked out the number of people getting injured because of scooter accidents in other jurisdictions e.g. Brisbane.

The average age of the residents, and the suitability of the pathways

(1) no public demand for the proposed change, (2) proposed benefit of consistency is irrelevant, (3) alleged improvement in alternative transport options are illusory and amount to "greenwashing" in Redland LGA.

I think it is too dangerous. My mum was once walking through the Botanical gardens in Brisbane. She was literally bowled over by a cyclist. Mum hit the ground and damaged her knee. It was a frightening experience. In addition there are many close calls.

Dangerous as no designated paths. too fast as seen in Brisbane/Gold Coast riding on footpaths with no regard to pedestrians

These bikes and scooters should not be allowed in any 40k in The Redlands, as the bike can travel faster than this speed - and will!!

People will go to fast

Footpaths are for pedestrians. When I walk with my disabled son, Robert, the bicycles riding on the footpath, get in the way and scare my son. I have seen an elderly man knocked over by a cyclist on the footpath.

Not electric scooter or bikes

There are specific rules regarding the use of personal mobility devices on streets and footpaths. In my experience, these are largely ignored by users of these devices, creating a safety hazard for others. Police also seem to neglect enforcing these rules

Footpaths are for feet, not bikes or scooters that go at a much faster pace than walkers.

Cycles etc are incompatible with pedestrians

Foot paths are for pedestrians. Redlands has a high proportion of older residents and bicycles and scooter would pose a safety threat especially to those with hearing loss. Electric vehicles in particular as they are so quiet.

There are too many slow moving elderly people many with hearing loss who are not nimble enough to get out of the way. Having experienced e-bikes whilst working in Brisbane CBD they are a menace, many users do not abide by the rules

Because of the dangers to elderly and young pedestrians

I see dangerous behaviour from scooter and bicyclists not following rules and taking over the footpaths

The mixing of electric bikes and scooters with pedestrians are a danger because of the careless and speeding riders. Bikes and scooters are often abandoned at the end of the trip in hazardous positions on pathways causing tripping hazards to pedestrians

So very dangerous. I have seen and experienced how dangerous this is for all pedestrians. Riders ride as fast as they can and think those walking are nuisances.

I have concerns for the safety of residents, particularly parents with young children and the elderly. Electric scooters in particular cause safety concerns already.

too dangerous to mix foot traffic with bikes scooters etc on footpaths- causing accidents as evidenced in the brisbane council area

It's bad enough trying to dodge mobility scooters on footpaths , especially when exiting shops . There's also the problem of the 25 klm per hour speed allowance , it's much too fast and how would it be policed anyway ? It's dangerous for kids and oldies .

In my opinion you need to consider the effects on the elderly more

safety of pedestrians and shoppers is at risk where electric bike and scooter riders are allowed in busy centres where foot traffic is significant. These riders are silent speedsters who refuse to share footpaths forcing pedestrians off footpaths .

Safety of people and scooters utilising the same space

Additional Information participants want Council to consider when making this decision

The purpose of footpaths is to provide a safe walking environment for pedestrians, away from traffic. If cyclists are permitted on all footpaths this will no longer be the case.

Who is responsible for any accidents caused? Especially if the offender speeds off. If an offender hits an elderly person or a child, the consequences could be very serious.

distance apart of both pedestrians and riders

How will you limit speed and enforce regulations. How will you ensure injuries on council owned paths will be adequately avoided or compensates

All the accidents they are involved in in Brisbane CBD. I have had a few close calls with them

Safety of all users.
Consider curb side areas on the road for bikes and scooters. They do not belong on a footpath.
They need to take seriously their duty of care to keep everyone safe when moving about.
too many injuries
THE SAFETY OF THE WIDER COMMUNITY NOT JUST A FEW SCOOTER/EBIKE CYCLISTS
The needs of pedestrians

Pedestrian rights. They are Foot paths not bikeways or scooter paths.
The safety of walkers in a supposedly age-friendly city.
That it is not required in a laid back relaxed community. Most people happy to walk as they live locally or drive if visiting for the safe, relaxed environment. There was lots of money spent on driverless train, why is that not in good use?
Other users of the footpaths
Well being of the aged and frail.
Aging population in the Redlands

How many pedestrians use those footpaths, if there are bike lanes they should be used. Every Wednesday I pick up grandchildren and walk them home and each week we dodge children on bicycles to the point I have had to grab my grandsons arm to protect him.
Dual access for pedestrians & scooters/bicycles, speed limits & that the safety of everyone is taken into consideration. Maybe even separate bike paths specifically for them to use.
There are a lot of older people in the Redlands coast footpaths. Their safety is at risk. Also hired scooters are frequently left in public places making them an eyesore if Brisbane is anything to go by..
the number of incidents occurring in Brisbane city and the public outrage and negative media attention
Pedestrian traffic, especially elderly and families with prams and/or small children. Uneven footpath might cause accidents due to having to take evasive action quickly.
Elderly

Elderly and those who would rather walk peacefully and not be run into
Foot traffic and peoples attitudes.
Ensure their are strict guidelines bylaws with no loopholes. And safety as a priority, common sense for some does not exist
Number of frail residents who walk on footpaths
Have a look at the obstacles already on the footpath
Cleveland has an older demographic and the comfort and safety of older citizens need to be taken into account. Elderly persons cannot evade speeding bicycles and scooters as easily as younger persons.

Consider the general age of Redlanders..it is a retirement area
Letting this to happen will increase accidents and injures to pedestrians.
Injuries and hospitalisation. Just look at the greater Brisbane area!
A. There is a wide enough path to keep left and avoid pedestrians B. The wheeled device travels at a safe speed to avoid pedestrians C. Mobility devices such as wheelie walkers, wheelchairs and prams need space and cannot detour off a path safely.
Vondider limiting speed to 5 km/hr and enforcing speed limit.
Allowing Scooters & Bikes on ALL footpaths will put residents and visitors at unnecessary risk of injury or death. High volume areas such as CBDs, foreshore walking paths should be prohibited.

Elderly, young kids, pregnant women use the footpaths, are you liable for the inevitable consequences of an interaction between a high speed scooter and one the aforementioned?

There is no control/monitoring of the speeds the bikes/scooters are travelling at.

Elderly and disabled community members

The speed at which people ride, often in the city people on scooters shoot out on pedestrian crossings with little warning. There are many pedestrian crossings in Cleveland and riders may cause accidents as visibility is t always good

These vehicles should use the bike lane not pedestrian footpaths. Footpaths are precisely that. Footpaths

Width of pathways allowing pedestrians and scooters/bicycles to safely pass each abreast.

Weigh up the advantages/disadvantages of the introduction of these vehicles. What is the REAL purpose of having them in the local area See above and spend a couple of days in these areas and see for yourselves.

The demographics of the area

The elderly, families with small children, school children, the hard of hearing, the issue of compensation for injuries caused by wheeled vehicles on footpaths..

common sense for a bloody start. It is called a footpath for a reason.

Pedestrians and powered vehicles are not compatible.

Keep our footpaths as footpaths. Have you seen how fast these electric shooters go walking in Brisbane is a nightmare

The elderly population of this area can't always move to get out of the way fast enough. Some footpaths are too narrow to accomodate both pedestrians and bikes. Should not be allowed where food is being served at sidewalk restaurants

Pedestrian safety, first and foremost.

Providing out of the way places to park bikes and scooters. As above, being totally blind means I could trip over a scooter if it is left in the middle of the footpath or at a street crossing.

I don't think they should be on any footpaths unless you would be going to put in speed bumps and rails to slow them down.

Build bikeways

The actual and realistic numbers of delinquent riders of these devices.

The fact that there will be many injuries to pedestrians and riders alike. Also the conditions of the foot paths which aren't good especially around Wellington point where I live. Also the wearing of ear pods whilst riding will not enable them to hear.
Wider bike lanes on roads..maybe give them a whiteblime to ride on so they stay off the lane divide line
Misuse of scooters, scooters being abandoned causing hazards, abuse of speed limits making footpaths dangerous
Just make Redlands a safer place to shop and to eat at Eateries on the footpaths.
Dedicated cycle and scooter paths should be considered.
Consider the elderly using the footpaths.

If these changes are implemented, there need to be clear and enforceable rules that require those on wheeled devices to give way to pedestrian traffic. Safety of the elderly and people with disability will otherwise be severely impacted.

Patrolling these built up areas and confiscating bikes, scooters, etc. Unfortunately some young people cannot be trusted to think of other people, especially in groups when peer pressure becomes involved.

Irresponsible bike riders who approach without warning. Could consider allowing children to ride on footpaths within times of current school zones. This would suffice, and elderly would expect children to be riding then

BICYCLES SHOULD BE REGISTERED - FOOT SCOOTERS ARE NOT FOR ROADS - THEY ARE FOR PLAY AREAS. THE ONLY SCOOTERS THAT SHOULD BE ON THE PATH ARE ELDERLY SCOOTERS

Narrowness of paths. How busy these areas now with pedestrians and mobility scooters. Tables and chairs outside cafes and restaurants. Policing of behaviour of riders. Older population of the area.

Width of footpaths; obstacles such as planters, seats, cafe tables and chairs. Have physically separated lanes for through traffic of bikes, scooters; i.e., take 2 m of roadway for bike & scooter lanes; separate from path and road. Implement speed limits.

Council needs to make the Cleveland shopping area user friendly before it even considers these things. Dangerous areas around Cleveland. Crossing Middle St. Trucks backing across Middle St constantly.

It needs to consider all of us, not just the scooter and electric bike riders.

Pedestrian safety, seperate travel lane

Try thinking reasonably

Nothing - just say no.

3rd Party Insurance claims if allowed to proceed

Pedestrian safety, child safety and the safety of the elderly that cannot move out of the way fast enough to avoid a collision. Extra bike parking or bike and scooter racks or storage cages. Designated rider lanes and paths like Brisbane.

There should be dedicated bikeways to meet the needs of cyclists and scooter riders and the law should be consistent across the city.

Council should consider the terrible state of our footpaths which are so uneven. The speed which the bikes & scooters will be allowed to travel & the cost to ratepayers when the Redland Council is sued by residence who are knocked over by riders.

Being sued when a pedestrian is injured or killed.

Check out the Dementia Australia website to find out more about Dementia

Nuisance & neglect of hired scooters, trip hazards, pet hazards, waste retrieval costs from waterways

Consult by votes with all residents.
Too many serious accidents caused by selfish riders with no consideration for people walking
small electric buses
Encouraging increased use of bicycles is important. Safe zones both on roads (in the form of dedicated lanes) and through recreational spaces (through parks and natural reserves) are important.
Specific paths for bikes and the like.
Consider designated dismount zones.

The older residents
The rights of pedestrians to use designated pathways without fear. Enforcing responsible behaviour on e-scooters is impossible and they pose an unacceptable level of risk to many users and pedestrians.
They could make a separate pathway on the shoulder of the road like bicycle lanes. Make the green lane on the road for bicycles, mobility scooters, electrical bikes, battery operated transport devices going faster than human walking pace need a road
The Cleveland CBD is increasingly being used by elderly people. They should not have to evade people scooting around on footpaths.
In the regional cbd's there are numerous types of outdoor seats including benches and cafe seats that will create hazards if someone is moving at faster than the general pedestrian
Potential legal exposure by Council arising from injured footpath users.

Keep people who are walking safe.
Look at the age groups using the footpaths etc. Nearly ran over scooter riders in Woolies car park as just going so fast and not looking.
The areas with proposed changes are highly pedestrian, at most times of the day
Bikes now don't share footpaths with people walking
The rights of pedestrians to have somewhere safe to walk. If the problem is that cyclists are in danger on the roads, then address that danger. Do not just transfer the danger to another group in the community. It is not all, and only, about the money.
Foot paths are not suitable or big enough. Council nor the police can control the HOONINGG

There is plenty of access into these areas from the surrounding streets so users of personal mobility devices are not disadvantaged by the existing rule. The streets would potentially become a dumping ground for hire scooters as has occurred in Wynnun.

There are a huge number of elderly folk in the Redlands. They need to be considered. As it is many of us have been frightened by young cyclists disobeying the rules and riding their bikes on the pavements in the centre of Cleveland, weaving in and out .

More advertising of the proposed changes and consultation

Only if there were designated zones for bicycles and scooter then I would support the change

Other areas have experienced many accidents and high rates of hospitalisation which in the current Covid climate Redland Hospital should not have to cope with

Bicycles already have right of way on roads why di they need to take over the footpaths as well?

The visual amenity of the city with abandoned bikes and scooters at the end of the trip. The tripping hazard to visually impaired pedestrians
Health and safety. Also, the council, in particular, has a massive cohort of bike riders pushing for more freedoms, so it needs to ensure no conflict of interest between lobbyists and the general community.
Guaranteeing the safety of pedestrians
Safety to pedestrians is the priority - FOOTPaths are just that, for foot traffic only
Cafes , restaurants and bars with footpath eatery areas will be affected , as it is too danger for e-vehicles to have access through these places .
Safety. I don't feel safe with the current allowance in my street. It should be removed not more areas made unsafe.

Capalaba centre has 2 major shopping areas connected by a walkway where scooter riders will travel. Streets close to Central do not have concrete footpaths so riders will travel from the skatepark across Old Cleveland Rd to the shopping centres .

Consider a separate lane for bike and scooters, the same as in Brisbane city. They did not have the space but still managed to accomplish this

Comments provided by participants who did not indicate if they agreed or disagreed with the changes (did not select Yes or No)

Bikeways and suburb paths only. Shopping centre areas footpaths DEFINETLY NO! This is happening now with dire results and not policed.
Depends if there is enough space on the road for these vehicles. Redlands roads are prodominantly quiet so would be safer for everyone on the pavements.
Yes and No. I ride a bike on footpaths as its too dangerous to ride on the roads these days but I always get off and walk my bike going thru the CBD and I think everyone should do the same. I also think Mobility Scooters should have speed limits as some people drive them too fast around the CBD and shopping centres.
Support the idea as long as cyclist negotiate with caution using their bell around people who are walking.
They can use footpath if no other option available, e.g side strip of road

The various Local Governments need to work seriously toward the Moreton bay bike way. Then scooters and bikes can use these. The bike paths on Rickert Road are a good start.
I was never aware that bicycles and scooters couldnt ride on footpaths in Qld/Redlands, better on foot paths than confined to roads, safer too IF they do it safely
Private owned not commercial bike/scooters where you can hire and dump on the path
Only ones that have been purpose built to cope with the extra width needed. There are a number of very narrow footpaths that are not well maintained. It would be dangerous to have scooters on them.
Footpaths need to be wide enough for use and accessibility. There are likely to be conflicts which need to be managed. Scooters should be allowed where there is separation and space, but on busy footpaths with many walkers, prams people of different physical agility & mobility devices there are likely to be issues and potential injury concerns.
Non electric yes. Harsh penalties for people abusing the speed for which electric bikes or scooters are able to achieve. This also should apply to electric wheelchairs.

We recommend that the council awaits the decision made by State Government regarding the Personal Mobility Devices (PMD) and road safety forum outcomes. We also recommend that further consultation is required.
It could be dangerous to walkers if they don't see or hear them coming, lot of older people in Cleveland walk. Will council pay the bill if someone gets hurt by this decision. What about children walking, to be hit by something going 25klms wouldn't be pleasant.
Provided that appropriate treatment or footpaths is carried out to ensure they are wide enough and consistently surfaced to prevent trips and falls as walkers, riders and mobility users negotiate the path with each other.
Yes, providing adequate protections are put in place for foot pedestrians.
I do not support bikes as are difficult to ride slowly

Additional Information participants feel Council needs to consider in making this decision

Hardly anyone uses a bike bell to warn pedestrians and scooters are the worse. Too many elderly people in the district with all sorts of walking aids and a lot are deaf. Council needs to educate riders that pedestrians have right of way and ring a bell!!
--

See above answer

There should be more bike racks around the carparks etc so people can still ride their bikes to the shops and park - shop and then ride home.

Elderly demographic around Cleveland and the Redlands in general would add to the risk of injury when being passed by electronic traffic.

Disability scooter is allowed 10kmh So scooters should be restricted to a normal speed of 25 and age should be at least 15

Bike paths

FORGET THE FOOT PATHS- BUT YES this is an issue, as an early morning walker, we see quite a few stupid electric scooter riders, on footpaths and on roads, mostly competing with cars, often carrying 2 in tandem and exceeding 50klms/hr .

Not in commercial do not allow hire bikes/scooters

Upgrading footpaths, creating more bike/scooter lanes as part of road structure. Being particularly diligent in creating safe pathways in a two kilometre radius around schools and shopping centres. Strategies to encourage use of alternatives to car travel

This is whole of City not just Wellington Point, Cleveland & Capalaba. Safety issues, cultural change programs and designated infrastructure that prioritises commuter uses like motorised scooters needs more thought and consideration before citywide change

Connecting paths and lanes for bicycles would limit the need for riding on footpaths. I am unable to ride from Cleveland to Victoria point, through to Redland bay without riding in the road, or footpath. This is dangerous for bike travel.

State Government - road rules, and legislative changes that may occur as a result of the recent TMR consultation.

They'll need speedometers and warning sounds Break the law and they should be fined & ,widen, the footpaths. I think it could be a hazard.

The safety, comfort and practicality of shared paths. Continual monitoring by inspectors in the initial launch phase might be needed to shape user behaviour.

Campaign to educate the riders on good behaviour and manners towards pedestrians ... both have a right to be there ... pedestrians have the right of way.

Existing outdoor eating facilities need to be removed and some thpe of lane marking considered..Council woll need to expect more litigation resulting from a steep increase in personal injuries.

Cleveland Centre:



Applies to 'the footpath on either side of each road within the Cleveland Central Business District bounded by, and including, each of Wynyard, Shore, Waterloo and Queen Streets' ([Subordinate Local Law No.4](#))

Wellington Point:



Applies to 'the footpath on either side of Main Road, Wellington Point, from the intersection with Apsley Street to the intersection with Douro Road'. ([Subordinate Local Law No.4](#))

Capalaba:



Applies to 'the footpath commonly known as Capalaba Place between Noeleen Street and Capalaba Central Shopping Centre'. ([Subordinate Local Law No.4](#))

13.4 REDLAND CITY COUNCIL ELECTORAL BOUNDARY REVIEW**Objective Reference:** A7309141**Authorising Officer:** Amanda Pafumi, General Manager Organisational Services**Responsible Officer:** Amanda Pafumi, General Manager Organisational Services**Report Author:** Tony Beynon, Group Manager Corporate Governance**Attachments:** Nil**PURPOSE**

To appraise Council of the requirements of the *Local Government Act 2009* (the Act) in relation to electoral boundaries for the 2024 quadrennial Local Government Elections.

BACKGROUND

Correspondence has been received from the Electoral Commissioner of Queensland regarding the Local Government Change Commission and the process for submitting local government change proposals to the Electoral Commissioner and the Minister responsible for Local Government (the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning and Minister Assisting the Premier on Olympic and Paralympic Games Infrastructure).

Under the Act, 1 March 2023 is the latest that divided Councils can provide written notice to the Electoral Commissioner and the Minister of the results of the review that must be completed about whether each of its divisions has a reasonable proportion of electors.

ISSUES

A review of the City's ten electoral Divisions has been undertaken in conjunction with the Electoral Commission of Queensland.

Section 15 of the Act states that "each division of a local government area must have a reasonable proportion of electors". It further states that "a reasonable proportion of electors is the number of electors that is worked out by dividing the total number of electors in the local government area (as nearly as can be found out) by the number of councillors (other than the Mayor) plus or minus (a) for a local government area with more than 10,000 electors – 10%.

As at 31 January 2023 the enrolled electors for each of the Redland City 10 Electoral Divisions is as follows:

Division	Enrolment	Quota %	Avg. Enrolment	Variation	Lower Limit	Upper Limit	Quota Status
Division 1	11,007	10	11,713.70	-6.03	10,542	12,885	In Quota
Division 2	11,339	10	11,713.70	-3.20	10,542	12,885	In Quota
Division 3	12,289	10	11,713.70	4.91	10,542	12,885	In Quota
Division 4	11,664	10	11,713.70	-0.42	10,542	12,885	In Quota
Division 5	12,639	10	11,713.70	7.90	10,542	12,885	In Quota
Division 6	11,206	10	11,713.70	-4.33	10,542	12,885	In Quota
Division 7	12,648	10	11,713.70	7.98	10,542	12,885	In Quota
Division 8	10,966	10	11,713.70	-6.38	10,542	12,885	In Quota
Division 9	11,559	10	11,713.70	-1.32	10,542	12,885	In Quota
Division 10	11,820	10	11,713.70	0.91	10,542	12,885	In Quota

The figures in the table show that all divisions for Redland City Council currently remain in quota as defined in section 15 of the *Local Government Act 2009*.

The *Local Government Regulation 2012* fixes the number of Divisions and Councillors for Redland City Council as ten Divisions and one Councillor for each Division with a total of 11 Councillors (including the Mayor).

It is considered that there has been no drive to change the current arrangements and as such it is proposed not to seek amendments to the status quo.

STRATEGIC IMPLICATIONS

The report takes into account requirements of the *Local Government Act 2009*, *Local Government Regulation 2012* and the *Local Government Electoral Act 2011*.

Risk Management

The report deals with the various risks including legislative compliance and consistent distribution of electors in each division to support equitable representation.

Financial

There are no direct costs associated with maintaining the status quo of 10 Division within the City. Funds will be allocated in the 2023/2024 Budget to pay for the conduct of the 2024 Local Government Election.

People

There are no direct people impacts from this report.

Environmental

There are no direct environmental implications associated with this report.

Social

The aim of the Act is to ensure equitable community representation throughout the 10 Divisions. The report seeks to comply with equitable representation.

Human Rights

The aim of the Act is to ensure equitable community representation throughout the 10 Divisions. The report seeks to comply with equitable representation.

Alignment with Council's Policy and Plans

The process is in keeping with Council's Corporate Plan *Our Future Redlands – A Corporate Plan to 2026 and Beyond* Goal 7 – Efficient and Effective Organisation – demonstrate good governance through transparent, accountable processes and sustainable practices.

CONSULTATION

Consulted	Consultation Date	Comments/Actions
Chief Executive Officer	3 February 2023	Noted

OPTIONS**Option One**

That Council resolves to write to the Electoral Commissioner of Queensland and the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning advising:

1. That a review of the numbers of electors enrolled in the Redland City reveals that all divisions currently remain in quota.
2. That the number of electoral Divisions within the Redland City remain at ten.
3. That the number of Councillors representing each electoral division remain at one.

Option Two

That Council resolves to write to the Electoral Commissioner of Queensland seeking an extension to conduct a further review.

OFFICER'S RECOMMENDATION

That Council resolves to write to the Electoral Commissioner of Queensland and the Deputy Premier, Minister for State Development, Infrastructure, Local Government and Planning advising:

- 1. That a review of the numbers of electors enrolled in the Redland City reveals that all divisions currently remain in quota.**
- 2. That the number of electoral Divisions within the Redland City remain at ten.**
- 3. That the number of Councillors representing each electoral division remain at one.**

13.5 REDLANDS COAST DESTINATION MANAGEMENT PLAN 2023–2028

Objective Reference: A7132960

Authorising Officer: Amanda Pafumi, General Manager Organisational Services

Responsible Officer: Tracey Walker, Group Manager, Communication, Engagement & Tourism

Report Author: Luke Kinman, Service Manager Tourism & Events, Communication, Engagement & Tourism

Attachments: 1. Redlands Coast Destination Management Plan 2023-2028 [↓](#)

PURPOSE

To recommend that Council adopt the Redlands Coast Destination Management Plan 2023-2028.

BACKGROUND

The Redlands Coast Destination Management Plan 2023-2028 provides a strategic vision and direction for the local tourism industry to advance tourism opportunities in the lead-up to the Brisbane 2032 Olympic and Paralympic Games, with a focus on five key areas – product development and experience delivery; destination marketing; visitor services and business readiness; enabling infrastructure; and destination stewardship.

Redland City Council commissioned EarthCheck to assist in developing the plan.

The plan, developed in consultation with the Redlands Coast tourism industry and stakeholders, sets a vision for the local tourism industry: *Redlands Coast is a connected region with liveability and natural values at its heart. Its tourism industry brings culture to life and creates opportunities for locals and visitors to play a part in caring for the environment and building a sustainable and resilient economy.*

The Redlands Coast Destination Management Plan 2023-2028 provides an analysis of tourism on Redlands Coast, its opportunities and challenges, as well as impacts from COVID-19 on visitation, including:

- In the 12 months to June 2020 (before the large-scale impacts of COVID-19 on the tourism industry), more than 1.23M people visited Redlands Coast injecting more than \$234M into the economy.
- The latest Gross Regional Product (GRP) data shows the tourism industry has more than doubled its contribution to Redlands Coast GRP from 1.4% in 2015-2016 to 3.3% in 2018-2019, and the new plan sets an aspirational target of 4% GRP contribution by 2041.
- The Redlands Coast tourism industry employs more than 2,607 people equating to 5.4% of the city's employment.
- Since 2015-2016 Redlands Coast has had an average annual international visitor growth rate of 9.5%, the strongest growth rate of international visitors of any local government area in the Brisbane region.

The plan is built on the principles that tourism is everyone's business, that visitors travel for enriching experiences, that the region needs to be brought to life through storytelling and precinct activation, that travel around the region should be seamless and convenient, and that sustainability and community values need to sit at the heart of the region's brand.

The plan adopts a collaborative partnership approach to achieve the 27 actions to be completed over five years across the five key areas – product development and experience delivery; destination marketing; visitor services and business readiness; enabling infrastructure; and destination stewardship. Actions include:

Product Development and Experience Delivery

- Create a framework to guide the development of ‘hero’ tourism experiences and establish industry cluster groups.
- Support First Nations stories and culture including working with Quandamooka Traditional Owners to deliver cultural awareness education programs to tourism businesses, and by establishing a working group of Quandamooka tourism operators to identify, support and promote opportunities.
- Advocate to the State Government for development of a Moreton Bay Marine Park Activation Plan to ensure products, experiences and infrastructure are aligned with key visitor precincts.
- Enhance wildlife and marine life experiences including further strengthening research partnerships, advocating for high-quality, nature-based tourism experiences and promoting marine and wildlife encounters.
- Enhance eco-adventure tourism trails including improving connections and infrastructure across tracks and trails networks and by advocating for an islands’ great coastal walk/trail.

Destination Marketing

- Continue Redlands Coast brand messaging including development of a brand toolkit for tourism and events operators.
- International positioning of Redlands Coast through partnerships to maximise profile opportunities, as well as sister-city relationships and promotions.
- Embed storytelling including developing a destination-specific storytelling guide and implementing website enhancements on the Visit Redlands Coast website.
- Support the local tourism industry to embrace digital platforms.
- Work with Quandamooka Traditional Owners, tourism operators and local businesses to pilot a “Care for Country” pledge.
- Deliver an Events Strategy to promote and attract a balanced year-round calendar of events.

Visitor Services and Business Readiness

- Continue to roll-out wayfinding signage across the city, including Quandamooka Jandai language where possible.
- Support an accessible tourism program to ensure Redlands Coast and its tourism businesses cater for and support all residents and visitors to enable them to further experience the naturally wonderful region.
- Lead the enhancement of heritage trails across Redlands Coast.
- Advocate for seamless ticketing systems and improved connectivity across public transport networks including ferries, buses and trains.
- Foster a ‘welcome’ and quality service culture in tourism businesses.

- Upskill tourism operators to become international trade-ready.

Enabling Infrastructure

- Implement village activation including through pop-up events and initiatives.
- Develop a tourism investment prospectus and explore opportunities for increased accommodation offerings across Redlands Coast.
- Collaborate with stakeholders including State Government to prioritise marine facility opportunities on our islands including for fishing pontoons, public recreation moorings, jetties and commercial marine fuel stations.
- Investigate opportunities to attract large sporting events to the Redlands Coast Regional Sport and Recreation Precinct at Mt Cotton once complete.
- Work with stakeholders to identify suitable tourism opportunities for the Birkdale Community Precinct once complete.
- Advocate for dedicated event spaces that incorporate the required infrastructure such as electricity, parking, water and lighting to attract major festivals and events.

Destination Stewardship

- Investigate opportunities for Redlands Coast to gain destination certification and benchmarking under a recognised eco-tourism program.
- Deliver initiatives to assist the tourism industry to prepare for and be resilient to natural disasters.
- Work with local tourism operators, schools and industry bodies to identify gaps in the current tourism workforce and investigate options to increase the local workforce.
- Undertake a review of visitor service infrastructure and identify gaps for servicing international visitors (such as accommodation and transport connectivity).

ISSUES

There are no issues related to this plan.

STRATEGIC IMPLICATIONS

Legislative Requirements

Nil.

Risk Management

Tourism industry opportunities and risks are included in the Redlands Coast Destination Management Plan 2023-2028. Achievement of the key actions outlined in the plan will support the management and mitigation of risks and maximise opportunities for the sector and the city.

Financial

Actions in the Redlands Coast Destination Management Plan 2023-2028 will be undertaken as business as usual for Council through existing budgets, through partnerships, grants, and advocacy, or will be considered for future budgets.

People

Employees

Council employees were consulted in the development of the Redlands Coast Destination Management Plan 2023-2028 including the key actions to be delivered across the five-year plan. The delivery of the plan will be led by the Communication, Engagement and Tourism Group working with areas across Council.

Community

A guiding principle of the plan is that tourism is everyone's business, with a strong visitor economy contributing to economic growth across Redlands Coast. Precinct activation, new and improved tourism experiences, and enabling infrastructure across Redlands Coast will also contribute to the city's livability.

More than 100 local tourism operators and industry stakeholders were consulted on the plan.

Environmental

The Redlands Coast Destination Management Plan 2023-2028 includes key actions to support sustainable and responsible tourism across Redlands Coast. The actions align with the commitments outlined in the *Our Future Redlands – A Corporate Plan to 2026 and Beyond*, specifically Goal 4 – Natural Environment to 'encourage visitors and residents to embrace and experience our natural assets including coastline, islands, marine parks, hinterland and unique environment'.

Actions in the Redlands Coast Destination Management Plan 2023-2028 include investigating opportunities for Redlands Coast to gain destination certification and benchmarking under a recognised eco-tourism program; working with Quandamooka Traditional Owners, tourism operators and local businesses to pilot a 'Care for Country' pledge; enhancing wildlife and marine life experiences including further strengthening research partnerships; advocating for high-quality, nature-based tourism experiences; and enhancing eco-adventure tourism trails.

Social

The Redlands Coast Destination Management Plan 2023-2028 includes key actions to ensure and support social inclusion and accessibility. This includes leveraging opportunities aligned with the Year of Accessible Tourism; implementing an accessible tourism program to support tourism operators and businesses to cater for all residents and visitors to enable them to experience Redlands Coast; and working with the local tourism operators, schools and tourism agencies to undertake an audit of the visitor economy workforce and identify current skills gaps. This would include investigating options to support and increase the local workforce such as including mature aged workers, secondary and tertiary students seeking training, international students and people with a disability.

Tourism is a key industry on Redlands Coast and employs more than 2,607 people, equating to 5.4% of the city's employment.

Human Rights

There are no known human rights issues associated with this report.

Alignment with Council's Policy and Plans

The Redlands Coast Destination Management Plan 2023-2028 was developed with consideration of existing Council key strategic planning documents and strategies including, but not limited to:

Our Future Redlands – A Corporate Plan to 2026 and Beyond
 Redland City Economic Development Framework 2014-2041
 Redland City Plan Version 8
 Redlands Coast Transport Strategy 2020
 Seven Cs Connection Strategy 2011
 Cleveland Centre Traffic and Transport Action Plan 2017-2022
 Redlands Cycling and Pedestrian Strategy, May 2004
 Redland City Council Strategic Asset Management Plan 2019-2029
 Redland Open Space Strategy 2026
 Redland City Council Operational Plan 2022-2023

CONSULTATION

Consulted	Consultation Date	Comments/Actions
<ul style="list-style-type: none"> • Councillors • Executive Leadership Team • Senior Leadership Team • Operational Leadership Team 	Between 2020-2022	Consulted on the development of the draft Redlands Coast Destination Management Plan 2023-2028 and provided feedback that has been incorporated into the plan.
Council Officers	Between 2020-2022	Consulted on the development of the draft Redlands Coast Destination Management Plan 2023-2028 and provided technical advice, context and feedback on the operational delivery of the plan that have been incorporated into the plan.
<ul style="list-style-type: none"> • Tourism and Business Industry Stakeholder • Department of Tourism, Innovation and Sport • Tourism and Events Queensland • Brisbane Economic Development Agency • Redlands Coast Tourism Sub-committee • Regional Development Australia (RDA) – Logan and Redlands • Redlands Coast Chamber of Commerce • Straddie Chamber of Commerce • Southern Moreton Bay Island Chamber of Commerce • Quandamooka Yoolooburrabee Aboriginal Corporation Board • Minjerribah Camping • Minjerribah Moorgumpin Elders-in-Council 	Between 2020-2022	More than 100 local tourism operators and industry stakeholders were consulted on the development of the draft Redlands Coast Destination Management Plan 2023-2028. Feedback has been incorporated into the plan.

OPTIONS**Option One**

That Council resolves to adopt the Redlands Coast Destination Management Plan 2023-2028 and publish on Council's website.

Option Two

That Council resolves to adopt the Redlands Coast Destination Management Plan 2023-2028 with amendments agreed at the General Meeting and publish on Council's website.

Option Three

That Council resolves to not adopt the Redlands Coast Destination Management Plan 2023-2028.

OFFICER'S RECOMMENDATION

That Council resolves to adopt the Redlands Coast Destination Management Plan 2023-2028 and publish on Council's website.



REDLANDS COAST DESTINATION MANAGEMENT PLAN

2023–2028



Minjerribah/North Stradbroke Island

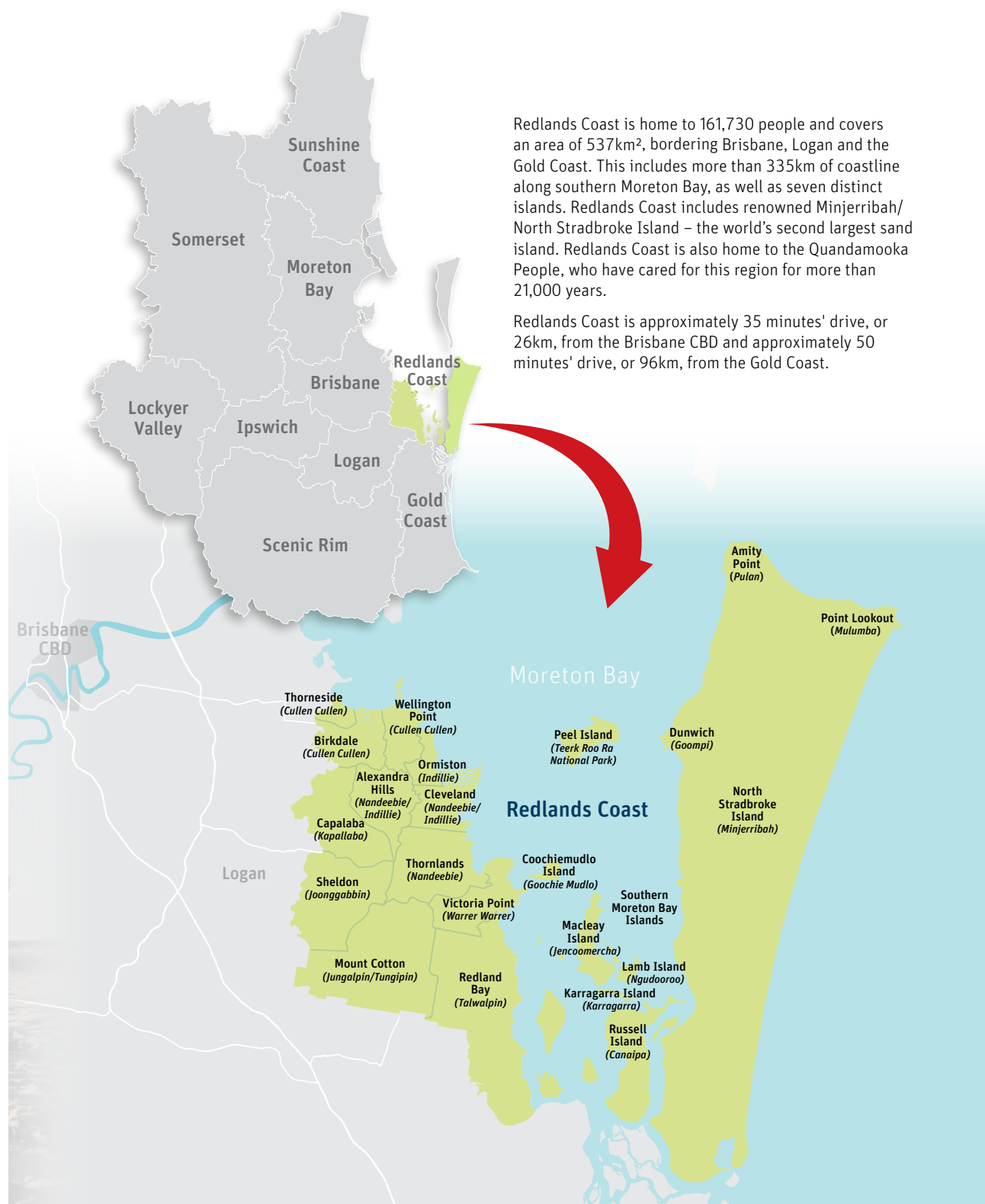
ACKNOWLEDGEMENT OF COUNTRY

Redland City Council is committed to working with Traditional Owners, supporting their role as custodians of their traditional lands and helping ensure the future prosperity and cultural enrichment across Redlands Coast.

Council acknowledges the Goenpul, Ngugi and Noonuccal First Nations Peoples of the Quandamooka region and recognises that the Quandamooka People are the Traditional Owners of much of Redlands Coast. Council also extends its acknowledgement of Traditional Owners to the Danggan Balun (Five Rivers) claimant group who are currently in the process of Native Title determination for an area that crosses into southern Redlands Coast.



Quandamooka dancers, Adder Rock, Minjerribah/North Stradbroke Island



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MESSAGE FROM THE MAYOR

To be inspired by our naturally wonderful Redlands Coast you need only to experience the stunning beauty and wildlife of Minjerribah/North Stradbroke Island, walk down Cleveland's Bloomfield Street when the poincianas are ablaze, have lunch or a coffee at a village cafe, ride the ferry to Coochiemudlo Island or our Southern Moreton Bay Islands, get afloat in Moreton Bay Marine Park, stretch out on our myriad of hinterland trails and bayside walks, including the popular walk along the sandbar at Wellington Point to King Island, or see the exciting plans for Birkdale Community Precinct, Redland Bay's Weinam Creek and Cleveland's Toondah Harbour.

Ours is a community of world-class natural and cultural treasures, wonderful hidden gems and a friendly, welcoming vibe, all of which contribute to a thriving visitor economy.

This plan seeks to bring the visitor economy to life in the wake of COVID-19, allowing us to reimagine our tourism future and meet the economic, social, cultural and environmental needs of our residents.

It is the blueprint that will direct the strategic growth of our tourism industry and our great natural, cultural and human assets – from our exceptional island and hinterland experiences, Quandamooka culture, unique stories, natural encounters and eco-sustainable experiences, adventure possibilities and friendly, relaxed lifestyle. It is the product of what our tourism industry operators and other key stakeholders have told us they need.

The *Redlands Coast Destination Management Plan 2023–2028* is very much about creating partnerships to help our city overcome the challenges presented by a pandemic that savaged the global tourism industry and to maximise the once-in-a-lifetime opportunities that will come with the Brisbane 2032 Olympic and Paralympic Games.

It is aspirational. It identifies opportunities to attract domestic and international visitation, increase visitor expenditure and length of stay, deliver new and sustainable experiences, support workforce development and employment and sets a new target for tourism to account for 4% of Redlands Coast's Gross Regional Product by 2041.

It allows us to responsibly manage the growth of our visitor economy, and it will help to build better awareness of what our naturally wonderful Redlands Coast is all about.

It also supports improving accessibility across Redlands Coast so that everyone can experience the naturally wonderful region, aligning with the 2023 Year of Accessible Tourism for Queensland.

Ours is an extraordinary city of great potential. As the world awakens from its pandemic dormancy, we need to be ready to grasp the many opportunities that will emerge and ensure that we present Redlands Coast as a 'must visit' destination brimming with experiences worthy of anyone's bucket list and surpass the 1.2 million annual visitors who already inject more than \$234 million into the Redlands Coast economy each year.

This plan is our ticket to tourism development and growth, maximising our opportunity to benefit from the global spotlight that will shine on the region for the Brisbane 2032 Olympic and Paralympic Games.

I congratulate everyone involved in its creation, including our dedicated Redlands Coast Tourism Sub-Committee, hard-working local tourism industry and valuable partners.



Cr Karen Williams
Mayor of Redland City



INTRODUCTION AND VISION

Yura (Hello)

From bush to bay, beach to rainforest, calm to wild, Redlands Coast is naturally wonderful.

It is a place to immerse yourself in the oldest living culture in the world, explore the world's second largest sand island, enjoy the sparkling waters of southern Moreton Bay and diverse islands, world-class beaches and surfing, and vibrant hinterland and coastal villages.

Naturally wonderful

With more than 335km of coastline, as well as swathes of nature-rich conservation areas, national parks, rainforest, and bushland, Redlands Coast is a city of diverse, naturally wonderful mainland and island treasures to explore.

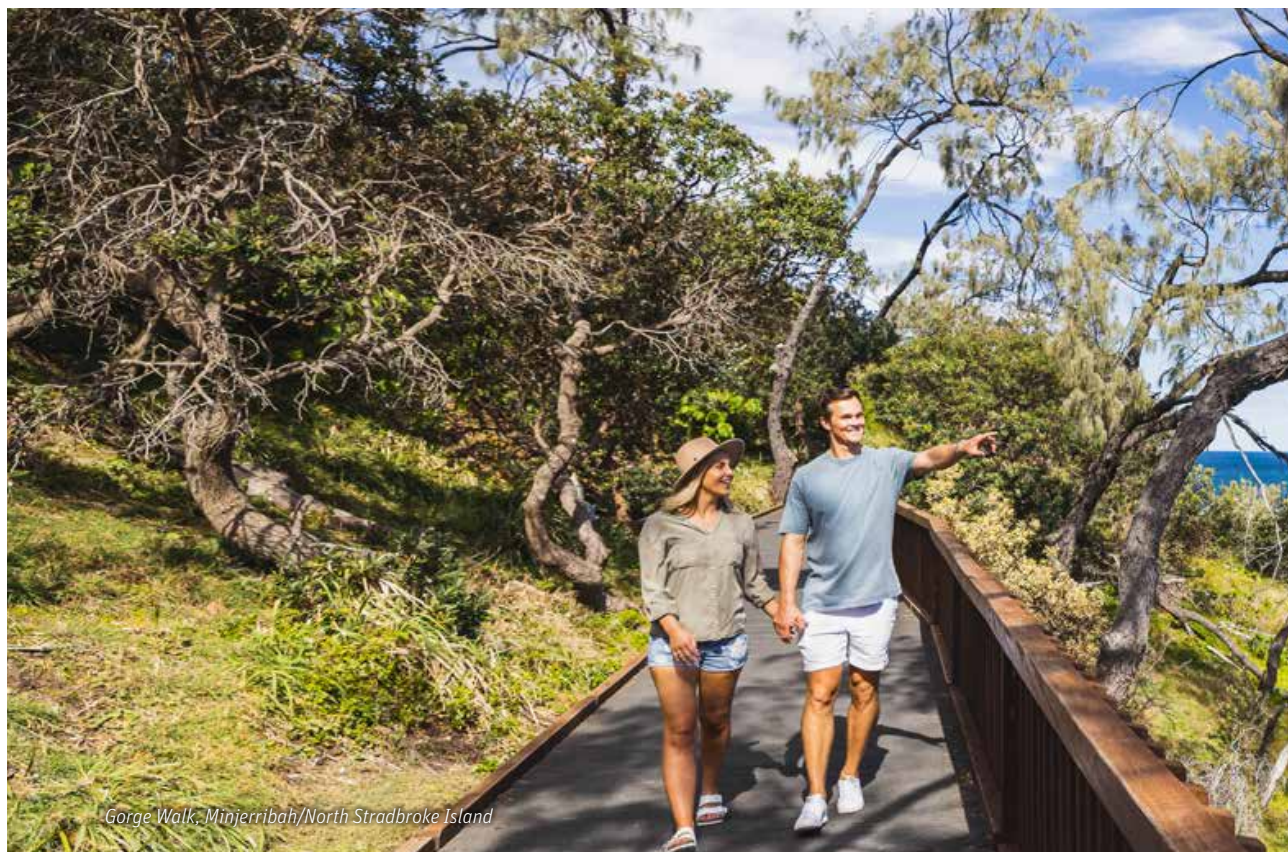
Experience Quandamooka culture or watch whales pass by from one of Australia's best land-based vantage points at Point Lookout on Minjerribah/North Stradbroke Island, the world's second largest sand island. Explore our many tracks and trails or pump up the adrenaline with mountain bike riding at Mount Cotton, where the first-class tracks are also accessible to adaptive riders.

Nature lovers relish Redlands Coast's nature-based appeal. Redlands Coast is also home to kangaroos, wallabies, koalas, possums and more than 300 species of birdlife, while southern Moreton Bay teems with marine life, including dolphins, turtles, dugongs and manta rays.

The region also boasts a range of boutique stores, a thriving café culture, craft bars and micro-breweries, Queensland's largest winery, unique arts and crafts and creative precincts, including Council's Redland Performing Arts Centre and Redland Art Gallery.

Renowned as an event-friendly destination with a balanced calendar of community events, Redlands Coast is also home to a diverse array of markets, festivals, concerts, cultural celebrations and sporting fixtures and competitions.

As the economy continues to rebuild post COVID-19, Redlands Coast has the opportunity to reimagine how tourism and the visitor economy can meet the economic, social, cultural and environmental needs of the region's residents and targeted visitor markets into the future.



The plan and vision

The *Redlands Coast Destination Management Plan 2023–2028* provides a strategic vision and direction for the local tourism industry, including 27 actions across five key areas of destination marketing, product development and experience delivery, visitor services and business readiness, enabling infrastructure and destination stewardship.

In developing this plan with local tourism operators and stakeholders, a tourism industry vision has been created: *Redlands Coast is a connected region with liveability, social inclusion and natural values at its heart. Its tourism industry brings culture to life and creates opportunities for locals and visitors to play a part in caring for the environment and building a sustainable and resilient economy.*

The plan adopts a collaborative partnership approach to the actions that set the foundation for growth in an exciting time in the lead up to the Brisbane 2032 Olympics and Paralympic Games. It also presents aspirational goals and opportunities that outline how tourism can create economic growth across Redlands Coast.

It is built on the principles that tourism is everyone's business, that visitors travel for enriching experiences, that the region needs to be brought to life through storytelling and precinct activation, that travel around the region should be seamless and convenient and that sustainability and community values need to sit at the heart of the region's brand.

Now is the time for Redlands Coast to build on the planning and infrastructure that is being set in place to service the Brisbane 2032 Olympic and Paralympic Games. The Games provide an opportunity to strengthen partnerships with tourism operators, the Australian Olympic Committee, Brisbane Economic Development Agency, Tourism and Events Queensland, as well as the state and federal governments to increase destination awareness and investment in the region.

Redlands Coast has the opportunity to position itself as Brisbane region's nature-based and adventure destination and gateway to Moreton Bay and islands. It already has the strongest annual growth rate of international visitors of any local government area in the Brisbane region.



Tourism industry vision

Redlands Coast is a connected region with liveability, social inclusion and natural values at its heart. Its tourism industry brings culture to life and creates opportunities for locals and visitors to play a part in caring for the environment and building a sustainable and resilient economy.

VISITOR ECONOMY ANALYSIS

Redlands Coast has witnessed growth and development across a range of industries, with the region's tourism industry showing a positive trend in domestic day trip, domestic overnight and international visitors.

However, COVID-19 had a significant impact on tourism, with the cessation of international travel, government-initiated border restrictions between states and region-specific lockdowns, which resulted in atypical visitation patterns.

Data has been used in two principal ways throughout this plan. When considering the typical characteristics of Redlands Coast visitors, data up to the end of 2019 has been used. The

rationale for using 2019 data is that it best represents the region's 'typical' visitor profile prior to the impact of COVID-19. It represents the typical balance of international, interstate and intrastate visitors and their activities – a profile the region is gradually expected to return to as market conditions normalise during the five-year time period of this plan.

Up-to-date datasets covering the period where COVID-19 has disrupted the market (2020/21 and 2021/22 financial years) have also been used in the plan to provide a factual statement on current performance and the extent of recovery from COVID-19 impacts including current visitor numbers,

nights spent in the region, and visitor expenditure.

Tourism data used in the *Redlands Coast Destination Management Plan 2023–2028* is sourced from Tourism Research Australia's National Visitor Survey (NVS), International Visitor Survey (IVS), Tourism Satellite Account (TSA) and Regional Expenditure Model data (REX) – unless otherwise indicated.

Redlands Coast Tourism: 2021/22 Financial Year

As of June 2022

980,000

total visitors,
652,000 domestic
day trip visitors
and 328,000
domestic overnight
visitors

1,095,000

domestic nights
with an average
length of stay
3.3 days

\$533

spent per trip by
domestic overnight
visitors

\$215 million

total domestic
visitor expenditure



Geoff Skinner Wetland Reserve, Cullen Cullen/Wellington Point

Day trip visitors'
expenditure
reached

\$40 million, with
holiday trips
accounting for
more than half of
this figure at

\$24 million.

Overnight visitors'
expenditure
reached

\$175 million,
with holiday trips
accounting for
\$110 million.

Overall Visitation

Domestic and international visitation across the country was significantly impacted across the 2019/20, 2020/21 and 2021/22 financial years due to the effects of COVID-19. As seen in Figure 1, Redlands Coast's domestic day trips decreased from 915,000 annual visitors in 2019/20 financial year to 685,000 in 2020/21 financial year, and further to 652,000 in 2021/22 financial year. Overnight visitation grew from 317,000 to 350,000 between 2019/20 financial year and 2020/21, before decreasing

to 328,000 in 2021/22 financial year. Overall domestic visitation to Redlands Coast saw decreases of 6% in 2019/20 and 2020/21 and a further 5% in 2021/22.

This performance pattern is not unique to Redlands Coast and stems mostly from the decrease in day trip visitors across Queensland, particularly between 2020/21 and 2021/22. With a decline of 14%, the Brisbane region (which includes Redlands Coast) saw

similar year-on-year decreases and significant impact to day trip visitors.

International visitors to Redlands Coast reached 23,037 in 2019/20 financial year. However, the impacts of COVID-19 subsequently prevented international visitation in 2020/21 financial year and the majority of 2021/22 financial year. The sample size is not large enough to quantify international visitations to Redlands Coast for these two remaining financial years.

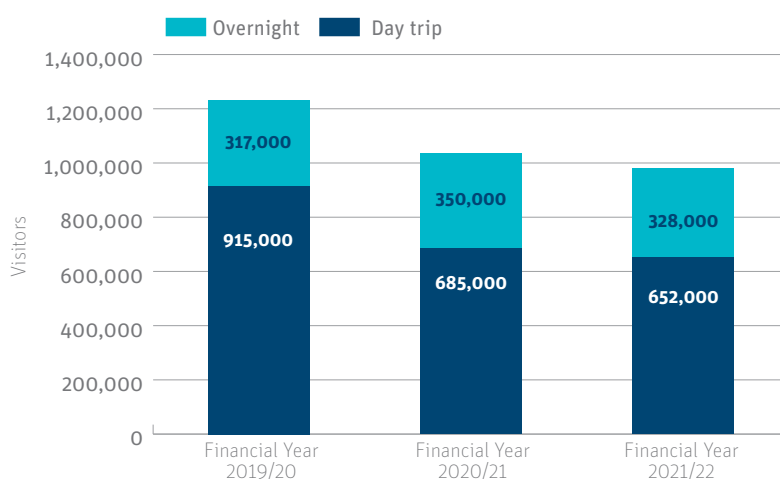


Figure 1: Domestic visitation mix and annual total change percentage to Redlands Coast

While domestic overnight visitors have remained relatively consistent on Redlands Coast, visitor nights experienced a dip in 2019/20 financial year at 922,000 nights, before recovering by 32% to 1,214,000 nights in 2020/21 financial year (Figure 2).

This increase was seen across south-east Queensland, as market trends and demands shifted during the pandemic. Redlands Coast domestic overnight visitation in 2021/22 financial year saw a decrease of 10% to 1,095,000 visitor nights.

Average length of stay (ALOS) greatly improved from 2.9 nights in 2019/20 financial year to 3.5 and 3.3 in 2020/21 financial year and 2021/22 financial year respectively.

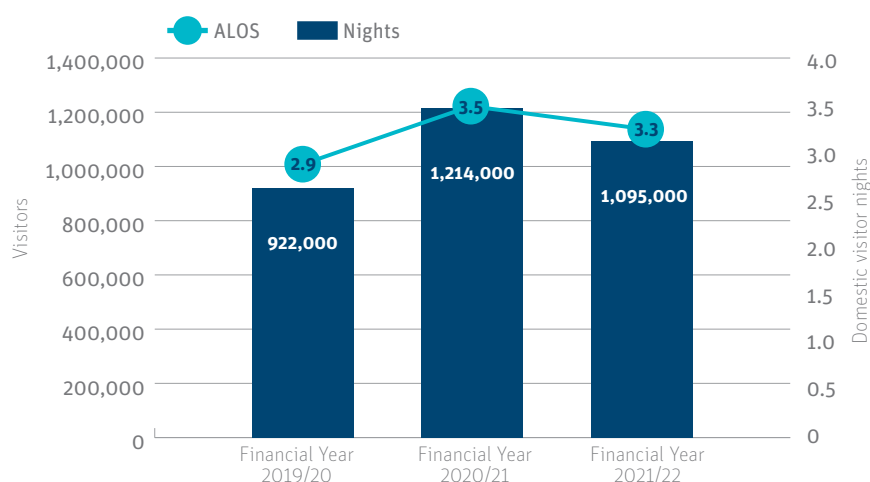
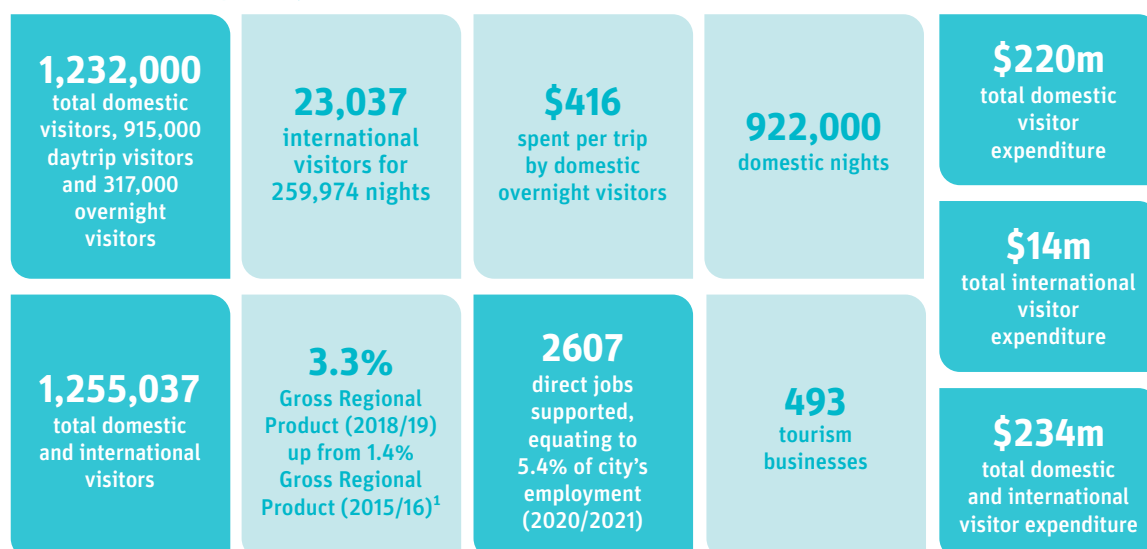


Figure 2: Domestic nights and Average Length of Stay (ALOS) – Redlands Coast

Redlands Coast Tourism: Key Characteristics

Year end, June 2020 (impacted by border closures COVID-19)



¹ Economy.id Tourism and hospitality

Socio-Demographic Characteristics

The main reason for domestic travellers to visit Redlands Coast is for a holiday (50%), followed by visiting friends and family (43%). The majority of day trip visitors were from Brisbane (76%), followed by Gold Coast (17%).

Overnight visitors were predominately intrastate (80%), either from Brisbane (60%), Sunshine Coast (13%) and Gold Coast (12%).

The largest segment of domestic visitors were over the age of 55 (33%).

The largest group of visitors have household incomes between \$100,000 – \$149,000 (23%), closely followed by lower income groups between \$55,000 – \$99,000 (23%) and under \$54,999 (23%).

Day Trip Visits

More than 915,000 day trips were taken to Redlands Coast over the 2019/20 financial year, a significant increase on 2018/19's 549,000 day trips. Compared with 2018/19, over the 2019/20 financial year, Redlands Coast was able to increase its market share from 2.9% to 5.3% of south-east Queensland day trips.

In 2019/20, the majority of day trips

to Redlands Coast (84%) were spent on the mainland. The dispersal of day visitors to Redlands Coast islands, including Minjerribah/North Stradbroke Island, declined by 3% since 2015/16.

The Queensland Government Minjerribah Visitor Research Program explains the relative lower volume of day visitors to Redlands Coast islands is being driven by several factors,

including the perception of expense, lack of awareness and accessibility challenges for vehicles and young families.

Outside of Minjerribah/North Stradbroke Island, the other Southern Moreton Bay Islands (SMBI) are less well-known, and accessibility is often a perceived challenge for island visitors.

Day Visitor Experiences²

Day visitors to Redlands Coast are largely attracted by social (often low yielding) activities. These include picnics or barbecues, eating out at a café, restaurant or pub, or attending the movies – with more than 50% of visitors participating in these activities during their visit.

Aquatic and coastal activities also remain a major attractor to the region for day visitors, with more than 30% of visitors engaging in coastal activities such as going to the beach, fishing, snorkelling, surfing, whale watching or dolphin and marine life spotting.

Organised tours (guided tours, tourism attractions, sightseeing) account for 19% of day visitor activities.

Sport participation has increased over the past five years, with 12% of day visitors now participating in sports activities when on Redlands Coast. Activities include playing golf, water sports, cycling or playing at an organised sporting event such as cricket, touch football, softball, rugby or AFL, to name a few.

Heritage and culture currently has a relatively low level of participation among day visitors at 5.8% compared

with other segments where there is broader mass market participation, including aquatic and coastal activities, nature-based or social activities. Perceptions of cost and ease of accessibility act as barriers to engagement in heritage and culture experiences.

Participation in food and wine experiences is limited at present with only 3.3% of day visitors actively engaging in food and wine activities such as wine tasting, visiting markets or visiting breweries.

² Tourism Research Australia. National Visitor Survey June 2020

Domestic Overnight Segment

A total of 922,000 domestic visitor nights and 317,000 overnight domestic visitors were recorded on Redlands Coast in the 2019/20 financial year.

Visitor trends over the past five years can be seen in Figure 3 below. Prior to the impact of COVID-19, the region showed strong performance. In 2018/19 financial year, Redlands Coast welcomed 354,000 domestic overnight visitors who stayed 1,226,000 nights.

The number of visitor nights grew at a faster rate than the increase in

visitors (2.4% and 1.4% respectively). This type of growth is positive for the region – a lower volume of visitors spending more nights in region reduces the environmental and social impact on Redlands Coast.

The dispersal of domestic overnight visitors between the islands and mainland in 2019/20 financial year was 53% to island-based destinations and 47% to the mainland. In 2019/20 financial year, almost 60% of visitor nights were generated on Redlands

Coast island locations, demonstrating the islands' importance in attracting the overnight visitor market.

Domestic visitors to Redlands Coast islands stayed longer than those choosing mainland destinations and experiences. In the 2019/20 financial year, visitors spent an average of 3.6 nights on islands, whereas the average number of nights of domestic visitors to mainland destinations on Redlands Coast was 2.3 nights.

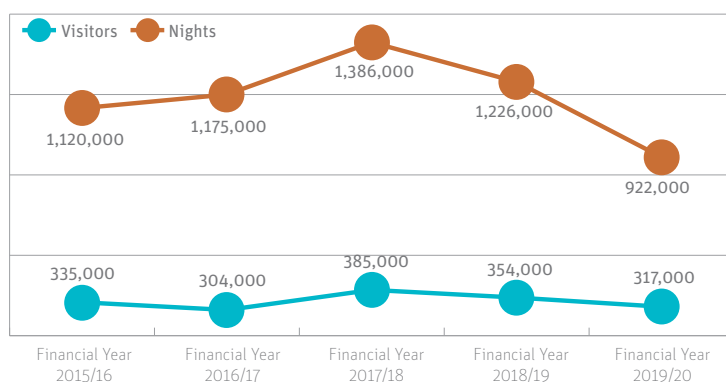


Figure 3: Domestic Overnight Visitors and Nights, 5 Year Trend – Redlands Coast

Overnight Experiences

Among overnight domestic visitors to Redlands Coast, 75% engaged in social activities. Aquatic and coastal activities had 255% growth in participation over a five-year period, with more than 64% of domestic overnight visitors participating in the 2019/20 financial year. Nature and wildlife activities are also favoured by domestic overnight visitors, with 39% participating during the 2019/20 financial year. Similar to the day trip visitors segment, participation in food and beverage experiences is low (5%), reflecting the

relatively limited range of experiences currently available to visitors.

Social (typically low yielding, e.g. picnics, barbecues and low-cost dining) activities were the most popular type of experiences among domestic overnight visitors. Participation in social activities increased over the three years.

The heat map below (Figure 4) highlights visitation in relation to availability of activities.

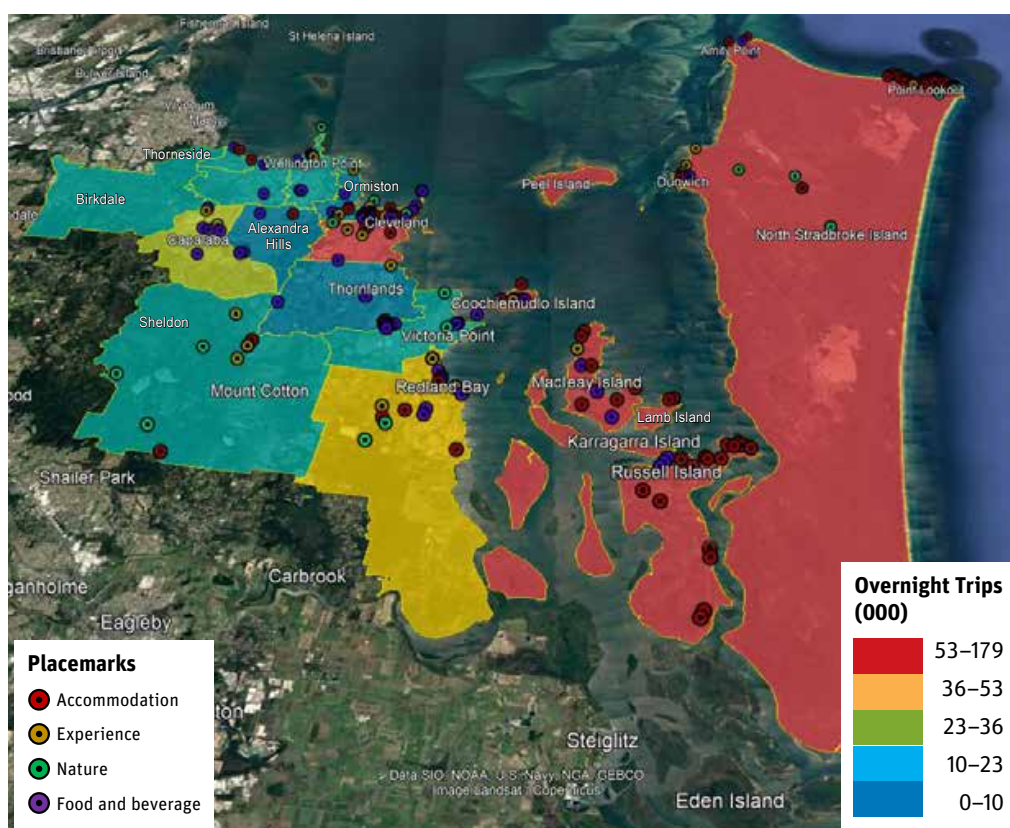


Figure 4: Visitation and tourism attraction mapping

Map – Google Earth

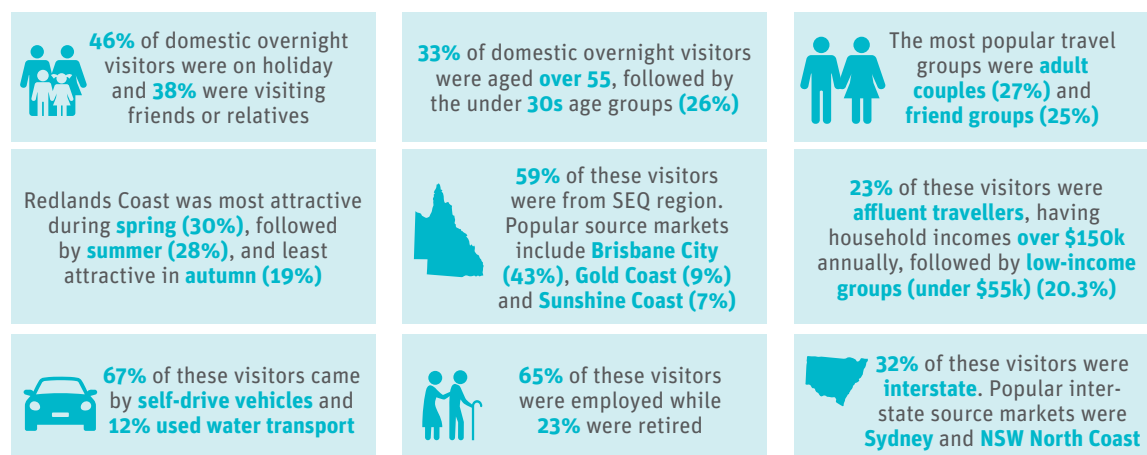
Visitor overlay – Tourism Research Australia

Placemarks – Australian Tourism Data Warehouse (ATDW) listings

(NB. Southern Moreton Bay Islands, Goochie Mudlo/Coochiemudlo Island, Teer Roa Ra National Park/Peel Island and Minjerribah/North Stradbroke Island are all grouped as Redlands Coast islands for visitation purposes).

Redlands Coast Domestic Overnight Visitor Profile

The characteristics of domestic overnight visitors to Redlands Coast, based on a three-year average, are outlined below (to 2019).



Economic Value of Domestic Tourism to Redlands Coast

Domestic tourism contributed **\$220 million** in expenditure to Redlands Coast in 2019/20 financial year. Day trip visitors contributed **\$88 million** in expenditure to Redlands Coast and spent on average **\$96.17 per day** in region.

Domestic overnight visitation contributed **\$132 million**, with holiday visitors accounting for more than **\$82 million**. On average, each domestic overnight visitor spent **\$416.40** on their trip to Redlands Coast.

The flow-on impact of tourism also needs to be considered, highlighting that the impact of tourism extends far beyond direct engagement, with tourism supporting more than direct tourism jobs. For every dollar spent on tourism, an additional 83 cents is spent elsewhere in the economy³.

As seen in Figure 5, tourism supports wages and salaries, contributes to profits but also contributes to taxes and benefits across the whole community. Whether a newsagent, supermarket or mechanic, visitors contribute to many parts of the Redlands Coast economy.



Figure 5: Economic Impact of Tourism

³ Tourism Research Australia. State Satellite Accounts. 2018/19.

International Visitors

Redlands Coast pre-COVID-19 was witnessing a growth in interest among international visitors. By 2018/19 the region was welcoming more than 34,800 international visitors for more than 500,000 nights (Figure 6).

Given the impact of COVID-19 in the 2019/20 financial year and the closure of international borders, the region welcomed 23,037 international visitors who generated 259,974 nights. This included an average length of stay of 11.1 days. Despite the challenges of COVID-19 and border closures, this performance still represented

an increase in international visitor numbers and nights when compared to 2015/16.

Since 2015/16 the region has had an average annual international visitor growth of 9.5% – the strongest growth rate recorded by a local government area in the Brisbane region. Redlands Coast's market share of international visitors in the Brisbane region grew from 1.4% to 2.2% between the 2015/16 and 2019/20 financial years.

Visiting friends and relatives is the primary purpose for international visitors, demonstrating strong growth

over the period, followed by holiday makers. The top three international visitor source markets were New Zealand, United Kingdom and United States of America, accounting for 58% of all visitors (Table 1).

Figure 7 indicates strong demand for a range of experiences, including food and wine, which generated the highest average annual growth rate at 23%, followed by sports at 20%. social activities, excursion activities and coastal and aquatic activities were the top three activity categories for international visitors to Redlands Coast.

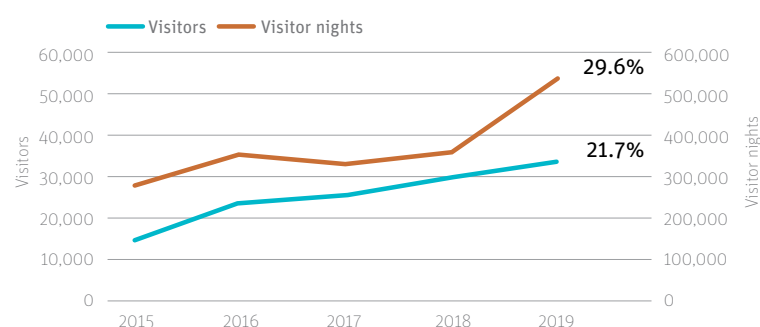


Figure 6: Summary of growth trends (visitors and nights) up to 2019

Source market	% of visitation (international)
New Zealand	32%
United Kingdom	16%
United States of America	10%

Table 1: Redlands Coast top three international visitor source markets

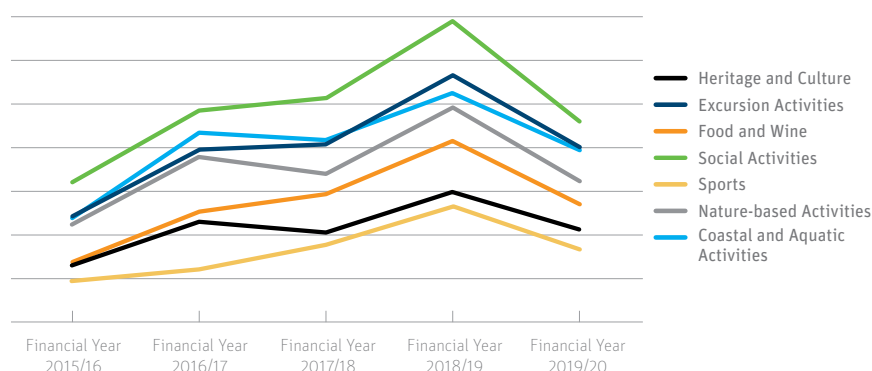


Figure 7: Demand for a range of experiences. Social Activities, Excursion Activities and Coastal and Aquatic Activities were the top three activity categories participated in by international visitors.

Challenges and Opportunities for the Visitor Economy

With the impacts of COVID-19 lingering longer than predicted, the war in Ukraine and high inflation rates, the world's economy is slowing more than anticipated⁴. Yet despite global challenges, and given a base of domestic intrastate travellers, Redlands Coast has the opportunity to capitalise on its traditional markets and create new visitor experiences and products that highlight the region's natural appeal in rich cultural stories to attract a broader intrastate and interstate market.

As tourism learns to live with COVID-19⁵ and its impacts, there is a high level of pent-up demand for travel, and consumer confidence across all domestic travel segments is beginning to return⁶. Visitor markets are now looking for reconnection with friends and family and nature-based experiences that can provide them with fresh air and safe open spaces. Travel segments are more conscious of sustainable travel expectations and more mindful of health, hygiene and wellness considerations⁷.

Redlands Coast is well positioned to develop and deliver the products and experiences to meet these new

consumer demands and expectations.

Hallmark events such as the Brisbane 2032 Olympic and Paralympic Games will not only bring extensive international and national exposure and awareness to the host region, but they can provide a catalyst for increased self-confidence, civic pride and the revitalisation of community and commercial infrastructure. Redlands Coast has a once-in-a-lifetime chance to leverage this opportunity. The region's product strengths, opportunity to leverage transport infrastructure and improved accessibility that will be needed to service the eastern block of major Olympic venues, location around the Sleeman Sports Complex at Chandler cluster of four venues, and close proximity and accessibility to Brisbane provide Redlands Coast with an unprecedented opportunity. Birkdale Community Precinct, including the Redland Whitewater Centre, also has the potential to set the region up to become a major catalyst for adventure sport and recreation as well as emergency and resilience education and training in south-east Queensland and beyond.

Redland City Council's *Our Future Redlands – A Corporate Plan to 2026*

and Beyond presents a vision for Redlands Coast as a city of connected communities, naturally wonderful lifestyle and embracing opportunities. Tourism is everyone's business, and the *Redlands Coast Destination Management Plan 2023–2028* is closely aligned with both the vision and the catalyst projects that have been identified in the corporate plan.

A new regional partnership approach will help build tourism to its maximum potential. Success can only be achieved through strong cross-government collaboration, industry and community engagement and a commitment to action.

There is an opportunity to continue destination marketing partnerships with Brisbane Economic Development Agency and Tourism and Events Queensland. This includes access to more strategic data that may assist Redlands Coast in tracking visitation numbers and better understanding visitor satisfaction.

Redlands Coast Transport Strategy 2020 outlines a visitor network plan to improve connectivity and provides activity hubs and strategic access



Morwong Beach, Goochie Mudlo/Coochiemudlo Island

⁴ OECD economic outlook, September 2022. [oecd.org/economic-outlook/september-2022/](https://www.oecd.org/economic-outlook/september-2022/)
⁵ Towards 2032: Reshaping Queensland's visitor economy to welcome the world.

⁶ Euromonitor. 2022. Unprecedented Pent Up Demand Drives Travel Recovery.
⁷ Booking.com Sustainable Travel Report. 2022.



points across Moreton Bay Marine Park and to the islands. The key outcome for tourism is to progressively build seamless and convenient travel options across the region for both visitors and residents.

The Brisbane 2032 Olympic and Paralympic Games can be expected to have a strong First Nations narrative that will include storytelling, products and services that highlight traditional culture and heritage. The Games will open up new opportunities and partnerships with First Nations Peoples.

Quadruple Bottom Line reporting is put forward in Council's *Our Future Redlands – A Corporate Plan to 2026 and Beyond* and provides a basis to establish and track clear performance criteria for sustainable tourism.

The Queensland Government has made a formal commitment for the Brisbane 2032 Olympic and Paralympic Games to be climate positive.

Redlands Coast has an opportunity to take a leadership position in

sustainable and responsible tourism. This includes exploring opportunities to become an eco-certified destination with a commitment to decarbonisation, as well as encouraging local tourism operators to undertake accredited eco-certification programs to support the region's sustainable and responsible tourism aspirations.

Improved sustainability provides holistic benefits across the environment and community by identifying and managing resources that protect the now, as well as the future. Change, in the form of quickly evolving consumer demand, and national and international climate change commitments, means that the tourism industry needs to respond. Destination and operator sustainable certification can play a part in best-practice delivery for sustainability.

Tourism is already a major component of the Redlands Coast visitor economy, supporting more than 2607 jobs, and there is a substantial opportunity to continue to grow with new product

and visitor experiences and improved transport access. A new target for the tourism industry's contribution to the Gross Regional Product (GRP) of 4% by 2041 can be achieved if efforts are made to work with the visitor precincts, activity hubs and catalyst projects that can help shape and generate visitor growth. Key precincts and projects include Toondah Harbour, Weinam Creek, Redlands Coast Regional Sport and Recreation Precinct, Capalaba Town Centre Revitalisation, Redland Performing Arts Centre redevelopment and Birkdale Community Precinct.

Building on the interest in aquatic and coastal experiences, natural attractions and heritage and culture, Redlands Coast's naturally wonderful appeal can provide a centre stage for domestic and international visitors.

TRENDS AND TOURISM FUTURES

COVID-19 has led to significant impacts on the tourism and hospitality industry but has also opened an array of future possibilities that had never been considered. Some key trends have emerged that will shape the travel industry across the next five-year period.

Greatest of All Trips (GOAT)

After two years of pent-up demand and holidays on hold, the Greatest of All Trips is high on the agenda for many. Travellers are seeking out transformative experiences, willing to spend more and wanting to feel like they made the most out of their trip⁸. They are wanting unique ways to connect with places and experience new things that come with bragging rights. This will be a priority for some in the return to travel.

Safety and hygiene

Pandemic-influenced conservatism will continue to shape visitors' travel expectations. Physical distancing, strong hygiene practises, flexible booking options and increased service-level expectations will remain as the

industry continues to reopen.

Travellers may remain cautious in their habits, seeking reliable and known businesses that are displaying hygiene credentials⁹.

Rising uncertainties

While tourism continues to recover post pandemic, new uncertainties across unsettled geopolitical landscapes are creating turbulence globally. The war in Ukraine, inflation and unequal recovery from the global pandemic are causing economic instability among nations¹⁰. Overall uncertainty, lack of confidence, and economic pressures across nations could hamper tourism recovery. Further challenges will be realised with an extremely competitive marketplace as destinations domestically and globally compete for returning visitors.

Growth in nature-based and cultural experiences

Nature tourism and enhanced cultural experiences continue to grow, leading the recovery post pandemic. An increased appetite for wide open spaces and a sense of freedom have rejuvenated the benefits of outdoor

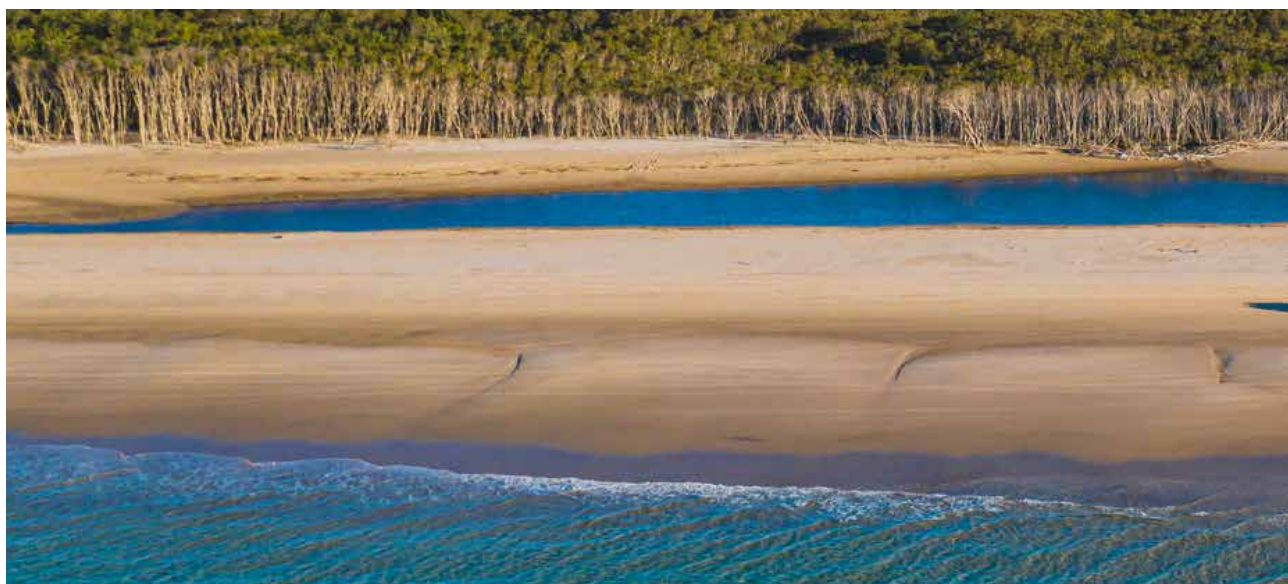
lifestyles and nature tourism¹¹.

Cultural experiences continue to grow with pipeline investment.

Working from anywhere

COVID-19 has seen rapid and widespread engagement with technology for business, safety, security, connection and collaboration – it has become a key to everything¹². Looking to the future, how we engage with technology and the expectations placed on businesses for their engagement with technology has shifted.

Expectation of online services is no longer a want; it is a need. As working from anywhere (WFA), or digital nomadism, becomes more acceptable, the ability to connect becomes a core consideration for destination management organisations, immigration authorities and hospitality organisations. Shared working spaces or collaboration stations encourage virtual work and facilitate collaboration and networking for those visiting destinations.



⁸ Expedia, November 2021. <https://newsroom.expedia.com/2021-11-30-The-GOAT-mindset-Expedia-reveals-2022s-biggest-travel-trend>

⁹ WTTC. 2021. Safe Travels Global Protocols and Stamp for New Normal. <https://wtcc.org/initiatives/safetravels-global-protocols-stamp>

¹⁰ OECD. September 2022 Outlook. <https://www.oecd.org/economic-outlook/september-2022/>

¹¹ Intrepid Travel Index 2022. <https://d1wxgmez3jk7il.cloudfront.net/intrepidtravel/Intrepid-Travel-Index-2022.pdf>

¹² Harvard Business Review, 2020. <https://hbr.org/2020/11/our-work-from-anywhere-future>

¹³ RMIT. HILDA Survey 2019. [https://www.rmit.edu.au/news/all-news/2019/jul/increasing-commuting-times#:~:text=As%20in%20past%20surveys%2C%20Sydney,and%20Adelaide%20\(56%20minutes\)](https://www.rmit.edu.au/news/all-news/2019/jul/increasing-commuting-times#:~:text=As%20in%20past%20surveys%2C%20Sydney,and%20Adelaide%20(56%20minutes))

WFA and working from home (WFH) has also shifted the way we engage with other leisure activities. Research indicates in Brisbane the average commute time is 33.35 minutes each way¹³ (5.5 hours per week). WFH provides additional time to engage with leisure activities. More flexible working hours along with WFA/WFH creates additional opportunities to smooth seasonal trends or weekday lulls for tourism experiences. Exploring localised promotion programs to capitalise off this trend could present short-term opportunities for businesses.

Conscious consumers

Respect for the environment and local provenance grew during enforced COVID-19 lockdowns, resulting in more people championing brands that were underpinned by sustainability credentials¹⁴. Customers pay more attention to the brands they support and what they stand for, including how sustainable they are both in environmental impact and ability to continue trading¹⁵. Customers are less likely to be forgiving if expectations are not met.

Travellers seek a richness of experiences, to expand their knowledge, to feel a connection and engage with culture and heritage. Social sustainability is becoming as important as environmental¹⁶.

To that end, localisation is on the rise. With early restrictions compelling a behaviour change among consumers, supporting local became commonplace. As restrictions lifted, support of the local continued, with research indicating 85% of Australians were willing to pay more to support local¹⁷. This translates to a desire for local food and beverage and travellers seeking regional destinations where community is at the centre of the experience. Localised supply chains and showcasing regional flavours will continue to be important as we continue to emerge.

Sustainability

Sustainability and environmental stewardship underpin the actions and intent of this destination management plan due to the inherent connection between visitors, the natural environment and social licence to

operate within the Redlands Coast community.

Climate change is a risk and an opportunity too big to ignore for Queensland and for coastal communities¹⁸. Careful consideration and planning are required to allow for adaptation and mitigation to the changing conditions the coast is facing.

As travellers become more environmentally, socially and culturally conscious, they too are seeking experiences that enable them to act responsibly and that minimise their impact¹⁹. Providing low-impact opportunities for visitors will support Redlands Coast's competitive positioning and support the sustainable future of tourism within the region.

Long-term goals of encouraging visitors to support environmental stewardship and commitment to protecting Country will be worked towards. This will enable Redlands Coast to align with Tourism and Events Queensland's Travel for Good purpose-led brand positioning with a focus on regeneration and connection with people.



Flinders Beach, Minjerribah/North Stradbroke Island

¹⁴ Booking.com 2022 Sustainability Report. <https://globalnews.booking.com/download/1161485/booking.comsustainabletravelreport2022final.pdf>

¹⁵ Expedia 2022 Sustainable Travel Study.

¹⁶ Booking.com Sustainable Travel Report. 2022.

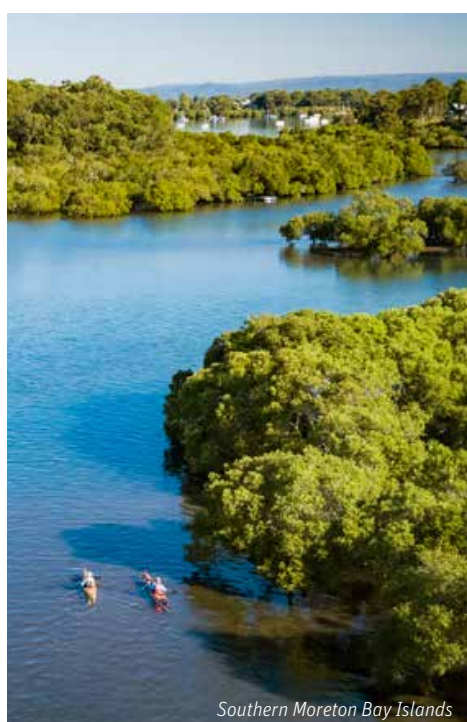
¹⁷ KPMG. 2020. <https://home.kpmg/au/en/home/insights/2020/07/7-consumer-behaviours-post-covid-19.html>

¹⁸ EY. 2019. Capitalising on Queensland's Opportunities in a Zero Net Emissions Future. https://www.qld.gov.au/_data/assets/pdf_file/0010/101701/ernst-young-qld-zero-net-emissions-future-exec-summary.pdf

¹⁹ EY. 2019. Capitalising on Queensland's Opportunities in a Zero Net Emissions Future. https://www.qld.gov.au/_data/assets/pdf_file/0010/101701/ernst-young-qld-zero-net-emissions-future-exec-summary.pdf

ALIGNED STRATEGIES AND PLANS

The *Redlands Coast Destination Management Plan 2023–2028* functions within a broad policy framework, including current tourism policy and direction at federal, state and local government levels and community, economic development, land management and environmental frameworks.



Southern Moreton Bay Islands

Federal	<ul style="list-style-type: none"> • THRIVE 2030
State	<ul style="list-style-type: none"> • Towards Tourism 2032 – Transforming Queensland's visitor economy future – a collective framework to set the direction of tourism in Queensland for the next 10 years. • Next Generation Tourism Planning Guide • Eco Tourism Strategy • Jobs Queensland Workforce Plans • Inclusive Tourism: Making your business more accessible • Camping and Caravanning Toolkit • Moreton Bay Marine Park Guide • Minjerribah Futures • Building a Resilient Tourism Industry: Queensland's Climate Change Response Plan • TEQ Events Strategy 2025
Brisbane Region	<ul style="list-style-type: none"> • The Visitor Economy 2031 – Vision for the Brisbane
Industry Led	<ul style="list-style-type: none"> • First Nations Tourism Plan • Digital Workforce Plan • Gudjundabu Marumba Gubiyanya – Tourism for a Glad Tomorrow
Redland City Council	<ul style="list-style-type: none"> • Redland City Plan Version 8, 2022 • Redlands Coast Transport Strategy 2020 • Redland City Economic Development Framework 2014–2041 • Seven Cs Connection Strategy, 2011 • Cleveland Centre Traffic and Transport Action Plan, 2019 • Redland City Events Strategy and Action Plan 2017–2022 • Our Future Redlands – A Corporate Plan to 2026 and Beyond • Redland City Council Strategic Asset Management Plan 2019–2029 • Redland Open Space Strategy 2026

Table 2: Aligned Strategies and Plans

The recently published *Towards Tourism 2032: Transforming Queensland's Visitor Economy Future* sets out an ambitious vision: *By 2032, Queensland will be Australia's destination of choice for domestic and global visitors seeking the world's best experiences.*

The industry target across Queensland is \$34 billion in overnight visitor expenditure per annum by 2027, and \$44 billion by 2032. These are ambitious, high-growth scenario goals that depend on increasing international visitors to Queensland, building on performance against other states and maintaining current momentum in interstate travel.

Redlands Coast overnight visitors contributed \$175 million in 2021/22, or 0.85%, towards the state total. Maintaining this market share, to reach the 2026/27 expenditure target, Redlands Coast overnight visitor expenditure needs to reach \$289 million – a 65% increase. By 2031/32, overnight visitor expenditure needs to reach \$374 million – a 114% increase across 10 years.

Redlands Coast's contribution is achievable through strategic planning and innovation that redefines the current experience offerings to deliver actions that anticipate changing consumer demands and addresses key opportunities across the region. The strategic themes and actions in the *Redlands Coast Destination Management Plan 2023–2028* align with the priorities and goals in *Towards Tourism 2032: Transforming Queensland's visitor economy future.*

REDLANDS COAST SITUATIONAL ANALYSIS

STRENGTHS	OPPORTUNITIES
<ul style="list-style-type: none"> • Proximity to Brisbane • Authenticity • Beaches and secluded swimming spots • Wildlife encounters • Redlands Coast history • Walking routes • Active adventure activities within region 	<ul style="list-style-type: none"> • Festivals and events • First Nations tourism • Storytelling and experiences • Arts and culture experiences • Strengthened partnerships with federal and state governments as well as the private sector • Brisbane 2032 Olympic and Paralympic Games • Marketing and promotion • Safety and connectivity • 4–5 star accommodation offerings
LIMITATIONS AND GAPS	CRITICAL SUCCESS FACTOR
<ul style="list-style-type: none"> • Supply tensions • Accommodation gaps • Experience gaps • Skills and capacity • Product gaps • Connectivity between trails and villages • Accessible tourism options for all • Awareness of business' role in the tourism industry • Experiences and quality • Transport limitations • Perceived cost of reaching islands • Accessible coast • Wayfinding 	<ul style="list-style-type: none"> • Strength of the tourism network • Service quality • Investment by all levels of government and the private sector to support catalyst projects • Community support • Cross-government support

Strengths

Proximity to the 2 million population of Brisbane

Within a 35 minute drive from the Brisbane CBD, Redlands Coast has a market of more than 2.52 million²⁰ people. With COVID-19 restrictions lifted, shifting travel patterns mean that domestic travel is on the rise, local and authentic experiences are prioritised, and consumers are seeking greater control over the safety of their surroundings²¹.

Natural beauty of the region

Redlands Coast is naturally wonderful, with landscapes from bush to bay and beach. Its 335km of coastline and islands surrounded by coastal villages and rugged hinterland present ample nature-based opportunities. Its vast open spaces and outdoor attractions typify the experiences sought by consumers, providing breathing space and freshness.

Authenticity

Visitors are seeking experiences that are true reflections of the destination. Redlands Coast offers lifestyle destination experiences that are true to the region's history and nature.

Wildlife encounters

Redlands Coast has more than 170 species of flora and fauna²². On Minjerribah/ North Stradbroke Island, visitors can commonly see marine life, including whales and rays. Redlands Coast is home to a significant koala population and visitors can spot native koalas in local bushlands, parklands and street trees. Redlands Coast utilises scientific knowledge to track and monitor natural habitats in the area.

Quandamooka culture²³

With more than 21,000 years of continuous occupation of land and sea, the Quandamooka people offer knowledge, experiences and stories that cannot be found anywhere else in the world. More than 1000 known heritage sites can be explored across Quandamooka Country, helping share the story and history of Quandamooka people.



Redlands IndigiScapes Centre, Kapallaba/Capalaba

²⁰ Australian Bureau of Statistics. 2016 Census Data. <https://www.abs.gov.au/websitedbs/censushome.nsf/home/2016>

²¹ Australian Bureau of Statistics. 2016 Census Data. <https://www.abs.gov.au/websitedbs/censushome.nsf/home/2016>

²² Redland City Council. https://www.redland.qld.gov.au/info/20254/wildlife_in_redlands_coast

²³ Gudjundabu Marumba Gubiyiyanya – Tourism for a Glad Tomorrow. A 5 year strategy for sustainable tourism on Quandamooka Country. http://www.qyac.net.au/docs/Tourism_for_a_Glad_Tomorrow_WEB.pdf

22 Redlands Coast Destination Management Plan 2023–2028



Minjerribah/North Stradbroke Island

Heritage experiences

The lands and waters of Minjerribah/ North Stradbroke Island are also home to some of the most significant places of colonialisation. Sites listed on the Queensland Heritage Register include the convict causeway, remaining parts of the Benevolent Asylum and the Cemetery at Goompi/Dunwich, and the Lazerette on Teerk Roo Ra National Park/Peel Island.

Redlands Coast history

With more than 35 historic locations to visit, Redlands Coast presents ample opportunities to engage heritage visitors. Key attractions include Queensland's oldest licensed hotel the Grand View Hotel, Redland Museum, Cleveland Point Lighthouse, and Ormiston House, where you can enjoy tea among the gardens and learn about one of the birthplaces of the Australian sugar industry.

Opportunities

Storytelling and experiences

Each Redlands Coast village has its own unique identity, voice and story to tell. By focusing on the authentic characteristics of the villages, activating precincts and creating consistency in the quality of experience delivery, Redlands Coast can provide visitors with a network of destinations to explore. This will add a depth of experiences across Redlands Coast, providing new motivators for visitors and opportunities to increase length of stay.

Experience development should focus on public and private assets, including Council-controlled aspects of the destination experience, such as wayfinding, entry-points and exploring innovative ways to fill empty shop fronts to create welcoming and lively village centres.

Arts community

Redlands Coast has a thriving arts community, with Redland Art Gallery in the villages of Cleveland and Capalaba, Redland Performing Arts Centre in Cleveland, and a range of art studios and galleries across the islands. There is also a cluster of more than 250 artists, writers and musicians who live, work and play on Jencoomercha/ Macleay Island²⁴. Leveraging off the region's arts trail presents a significant opportunity for the region.

Walking routes

A suite of walking routes has been established throughout Redlands Coast, offering diverse scenery, connection points and wide-open spaces for visitors to explore.

Mountain bike trails

Trails throughout Redlands Coast were mapped for the *Redland City Tourism Strategy and Action Plan 2015–2020*

and provide outdoor adventure opportunities. Redlands Coast is building its reputation as a go-to biking destination with dedicated eco-trails and reserves.

Beaches and secluded swimming spots

Mainland and island coastlines boast swimming spots, offering a coastal escape in close proximity to Brisbane's thriving city population base.

Active adventure activities within region

Home to outdoor adventure centres and an array of visitor experiences centred around active adventure, Redlands Coast offers a broad suite of adventure opportunities.

Weather

Redlands Coast benefits from Queensland weather at its finest; warm winters make it a year-round destination of choice.

Accommodation

The region lacks high-end and luxury accommodation that meets the needs of higher yielding visitors, with only limited supply. Attracting boutique, high-end accommodation that aligns with the characteristics of Redlands Coast presents opportunities to increase domestic and international visitor spend.

International visitation

Growth in international visitation to Redlands Coast can be achieved through private sector investment in 4–5 star accommodation, improved infrastructure and transport connectivity as well as authentic and memorable product and experience delivery to meet the needs and expectations of international visitors.

Redlands Coast's ability to attract international visitor markets will be strengthened by partnering with Brisbane Economic Development Agency (BEDA), and Tourism and Events Queensland (TEQ) to leverage international marketing campaign activity and brand positioning, global market insights as well as industry development, trade-ready programs to build capacity and capability of the local tourism industry. It will be further strengthened through participation at Australian Tourism Export Council events and programs.

There is also an opportunity to leverage Council's existing Sister-City relationships and arrangements that are in place to promote and attract international visitation to the region.

²⁴ Macleay Island, Arts. (2022). <https://www.macleayisland.net/the-arts/>

Festivals and events

Festivals and events present significant opportunities to bring visitors to the region and to encourage visitor dispersal, both seasonally and regionally. Building on Council's event strategy, there is the opportunity to create a full schedule of major events that leverage the region's unique assets, and position villages as 'must visits' at strategic times during the year.

Arts and Culture

Redland Performing Arts Centre, Redland Art Gallery, Redland Museum, North Stradbroke Island Historical Museum, Southern Moreton Bay Islands (Russell Island) Museum and local art studios present a cluster of arts and cultural experiences for visitors across the region. The depth of experiences creates opportunity to activate and leverage this sector more actively through marketing, events, and collaborative working.

Village activation

Village activation across Redlands Coast is supported through the development of Council's Centres Management Program (CMP). This program is aimed at driving specific outcomes to create and support successful city centre economies within Redlands Coast. This program emanates from Council's centres management approach that will revitalise our town centres and grow the economy across Redlands Coast.

Safety and connectivity

Safety and security are considered the amplifying or qualifying determinants of a destination's competitiveness²⁵. They are fundamental to creating an engaging space where residents and visitors wish to stay and engage. Well-lit precincts that are connected – both physically and digitally – will help build

confidence in the region's villages.

Connectivity across all islands through improved public infrastructure (jetties, moorings) and the existence of well-stocked convenience stores and beachfront activation, could also facilitate greater opportunity for visitors to spend more. Considering the movement of visitors as well as locals when planning transit routes and other shared facilities is critical.

Making business simple

A connected Council that understands its role in tourism, not only in the tourism department but across all aspects of service delivery, is key to facilitating a sustainable future for Redlands Coast tourism. This includes areas such as asset management, a planning framework that provides for appropriate new development, arts and cultural activities and events, as well as trails and recreation management. Council can also play a valuable role in creating opportunities for small businesses and providing entrepreneurial support through red tape reduction or internal navigation that would present opportunities to fast-track revitalisation of Redlands Coast village precincts.

Leveraging Council's existing concierge services to address complex business requirements and facilitating business and networking events for the benefit of local businesses is an important factor in making business simple.

Marketing and promotion

Building on Redlands Coast's brand, which was launched through the previous tourism strategy, Redlands Coast has the opportunity to build greater awareness with potential visitors, to sustain consistent visitation through a balanced calendar of year-round events, and gain traction with a united industry voice.

There are further opportunities to leverage regional and state tourism investment made through Brisbane Economic Development Agency (BEDA) and Tourism and Events Queensland (TEQ) to feature Redlands Coast across multiple areas in future marketing campaigns.

BEDA's current tourism brand positioning focuses on driving connection between Brisbane and the Bay. One of the key brand pillars for the Brisbane Region is the Pristine Bay of Aboriginal Culture and Wildlife. Redlands Coast is well placed to support this experience pillar.

Brisbane 2032 Olympic and Paralympic Games

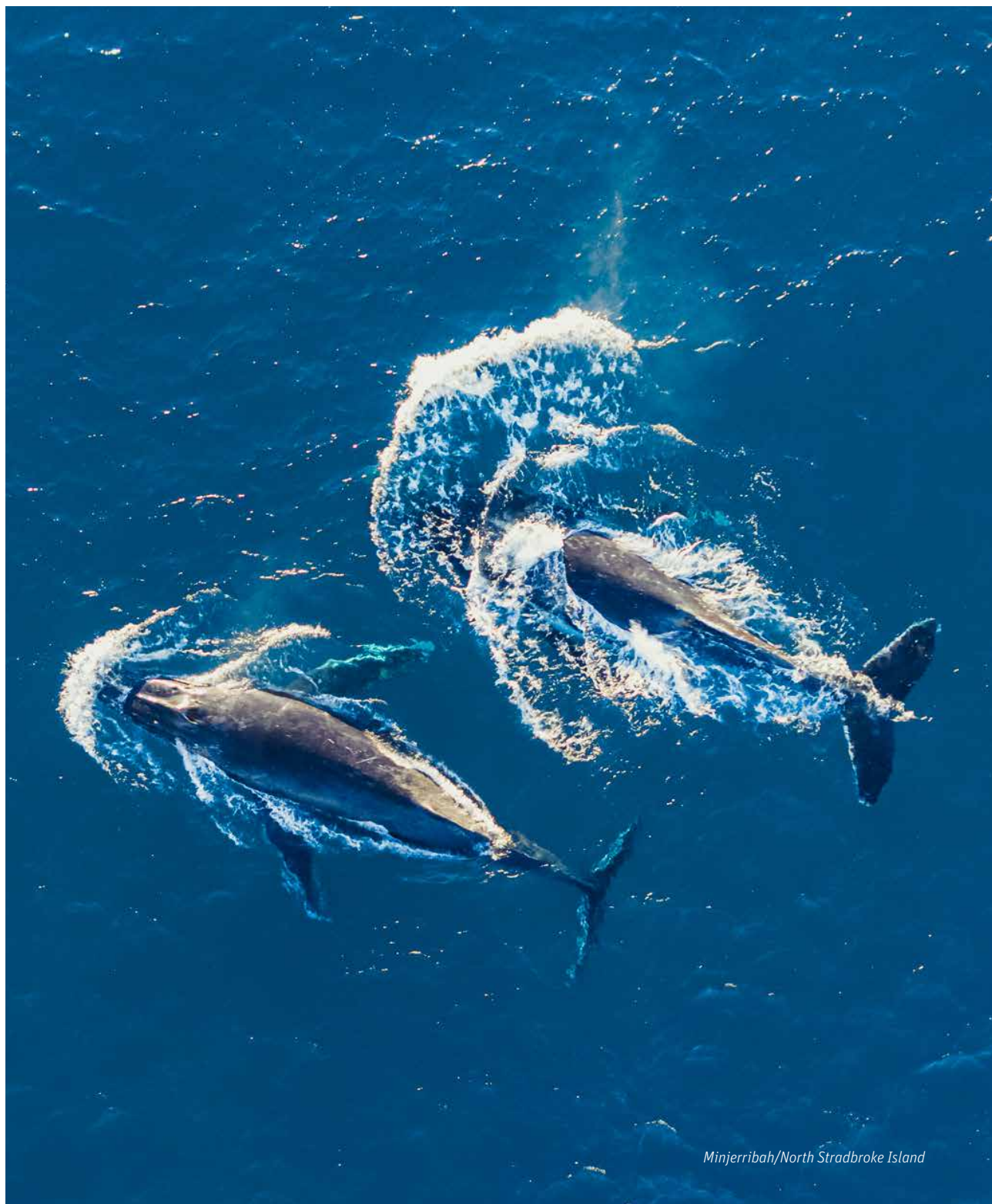
Queensland's successful hosting of the Brisbane 2032 Olympic and Paralympic Games will deliver a range of economic and community benefits for Redlands Coast.

From a strategic tourism perspective, the unparalleled opportunity for heightened global and national profile will provide opportunities to grow awareness of the region, helping put Redlands Coast on the world map.

Positioning Redlands Coast as an adventure sports hub provides a significant opportunity to leverage Brisbane 2032 Olympics and Paralympics Games investment.

The Redland Whitewater Centre, to be built at Birkdale Community Precinct, will host the Canoe Slalom events for the Brisbane 2032 Olympic and Paralympic Games, providing opportunities to offer visitors an increased range of event and experience opportunities before and after the Games, as well as international promotion.

²⁵ Ritchie & Crouch. 2003. *The Competitive Destination: A Sustainable Tourism Perspective*.



Minjerribah/North Stradbroke Island



Raby Bay Foreshore Park, Nandeebie/Cleveland

Limitations and Gaps

Transport connectivity

Getting to and around Redlands Coast, particularly the islands, is a significant issue.

A seamless ticketing system across public transport networks, including ferries, buses and trains; coordinated timetables; and additional transport options, including regular services to destinations on each of the islands, would be of benefit.

On Minjerribah/North Stradbroke Island, passenger and vehicle ferries finish earlier each evening than when restaurant staff complete their shifts, adding to the difficulty of attracting mainland staff and limiting evening economy on the island.

A current lack of publicly accessible moorings and facilities on the islands for recreational vessels makes it difficult to encourage the boating market.

Supply tensions

Balancing the need to provide accommodation on Minjerribah/North Stradbroke Island for both visitors and locals, it is important that workers are not pushed out of the market through private rentals and the sharing economy. At peak visitation times there has been tension between accommodation availability for workers and visitors. This not only impacts the ability of tourism operators to find skilled employees but it also shifts local commerce opportunities in the region.

Experiences and quality

Social media analysis and consultation across industry indicates inconsistent delivery of high-quality experiences. Ensuring that experiences are delivered to the highest quality is no longer a wish – it is an expectation. Consumers are seeking to immerse themselves in experiences where they can connect with the people, place, and culture they are visiting. Engaging visitors in the story of a place through consistent

delivery of key messages that are appealing is a key step in creating satisfied consumers.

Skills and capacity

To be a competitive and resilient destination, tourism businesses must also be resilient and competitive. Upskilling in areas such as business management, service quality and experience development, among others, will support delivery of exceptional and diverse experiences across Redlands Coast and ensure delivery of the brand promise across the region.

Accessible coast

Despite the region's 335km of coastline, there is limited access on the mainland to the coast, which reduces the destination's appeal when compared to nearby Gold Coast, Sunshine Coast and Moreton Bay region's precincts.

Product and experience gaps

To fulfill Redlands Coast's aspirational growth target to enhance the tourism

industry's contribution to 4% Gross Regional Product by 2041, there needs to be adequate infrastructure and experiences to create opportunities for visitors to spend more and stay longer.

Ensuring appropriate accommodation is available across the destination to support growing sport tourism prospects is important. New infrastructure such as the Redland Whitewater Centre at Birkdale Community Precinct, upcoming Redlands Coast Regional Sport and Recreation Precinct at Mount Cotton and other sporting infrastructure that host competitions (e.g. rugby league, AFL, touch football, cricket etc.), can provide a significant boost to the region's appeal.

Redlands Coast is home to Queensland's largest winery, Sirromet Wines, which offers a signature food and beverage experience as well as major festivals and events such as A Day on the Green, attracting significant visitation. While a range of cafes can

be found throughout Redlands Coast, a broader range of high-quality food and beverage experiences have been identified as a major gap in experience delivery across the region.

Consideration of red-tape reduction measures, including more flexible licensing, could encourage further development of precinct activation and evening economy.

Additionally, exploring ways to engage day visitors in spending more while on Redlands Coast is key. Food and beverage facilities aligned to popular walking and cycling paths, unique hire opportunities (e-bikes, scooters and pedal karts) along key park and foreshore areas (where logistically viable) are key strategies to enhance the economic impact of what is currently lower-value tourism. In practical terms, enablers such as flexible zoning or licensing that supports temporary or pop-up vendors are examples of actions that can be implemented.

Accommodation gaps

The accommodation audit conducted in July 2020 indicates a total of 459 accommodation providers (including private rental options e.g. Airbnb and Stayz) on Redlands Coast with capacity of 4253 visitors per night. In addition, there are 13 caravan parks and campsites (eight of which are located on Minjerribah/ North Stradbroke Island), providing additional accommodation offerings

across Redlands Coast. In total, 62% of accommodation is located on Minjerribah/North Stradbroke Island. It is important to note that a significant proportion of accommodation is holiday rental, with a large pool of accommodation across Redlands Coast available on share platforms such as Airbnb.

The majority of accommodation (70%) is in the budget range, with 28% in

the mid-range category. Only 2% of accommodation can be described as being in the luxury bracket. The budget style accommodation limits the average daily spend of overnight visitors and sets expectations of the experiences across Redlands Coast.

There is an opportunity in the market for further accommodation across Redlands Coast, particularly at the luxury end of the market.



Don and Christine Burnett Conservation Area, Joonggabbini/Sheldon

Experience gaps

While there may be several experiences available, the existence of tourism businesses is not enough. Visitors are seeking transformational experiences, those that develop their beliefs, provide a connection with people and place, and provide an aspect of growth. Ongoing experience development is required to support the development of transformational tourism experiences across Redlands Coast to meet emerging visitor needs and wants.

Low cost or free nature-based activities are widespread across Redlands Coast, providing visitors with easy access to parks, bike trails and walks throughout the destination. Identifying ways to leverage opportunities through these areas, for example through guided mountain biking or walks or through deeper nature-based experiences, could increase the existing natural attraction of Redlands Coast.

To elevate the positioning of the Southern Moreton Bay Islands (where there is significant potential), there needs to be more experience options for visitors to do and spend while on the islands. This will bring greater benefits to the islands, providing direct economic return. Experiences are currently largely limited to water-based activities and arts centres.

On Minjerribah/North Stradbroke Island, there is diversity in existing experiences with both land and water-based options for visitors. Minjerribah/North Stradbroke Island remains the hero attractor for Redlands Coast.

Connectivity between trails and villages

Destinations that are highly competitive and favoured among visitors are well connected and easy to navigate. Establishing plans to connect the region's existing walking and cycling routes, and to connect with public transport options and visitor attractions (where feasible) to create a connected Redlands Coast should be considered.

As climate change continues to impact destinations across Queensland, more frequent extreme weather conditions will impact on visitors and residents' interactions with outdoor spaces.

When exploring opportunities within trail development and the associated infrastructure, Council should consider creating natural shade as a protection from harsh weather conditions and weatherproofing walkways with other means to encourage year-round engagement with tourism precincts.

Wayfinding

Both directional and informational signage support a connected destination and enhances visitor experiences, creating a sense of place. Integrating physical and technological opportunities for wayfinding can further enhance experiences and tell stories of the region. There is a great opportunity to continue leveraging off the initial dual place naming strategy, and integrate First Nations knowledge of Quandamooka Country to significantly enhance experience delivery.

Awareness of business' role in the tourism industry

While the core tourism industry understands its role in servicing the visitor market, there is a gap in the broader understanding of tourism's role in the economy and who is involved in the industry (i.e. retailers, food and drink and other supplier businesses have valuable roles to play). Embedding a thorough understanding of the industry and supporting all businesses to understand their contribution to the visitor economy will strengthen service delivery, promote collaboration and packaging opportunities and create a more connected Redlands Coast.

Accessible tourism

Almost one-in-five people are living with a disability²⁶ in Australia and spend about \$8 billion on tourism products and experiences annually. Accessible tourism is of growing importance to

the state's tourism industry²⁷, with the Queensland Government dedicating 2023 as the Year of Accessible Tourism to drive change and create opportunities across the tourism industry.

There is an increased need for improved accessibility across Redlands Coast. Providing accessible experiences through investment in infrastructure such as boardwalks and cycle pathway widening and expansion, beach matting, infrastructure enhancements, innovative technology and tailored tourism experiences present significant growth opportunities to make the region more accessible for all.

However, a 'whole of journey' approach is recommended, which considers the entire trip that visitors make. This includes ensuring there is suitable access for travel, food and drink and accommodation options as well as the focal visitor experience. A focus on universal design means that accessibility considerations not only accommodate disability access but can also cater for aged living and visitors with prams and other mobility requirements. The Brisbane 2032 Olympic and Paralympic Games will also highlight the importance of accessible destinations.

Perceived cost of reaching islands (especially Minjerribah/ North Stradbroke Island)

Cost perception is a major barrier to potential visitors' willingness to travel to Minjerribah/North Stradbroke Island. It is also a difficult misconception to address. Review of current cost structures indicates that the cost of travelling to Minjerribah/North Stradbroke Island at certain times of the day can be more affordable when compared to equivalent travel to Mulgumpin/Moreton Island or K'gari/ Fraser Island. While the variable pricing strategy of the vehicle ferry plays an obvious role in aligning with peak and off-peak demand, this could also be one of the reasons regarding misconceptions on expense regarding island access.

²⁶ <https://www.and.org.au/resources/disability-statistics/>

²⁷ Towards 2032. Reshaping Queensland's visitor economy to welcome the world.

Critical Success Factors

Strength of the tourism network

To gain the greatest benefits from tourism, a strong and united message needs to be presented across all markets and high-quality experiences need to be consistently delivered throughout Redlands Coast.

Through a united and supportive network – across all levels of government, including federal and state government agencies as well as federal and state tourism organisations, regional tourism organisations, and tourism operators – a greater level of buy-in can be achieved for the Redlands Coast brand. Leveraging strategic partnerships with BEDA and TEQ presents mutually beneficial opportunities to build on existing marketing expenditure aligned to the region to showcase experiences and develop greater market penetration.

This was particularly the case when focus was placed on domestic markets during the COVID-19 recovery.

Continued development of the Redlands Coast brand, consistent usage and positioning, and clear alignment with other marketing campaigns driving visitation to the region will support broader community and operator engagement and buy-in to the brand. Enhanced buy-in among operators will augment brand positioning, build awareness and support Council's role in presenting the brand to market.

Cross-government support

Understanding that tourism is everyone's business is an important success factor. Integration and understanding of visitor flow, movement and interactions across the destination should be considered in all aspects of destination and

city development and placemaking. Infrastructure investment and improved amenity can deliver tangible benefits to visitors and residents. Embedding a 'cross-government' tourism focus will support a more coordinated and effective approach to destination management and delivery of economic benefits.

The village concept – activation of Redland Coast's unique villages through their own unique stories and identity – is central to this strategy and represents a good example of where a cross-government approach is necessary to achieve successful implementation. Village activation presents significant opportunities for year-round engagement with Redlands Coast businesses. To achieve this, place plans are required for each centre to focus activities and investment opportunities.



Eastern Escarpment Conservation Area, Jungalpin/Mount Cotton

CATALYST INFRASTRUCTURE PROJECTS

The investment in future strategic and catalyst infrastructure will drive demand for tourism and position Redlands Coast as an attractive destination to live, work and play.

Investing effectively in enabling infrastructure will support employment opportunities and strengthen regional growth. Infrastructure creates the building blocks for the future of Redlands Coast. We will keep pace for future demand by investing today.

Council will continue to partner with key proponents to bring these developments to life and to create a thriving Redlands Coast destination, bringing benefits to residents and visitors.

Some of the proposed key catalyst future infrastructure projects for Redlands Coast include:

Toondah Harbour, Cleveland – Priority Development Area (PDA)

Toondah Harbour PDA project is based on the existing port facility at Cleveland. The project will be a game-changer for Redlands Coast and south-east Queensland. It will create an exciting new mainland destination showcasing the natural attractions of Moreton Bay and islands and will provide a gateway to Minjerrabah/North Stradbroke Island for locals and visitors alike.

Projected economic benefits from the Toondah Harbour development include 1000 construction-related jobs, 500 operational jobs post construction, an additional 50,000 visitors annually to Redlands Coast and \$2.33 billion indirect benefit to the local economy^{28 29}.



Weinam Creek, Redland Bay – Priority Development Area (PDA)

Weinam Creek is set to become an exciting and dynamic destination in its own right – as well as an effective transport hub and gateway to the Southern Moreton Bay Islands. Council's Weinam Creek master plan, which will be delivered in stages, will transform the waterfront of Redland Bay, provide community infrastructure for local families, improve the usability of the transport hub, attract visitors, create jobs and drive economic development in the area. Weinam Creek will see approximately \$260 million injected into the local economy.

The Weinam Creek master plan includes:

- more open space
- new pedestrian and cycle ways
- rejuvenation of existing parkland
- more car parks
- improved drop off and storage facilities for island residents and visitors
- a new boat ramp to separate emergency and public access
- a mix of residential and retail spaces, including cafes, restaurants, and potential for a medical precinct



²⁸ Toondah Harbour – Economic, 2022 <https://www.toondah-harbour.com.au/economic/>

²⁹ Toondah Harbour – Tourism, 2022 <https://www.toondah-harbour.com.au/tourism/>

Birkdale Community Precinct

Birkdale Community Precinct is the largest, most encompassing and diverse community project ever planned by Council for Redlands Coast.

Set on 62 hectares of land, Birkdale Community Precinct presents an opportunity to be a prime gateway for Redlands Coast. The precinct will be a destination in its own right, as a place with a space for everyone.

Birkdale Community Precinct will include a public swimming lagoon; food and entertainment hubs, including a stage for open-air movies, concerts, and theatre; a whitewater centre and adventure playground; bush trails with access to Tingalpa Creek for canoe and kayaking; dedicated facilities for cultural and environmental experiences; a circuit running track and other fitness opportunities; and an array of other community facilities.

It will also feature and celebrate two heritage properties that exist on the site: a former World War II Radio Receiving Station, built by the US Army in 1943; and Willards Farm, one of the city's earliest homesteads and dairy farms with its collection of outbuildings. A multi-million-dollar program will begin in 2023 to restore Willards Farm to its former pioneer-era glory.

With substantial numbers of local, national and international guests, users and competitors expected to visit the precinct annually, and given that the precinct is also an event venue during the Brisbane 2032 Olympic and Paralympic Games, there are numerous opportunities for Council to work with all levels of government and other partners to provide new and upgraded infrastructure.

In particular, regionally significant transport projects include the extension of the Eastern Transitway and duplication of the Cleveland rail line. At a more localised level, the precinct will play a part in the State Planning Policy's Active Transport Corridor, offering a pedestrian and cycleway connection between Capalaba and Thorneside. This corridor will also link and complement the rollout of the Capalaba Town Centre Revitalisation project to the precinct.



Redland Whitewater Centre

The Redland Whitewater Centre will be capable of hosting international, national and state events before and long after the Brisbane 2032 Olympic and Paralympic Games, for which the venue will host the canoe slalom events. The Games are predicted to deliver some \$8.1 billion in economic and social benefits for Queensland and \$17.6 billion nationally.

The whitewater centre will be a unique addition to sport and recreation facilities on Redlands Coast and is being designed with the additional capability of housing Australia's first natural hazards resilience training centre for a multitude of potential stakeholders, including emergency service providers. It will not only offer swift-water training opportunities for Australian emergency service officers but also for our Pacific neighbours, with potential to increase visitors to Redlands Coast.

The Redland Whitewater Centre will offer other sporting bodies a facility where they can undertake strength and conditioning preparation across a myriad of sports and ability levels. Its continued use will include partnering with schools and universities to offer recreational, sporting and educational programming.



Redlands Coast Regional Sport and Recreation Precinct

The Redlands Coast Regional Sport and Recreation Precinct, located at Mount Cotton, will provide formal sporting facilities for touch football, rugby league, BMX and cycling. It will further support the wider community with a unique wet and dry play experience, kickabout space, pump track, rehabilitated wetlands, boardwalks, picnic areas and trails through conservation areas. Other sports and event spaces across the city may also benefit, with room to grow made possible by primary tenants moving to the precinct.

Minjerribah Panorama Coastal Walk

The Minjerribah Panorama Coastal Walk Point Lookout Connection will enhance the experience for pedestrians between Snapper Street and the Gorge Walk at Point Lookout on Minjerribah/North Stradbroke Island.

Formalising an existing track on the ocean side of Mooloomba Road, this project is the result of consultations with the community. It identified the importance of infrastructure that addressed this 'missing link,' and improved wayfinding signage, alongside sensitively enhancing this beautiful area, and building on the existing and unique landscape features and character of Point Lookout.



Dunwich Ferry Terminal Upgrade

The South East Queensland City Deal includes an initial investment of \$41 million to upgrade a new ferry terminal at Goompi/Dunwich. The upgrade will create a first-class arrival point at one of Australia's most beautiful natural assets, Minjerribah/North Stradbroke Island, boosting tourism and supporting our local businesses.

The terminal upgrade is a joint partnership between the Australian Government, Queensland Government and Redland City Council. The project will include a new pontoon, shelters, retail, and commercial premises, improved landscaping and arrivals area. The upgraded infrastructure and services will improve connectivity and promote tourism to the island.

Capalaba Town Centre Revitalisation

Redland City Council, in partnership with subsidiary company Redland Investment Corporation (RIC), is delivering an exciting multi-million revitalisation of a 1.55 hectare site in the heart of Capalaba.

The Capalaba Revitalisation Project will transform the area behind Capalaba Central Shopping Centre into the urban heart of Capalaba. In October 2022 Council entered into a development agreement with RIC and Shayher Group to take the next steps in delivering the transformation.

The agreement will see delivery of a \$250 million project that incorporates a commercial precinct and exciting, new public spaces, including community assets such as a new library, customer service centre and arts space.

The project will accommodate an employment hub, supported by an innovative public precinct with a diverse mix of dining, retail and entertainment uses to create a day/night economy and bring much-needed infrastructure to improve the connectivity of the area.



Redland Performing Arts Centre Redevelopment

The \$1.4 million redevelopment of the Redland Performing Arts Centre includes a more open and welcoming entrance and piazza upgrades, including:

- New outdoor café
- Improved drop-off area for patrons.

ACTION PLAN

This Action Plan contains steps to advance tourism opportunities for Redlands Coast in the lead-up to the Brisbane 2032 Olympic and Paralympic Games and to meet our tourism industry vision: *Redlands Coast is a connected region with liveability, social inclusion and natural values at its heart. Its tourism industry brings culture to life and creates opportunities for locals and visitors to play a part in caring for the environment and building a sustainable and resilient economy.*

The actions will also drive Redlands Coast's brand position as Brisbane region's nature-based adventure destination and gateway to Moreton Bay and islands.

There are 27 actions that will be implemented over the next five years across five key areas:

- Product Development and Experience Delivery
- Destination Marketing
- Visitor Services and Business Readiness
- Enabling Infrastructure
- Destination Stewardship



Product Development and Experience Delivery

Visitors are seeking more than just products. They are looking for experiences – an emotional connection or personal achievement that can be gained from an inspiring activity that will connect them with the place, people and culture. The following actions will support experience and industry development, with the aim of delivering world-class, transformational experiences.

Aim

To position Redlands Coast as an experience-based destination that showcases and celebrates the region's natural and cultural values.

Actions	Tasks	Key Accountable	Stakeholders/ Partners	Timing
1.1 Create an Experience Development Framework	<ul style="list-style-type: none"> • Deliver an Experience Development Framework to guide the development of hero experiences across the region, build operator confidence and provide cohesive and coherent storytelling and positioning to underpin the Redlands Coast brand. • Establish cluster groups to help strengthen the industry's unified voice, identify challenges and opportunities and develop specific cluster initiatives and events. The clusters will also help to increase communication between operators and encourage regular crossflow of information to enhance the visitor experience. 	Council	TEQ, BEDA	1 – 2 years
1.2 Support First Nations Stories and Culture	<ul style="list-style-type: none"> • Work with Quandamooka Traditional Owners to deliver cultural awareness education programs to tourism businesses and embed heritage stories across the experience framework to promote a respectful partnership approach to supporting this defining characteristic of Redlands Coast. • Establish a working group of Quandamooka tourism operators (QTO) and businesses to identify, support and promote opportunities to create authentic and immersive Quandamooka Aboriginal culture and heritage experiences. 	Council	First Nations operators, State Government, BEDA	1 – 3 Years
1.3 Advocate for a Moreton Bay Marine Park Activation Plan	<ul style="list-style-type: none"> • Advocate to the state government for the development of a Moreton Bay Marine Park Activation Plan to ensure marine park tourism products, experiences and infrastructure are aligned with key visitor precincts and activity points. These include Toondah Harbour, Weinam Creek and across Redlands Coast islands. 	Council	Tourism operators, Chambers of Commerce, QTIC, BEDA, TEQ, State Government	3 – 5 Years
1.4 Enhance Wildlife and Marine Life Experiences	<ul style="list-style-type: none"> • Further strengthen research partnerships with universities to develop research, education and conservation programs to support Redlands Coast's natural encounters. • Advocate for high-quality, nature-based tourism experiences through partnerships and private-sector investment opportunities that can offer visitors eco-tourism and educational encounters. • Promote the Moreton Bay Marine Park and Redlands Coast islands as a place to experience first-hand marine and wildlife encounters. 	Council	BEDA, State Government, Universities, Tourism operators	1 – 3 Years
1.5 Enhance Eco-Adventure Tourism Trails	<ul style="list-style-type: none"> • Continue to advocate for eco-adventure tourism experiences, including the planning and development of a tracks and trails enhancement program for the Redlands Coast hinterland and islands, that includes improvements to connectivity, and infrastructure to support accessibility, visitor experience and hosting of events. • Advocate for an islands great coastal walk/trail on Redlands Coast. 	Council	Tourism operators, Chambers of Commerce, TEQ, BEDA, State Government	3 – 5 Years

Destination Marketing

Destination marketing is about engaging stakeholders to drive destination awareness and finding creative ways of communicating destination value. It is also about creating reasons for targeted markets to visit Redlands Coast at the right time to create value for local operators and the wider community.

Aim

To position Redlands Coast as Brisbane region's nature-based adventure destination and gateway to Moreton Bay and islands.

Actions	Tasks	Key Accountable	Stakeholders/ Partners	Timing
2.1 Continue Redlands Coast Brand Messaging	<ul style="list-style-type: none"> Continue to support the take up and delivery of the Redlands Coast destination brand and brand messages. Develop a Redlands Coast brand toolkit for local tourism and event operators to ensure their marketing efforts are consistent with the destinations brand messaging, use of high-quality images, videography, signage and other marketing collateral. 	Council	Tourism operators, TEQ, BEDA	1 – 2 Years
2.2 International Positioning of Redlands Coast	<ul style="list-style-type: none"> Continue to work in close partnership with BEDA and TEQ to ensure that Redlands Coast branding is aligned, maximising profile opportunities in target international markets. Incorporate Sister-City relationships to further increase international visitor opportunities and provide media familiarisations for coverage. Continue to promote Redlands Coast at airports, visitor information centres, in-flight magazines, hotels, and by media familiarisation programs. 	Council	TEQ, BEDA, Industry operators	2 – 3 Years
2.3 Embed Storytelling	<ul style="list-style-type: none"> Develop and deliver a storytelling guide (specific to destination, heritage and wildlife) to create a consistent Redlands Coast narrative. Further develop the tourism website – VisitRedlandsCoast.com.au to embed stories and trails making them accessible to visitors. 	Council	Tourism operators, BEDA	1 – 2 Years
2.4 Digital Delivery of Messages	<ul style="list-style-type: none"> Support the local tourism industry in embracing digital platforms including social media, Australian Tourism Data Warehouse, South East Queensland Food Trails, and other distribution websites. Implement a digital image library to support media, trade and industry partners in promoting high quality images and videos of the destination to align with the destination and brand values. Ensure cross promotion with TEQ image library. Engage travel writers and tourism content creators to build organic content to support the destinations diverse experience offering and promote across Redlands Coast's social media platforms. 	Council	Tourism operators, TEQ, BEDA	1 – 2 Years
2.5 Pilot Care for Country Pledge	<ul style="list-style-type: none"> Work with Quandamooka Traditional Owners, tourism operators and local businesses to pilot and promote a Care for Country Pledge. A destination pledge will help to encourage visitors to commit to responsible behaviours, and to respect the environment, culture and community while visiting Redlands Coast on Quandamooka Country. The pledge will have the dual effect of bringing operators together under one message and bringing visitors together. 	Council	Tourism operators, Businesses, First Nations operators	2 – 3 Years
2.6 Deliver Events Strategy	<ul style="list-style-type: none"> Continue to build Council's events strategy and expand it to promote and attract a balanced year-round calendar of events at precincts and villages. 	Council	Tourism operators, Event organisers, TEQ, BEDA	2 – 3 Years

Visitor Services and Business Readiness

Visitor services are the touchpoints across the region that help guide tourism activities and support and augment commercial tourism operations. They can lead to seamless tourism experiences that delight all visitors and create memories that will bring people back to the destination.

Aim

To improve and expand visitor services and support the development and delivery of business skills and standards across Redlands Coast.

Actions	Tasks	Key Accountable	Stakeholders/ Partners	Timing
3.1 Wayfinding Signage Roll-out	<ul style="list-style-type: none"> Continue to roll-out wayfinding across Redlands Coast – including directional and informational signage for bike and walking trails, and interpretive signage for villages. Wayfinding should include Quandamooka Jandai language, where possible. 	Council	State Government, First Nations operators	1 – 5 Years
3.2 Support Accessible Tourism Program	<ul style="list-style-type: none"> Leverage opportunities aligned with the state government's Year of Accessible Tourism initiatives including educational industry workshops, online resources, audits and funding programs to support infrastructure and technology improvements. Support the implementation of an accessible tourism program to ensure Redlands Coast and its tourism businesses cater and support all residents and visitors to enable them to further experience the naturally wonderful region (e.g. accommodation, beach access, wayfinding, pathways, digital communications, hospitality establishments). 	Council	State Government, Tourism operators, BEDA, TEQ	1 – 5 Years
3.3 Enhance Heritage Trail Experiences	<ul style="list-style-type: none"> Lead the enhancement of heritage trails across Redlands Coast in conjunction with the local historic societies, museums and community organisations. 	Council	Historical societies, Museums, Community organisations	1 – 3 Years
3.4 Advocate for Seamless Ticketing Systems	<ul style="list-style-type: none"> Advocate for seamless ticketing systems and improved connectivity across public transport networks including ferries, buses, trains etc. to support the visitor experience across mainland and islands. 	Council	State Government, Translink, Queensland Rail	2 – 5 Years
3.5 Develop a Service Culture	<ul style="list-style-type: none"> Work with tourism operators, local businesses and the Visitor Information Centre to foster a welcome and quality service culture. This could include close involvement with the schools, universities, and service clubs. This in time should include language skills to service the Brisbane 2032 Olympic and Paralympic Games. 	Council	Tourism operators, QTIC, BEDA, Universities, Schools	1 – 5 years
3.6 Support Trade Ready Products and Packages	<ul style="list-style-type: none"> Upskilling of tourism operators to become international trade-ready and participating in profile-raising opportunities at key trade shows such as Australian Tourism Export Council (ATEC). 	Council	BEDA, TEQ, ATEC, Tourism operators	1 – 5 years

Enabling Infrastructure

There are a wide number of strategic infrastructure and policy documents that have a direct influence on the future of tourism on Redlands Coast. This includes the South East Queensland City Deal, Brisbane 2032 Olympic and Paralympic Games, Redlands Coast Transport Strategy and the Redland City Economic Development Framework 2014–2041.

Aim

To align tourism infrastructure to the wider state government and Council catalyst projects and strategic goals outlined in *Our Future Redlands – A Corporate Plan to 2026 and Beyond*.

Actions	Tasks	Key Accountable	Stakeholders/ Partners	Timing
4.1 Implement Village Activation	<ul style="list-style-type: none"> • Support activation initiatives and events at key centres across Redlands Coast. • Identify options for pop-up and temporary event activations, shared spaces, short-term rentals or other innovative models to showcase arts, crafts, music and creative industries. 	Council	Tourism operators, Businesses, Chambers of Commerce	1 – 3 Years
4.2 Produce an Investment Prospectus	<ul style="list-style-type: none"> • Develop a tourism investment prospectus including videos, and digital and printed collateral to promote Redlands Coast as a destination of choice for investment in new tourism experiences, precincts and accommodation. • Explore opportunities for additional accommodation offerings including hotels, RV/Caravan Parks and campgrounds across Redlands Coast's coastline and hinterland. 	Council	Investors, Tourism operators	1 – 2 Years
4.3 Collaborate on Marine Facility Opportunities	<ul style="list-style-type: none"> • Work collaboratively with the state government to prioritise accessibility to Redlands Coast islands including investigating opportunities for fishing pontoons, public recreational moorings, commercial marine fuel stations, jetties etc. 	Council	Marine operators, Transport operators, State Government	3 – 5 Years
4.4 Redlands Coast Regional Sport and Recreation Precinct Event Opportunities	<ul style="list-style-type: none"> • Investigate opportunities to attract large sporting events and experiences to this precinct. 	Council	Adventure sport operators	5+ Years
4.5 Birkdale Community Precinct Tourism Opportunities	<ul style="list-style-type: none"> • Collaborate with stakeholders to identify suitable tourism opportunities at this precinct. 	Council	Tourism operators	5+ Years
4.6 Advocate for Dedicated Event Spaces	<ul style="list-style-type: none"> • Advocate for dedicated event spaces that incorporate associated infrastructure (electricity, parking, water, lighting, amenities etc.) across Redlands Coast to attract major festivals and events that generate out-of-region visitation. This includes advocating for a masterplan transforming Norm Price Park – Redland Showgrounds, Cleveland. 	Council	State Government, Event operators	1 – 3 Years

Destination Stewardship

Cross-Council actions are needed to support an approach to tourism management across Redlands Coast, ensuring that the impact of all Council decisions are considered with a destination, resident and visitor lens. Redlands Coast has an opportunity to position itself as a leader in ecologically sustainable development. The Brisbane 2032 Olympic and Paralympic Games is to be a climate-positive event and Redlands Coast has an opportunity to position itself as the leading sustainable destination in south-east Queensland.

Aim

Tourism needs strong leadership and regional partnerships to focus resources and energy and to remain agile and responsive in the lead up to the Brisbane 2032 Olympic and Paralympic Games.

Actions	Tasks	Key Accountable	Stakeholders/ Partners	Timing
5.1 Develop Leadership in Sustainability	<ul style="list-style-type: none"> Investigate opportunities for Redlands Coast to gain destination certification and benchmarking under a recognised eco-tourism program. Support the transition to a circular economy for waste management and resource efficiency across the tourism supply chain. Work across Council to set decarbonisation targets. 	Council	State Government, TEQ	1 – 3 Years
5.2 Support Tourism Industry Disaster Recovery and Resilience	<ul style="list-style-type: none"> Deliver initiatives, programs, digital platforms and industry resources to assist tourism businesses to prepare for, and be resilient to, natural disasters. 	Council	State Government, Tourism operators	1 – 3 Years
5.3 Workforce and Skills Support	<ul style="list-style-type: none"> Work with local operators, schools, state government and industry bodies to undertake an audit of the visitor economy workforce to identify gaps in current workforce skills. Investigate options to support and increase the local workforce such as including mature aged workers, secondary and tertiary students seeking training, international students, working holiday visas and people with a disability. 	Council	QTIC, Tourism operators, State Government, Schools, TAFE, BEDA	1 – 3 Years
5.4 Deliver Tourism Infrastructure and Service Audit	<ul style="list-style-type: none"> Undertake a review of current visitor service infrastructure and identify gaps for servicing international visitors. This work will be needed for all precincts and will need to include transport hubs. 	Council	Tourism operators	2 – 5 Years



Cleveland (Nandeebie/Indillie)

40 Redlands Coast Destination Management Plan 2023–2028



Teerk Roo Ra National Park/Peel Island

APPENDIX 1 – ROLES AND RESPONSIBILITIES

Organisation	Responsibilities	
Redland City Council – Communication, Engagement and Tourism Group	<ul style="list-style-type: none"> Overall responsibility for Destination Management Plan Representing tourism and the visitor economy Industry development and engagement Monitoring and interpreting visitor statistics Festivals and events 	<ul style="list-style-type: none"> Cross-government partnerships Event facilitation Destination branding and marketing Visitor Information Centre
Redland City Council – all other departments	<ul style="list-style-type: none"> Destination assets appearance and maintenance Investment attraction Licences and permitting Redland City Plan Transport planning and supporting provision – infrastructure planning and development control Public health and safety 	<ul style="list-style-type: none"> Public and visitor services – toilets, car parking, waste, utilities, lighting and experience delivery Arts and culture programs Partnership with private sector on development Signage and wayfinding Street safety and lighting Sporting facilities
Redlands Coast Tourism Sub-Committee	<ul style="list-style-type: none"> Provide on-the-ground industry insights, and guidance to ensure implementation of the <i>Redlands Coast Destination Management Plan 2023–2028</i> 	<ul style="list-style-type: none"> Bi-monthly meetings Industry advocacy
Quandamooka Yoolooburrabee Aboriginal Corporation	<ul style="list-style-type: none"> Traditional Owners and Minjerribah Native Title holders Overall responsibility for <i>Gudjundabu Marumba Gubiyiyanya – Tourism for a Glad Tomorrow</i> delivery 	
Minjerribah Moorgumpin Elders-in-Council	<ul style="list-style-type: none"> Play a key role in the preservation and maintenance of Aboriginal First Nations Quandamooka cultural heritage, and cultural and educational services to domestic and international visitors Deliver guided tours, First Nations experiences and events 	
Chambers of Commerce	<ul style="list-style-type: none"> Actively assist members to maintain sustainable businesses Advocacy for businesses Seek opportunities through funding sources to facilitate business mentoring, advice, training and development for members and staff 	<ul style="list-style-type: none"> Facilitate collaboration Organise business networking opportunities and centralised communication
Tourism and Events Queensland (TEQ)	<ul style="list-style-type: none"> Queensland's whole-of-state tourism marketing, destination and experience development and major events agency Attract international and domestic visitors to travel to and within Queensland 	<ul style="list-style-type: none"> Identify, attract, develop and promote major events across Queensland Conduct research into, and analysis of, tourism in Queensland
Queensland Tourism Industry Council (QTIC)	<ul style="list-style-type: none"> Policy and advocacy – lobbying for favourable outcomes for the tourism and hospitality industry Certification – ensuring quality is acknowledged and championed across the state 	<ul style="list-style-type: none"> Award and recognition programs Capacity building Mentoring young tourism professionals Indigenous tourism and employment
Brisbane Economic Development Agency and RTOs	<ul style="list-style-type: none"> Develop product, experiences and events Provide leadership, advocacy, development and the coordination of industry, LGA and community, including setting the vision and direction for tourism in the region Partner with TEQ and LGAs in marketing, experience development and events 	<ul style="list-style-type: none"> Market the region to domestic interstate and/or intrastate visitors Share knowledge and cooperating with other destinations as part of the RTO network Administer service agreements with each of their LGAs outlining roles, responsibilities and financial contributions
Department of Tourism, Innovation and Sport (DTIS)	<ul style="list-style-type: none"> Leads the Queensland government's support to create a thriving visitor economy Policy and advocacy 	<ul style="list-style-type: none"> Strategic partnerships Infrastructure and major projects Delivery of funding programs
Department of Environment and Science (DES)	<ul style="list-style-type: none"> Conservation and enhancement of natural assets Wayfinding and visitor information Commercial activities permits 	<ul style="list-style-type: none"> Eco-trails National Parks
Department of Employment, Small Business and Training (DESBT)	<ul style="list-style-type: none"> Connecting and supporting Queenslanders with employment programs and services 	<ul style="list-style-type: none"> Small business grants and support Training and skills programs
Tourism Operators	<ul style="list-style-type: none"> Development and delivery of visitor experience Creation of jobs and experience development Buy-in to and engagement with destination brand 	
Local Voluntary Groups	<ul style="list-style-type: none"> Presentation and interpretation of heritage experiences Local event and conservation support Local knowledge and expertise 	

APPENDIX 2 – LIST OF ACRONYMS

ATDW	Australian Tourism Data Warehouse	NVS	National Visitor Statistics
AOC	Australian Olympic Committee	QTIC	Queensland Tourism Industry Council
BEDA	Brisbane Economic Development Agency	QYAC	Quandamooka Yoolooburrabee Aboriginal Corporation
DES	Department of Environment and Science	RTO	Regional Tourism Organisation
DESBT	Department of Education, Small Business and Training	SEQ	South east Queensland
DTIS	Department of Tourism, Innovation and Sport	SMBI	Southern Moreton Bay Islands
GOAT	Greatest of All Trips	STO	State Tourism Organisation
GRP	Gross Regional Product	TEQ	Tourism and Events Queensland
IVS	International Visitor Statistics	TRA	Tourism Research Australia
LGA	Local Government Area	VET	Vocational Education and Training
MMEIC	Minjerribah Moorgumpin Elders-in-Council	VIC	Visitor Information Centre



APPENDIX 3 – EXPERIENCE MAPPING

The following experiences are those listed on the Australian Tourism Data Warehouse (ATDW) website and the Visit Redlands Coast website, or that can be independently found when searching key terms of Redlands Coast, or things to do on Redlands Coast.

Mainland Experiences

While there are many natural experiences (national parks, walks, trails), the commissionable product on the mainland is relatively limited (Figure 8).

Health and wellness are well represented across Redlands Coast, as are sports and adventure-based experiences. Other land and water-based paid experiences are limited, leaving significant development opportunities for the region.

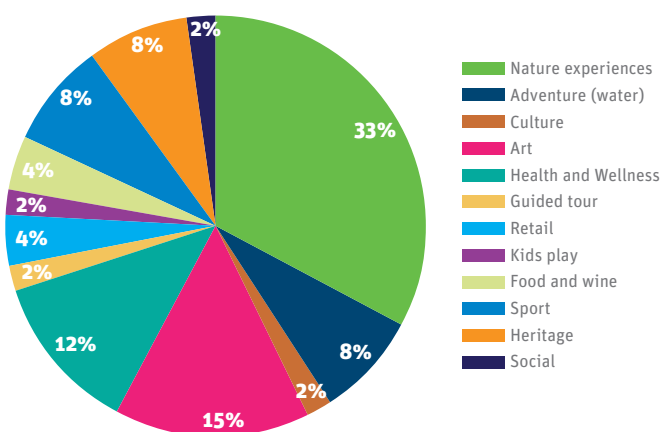


Figure 8: Mainland Experience Mapping

Minjerribah/North Stradbroke Island Experiences

Similar to mainland Redlands Coast, there is a significant number of free or low-cost activities and experiences available on Minjerribah/North Stradbroke Island. Nature-based experiences are most prevalent, with natural attractions such as North Gorge Walk, Main Beach and Cylinder Beach (Figure 9).

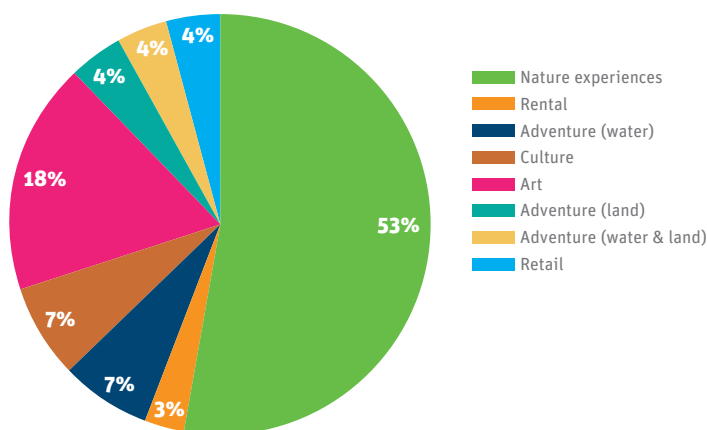
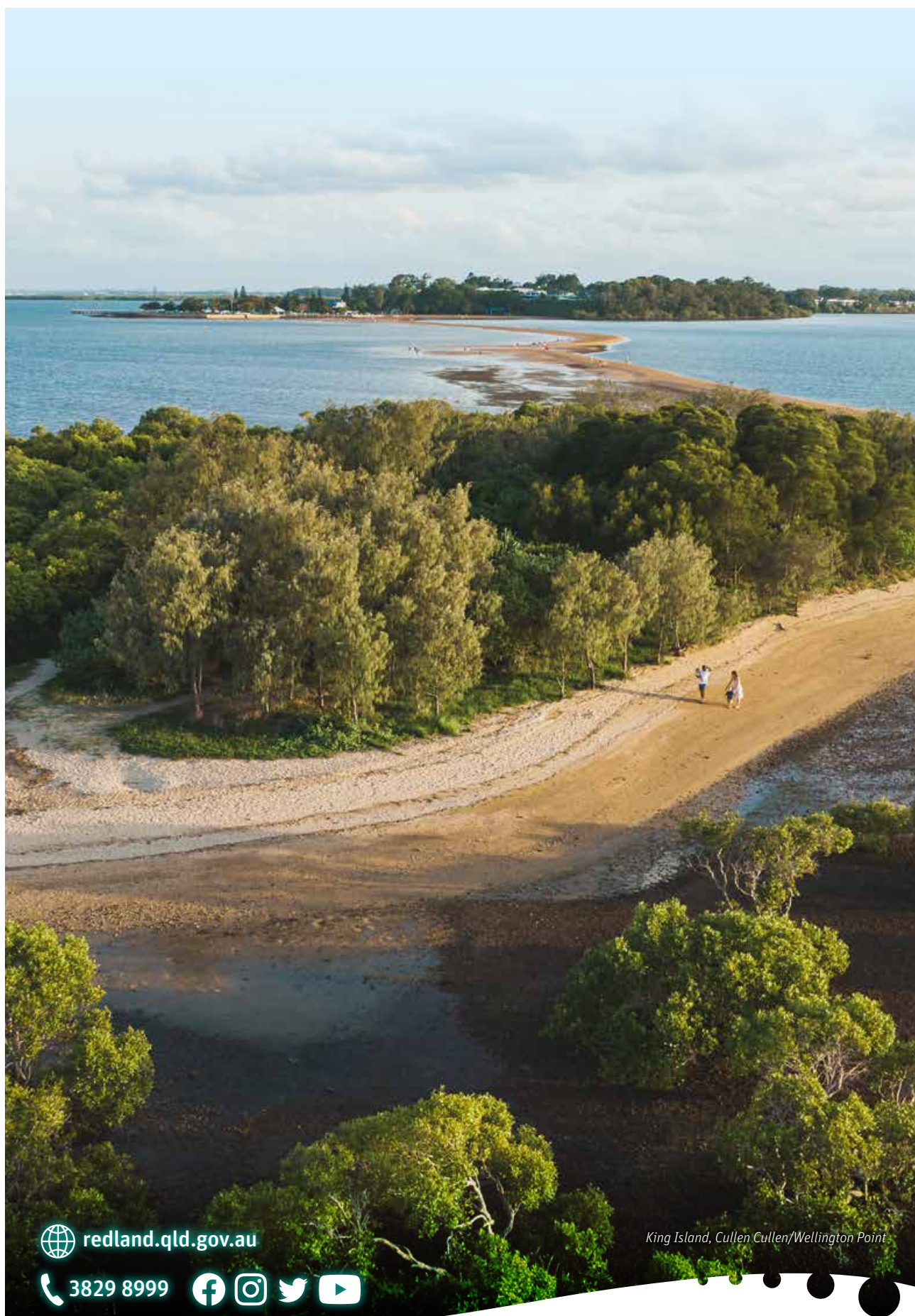


Figure 9: Minjerribah/North Stradbroke Island Experience Mapping



**14 REPORTS FROM ADVOCACY, MAJOR PROJECTS AND ECONOMIC
DEVELOPMENT**

Nil.

15 REPORTS FROM COMMUNITY & CUSTOMER SERVICES

Nil.

16 REPORTS FROM INFRASTRUCTURE & OPERATIONS

Nil.

17 NOTICES OF INTENTION TO REPEAL OR AMEND A RESOLUTION

In accordance with *s.262 Local Government Regulation 2012*.

18 NOTICES OF MOTION

18.1 NOTICE OF MOTION - CR PETER MITCHELL - REQUEST FOR COUNCIL TO DESIGN AND CONSTRUCT AMENITIES AT OLD SCHOOL HOUSE PARK AMITY POINT

Objective Reference: A7309817

Attachments: Nil

In accordance with section 6.16 of *Council Meeting Standing Orders*, at the General Meeting scheduled for Wednesday, 15 February 2023, notice is hereby given that Councillor Peter Mitchell intends to move the motion as follows:

MOTION

That Council resolves as follows:

- 1. To design and construct a new public amenity at Old School House Park, Amity Point, Minjerribah (North Stradbroke Island) to replace the amenities removed in 2022.**
- 2. That a covered area with table and chairs also be designed and constructed to replace the existing building at end of life.**
- 3. That this project be confirmed in the capital works through the upcoming budget deliberations.**

BACKGROUND

The Amity Point community was shocked with the recent demolition of the public amenities in this much loved and used community park and seeks its restoration through Councillor support.

The Amity Point community strongly disputes the robustness and ultimate accuracy of the data and reasoning offered by Council justifying the removal.

This multi-use park functions as a prime gathering, recreation and celebration space for local residents, families and children.

It is important in connecting this isolated village community, and this facility plays an important part.

Old School House Park is also well located to help service the growing tourism visitation to Amity Point. Public amenities will also be required to service population growth from recent State land rezoning and expected development.

18.2 NOTICE OF MOTION - CR PAUL GOLLÈ - REQUEST FOR GENERAL MEETINGS OF COUNCIL TO REVERT TO FORTNIGHTLY

Objective Reference: A7310187

Attachments: Nil

In accordance with section 6.16 of *Council Meeting Standing Orders*, at the General Meeting scheduled for Wednesday, 15 February 2023, notice is hereby given that Cr Paul Gollè intends to move the motion as follows:

MOTION

That Council resolves as follows:

- 1. That General Meetings of Council revert back to fortnightly meetings.**
- 2. That this change takes effect from March 2023.**

BACKGROUND

On 4 November 2020, Redland City Councillors voted unanimously to set General Meetings to a monthly schedule (refer resolution 2020/320 in minutes 4 November 2020).

The meeting changes and schedule were enacted in 2021, in line with legislative requirements under *Local Government Regulation 2012*.

The new Council monthly meeting schedule brought the Redlands into line with other South East Queensland councils and allowed elected representatives and Council officers involved in Council's meetings to effectively research, meet and involve residents, and plan responsibly for their council meeting commitments, offering efficiencies to staff who had to work in quick succession to have reports tabled.

Published articles in local media demonstrate that despite actual costs to rate payers being reduced by complying with legislation and applying the element of thoroughness by having a monthly schedule, individuals commenting in media publications, having no experience in having to provide reports to Council, or who have nil understanding of governance in local government have raised the meeting schedule as a political issue.

Those individuals have suggested the community is disenfranchised because Councillors are not sitting in meetings long enough.

Statements published by unqualified individuals suggest that Councillors have halved their workload and rate payers are not getting value for money, because councillors are not sitting in chambers long enough.

Via Redland City Bulletin:

Member for Capalaba, Don Brown MP, has blasted Redlands Councillors, accusing them of halving their workload.

Redlands mayoral candidate Jos Mitchell, via Redland City Bulletin:

Residents wanted to see value for money from their rates, vowing to double the number of Redland City Council general meetings held each year.

These statements made of doubling meetings must reflect the community's wishes, despite the inefficient cost impacts to rate payers by having professional staff engaged.

Therefore, I propose that we, as a Council, move to a fortnightly meeting schedule so we double our efforts to address local issues.

19 URGENT BUSINESS WITHOUT NOTICE

In accordance with s.6.17 of Council Meeting Standing Orders, a Councillor may bring forward an item of urgent business if the meeting resolves that the matter is urgent.

Urgent Business Checklist	YES	NO
To achieve an outcome, does this matter have to be dealt with at a general meeting of Council?		
Does this matter require a decision that only Council make?		
Can the matter wait to be placed on the agenda for the next Council Meeting?		
Is it in the public interest to raise this matter at this meeting?		
Can the matter be dealt with administratively?		
If the matter relates to a request for information, has the request been made to the CEO or a General Manager Previously?		

20 CONFIDENTIAL ITEMS

COUNCIL MOTION

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with section 254J of the *Local Government Regulation 2012*:

20.1 Request for Partial Refund of Development Application Assessment Fees - Victoria Point

This matter is considered to be confidential under section 254J(3)(e) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with legal advice obtained by the local government or legal proceedings involving the local government including, for example, legal proceedings that may be taken by or against the local government.

Overview

To provide Council with a briefing on a request for a partial refund of development application assessment fees in respect of the listed applications and to seek instruction from Council in respect of the final response.

20.2 Renewal of Sub-Lease Cleveland

This matter is considered to be confidential under section 254J(3)(g) of the *Local Government Regulation 2012*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with negotiations relating to a commercial matter involving the local government for which a public discussion would be likely to prejudice the interests of the local government.

Overview

The purpose of this report is to recommend that Council approve the disposal of land or an interest in land under the *Local Government Regulation 2012*, for the purposes of renewing a sub-lease.

21 MEETING CLOSURE