



LOGAN AND REDLANDS:

**THE CENTRE OF ECONOMIC AND
EMPLOYMENT GROWTH FOR QUEENSLAND**

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Executive Summary

The Logan and Redlands Region (the Region) lies in an east/west arc across the southern boundary of the City of Brisbane and at the Northern Boundary of the Gold Coast and Scenic Rim Local Government Areas. The Region is at the heart of growth, transport, logistics, light manufacturing and suburban expansion in South East Queensland (SEQ). This makes the Region one of the most dynamic, high growth regions of Australia.

The Regional Development Australia (RDA) Logan and Redlands Committee was appointed by the Australian Government to consider, coordinate and collaborate with stakeholders across the three levels of government and private, public and community sector organisations.

RDA Logan and Redlands has a determined corporate goal to ensure the Region will be at the centre of economic and employment growth for South East Queensland, statewide Queensland and Australia wide. The Region has not received sufficient infrastructure investment for achieving this goal.

Priority expenditure in outer suburbs is per capital lower than inner city areas, but in addition, road and rail transit corridors the Logan and Redlands Region have been about “passing through” rather than “getting around” the Region. In short, infrastructure expenditure has mismatched the need of the Region despite its strategic importance to economic and employment growth.

Following extensive stakeholder discussion, RDA Logan and Redlands believes more focus is required to ensure:

- infrastructure serves regional east/west “across the region” mobility;
- strategies for reducing private vehicle usage as a cornerstone for addressing current and future congestion (prioritising road users);
- 24/7, fit for purpose, reliable and safe public transport across SEQ and within (across, not just through) the Region;
- in addition to a duplication of the M1 south of the Logan River, a new tunneled roadway corridor through the Redlands Coast (e.g., beneath the Mount Cotton Road corridor) to the Port of Brisbane will better connect this area to main transport corridors including an extended Logan Motorway and the duplicated M1, and provide safe and efficient access for heavy vehicles to Brisbane Port;
- utilising existing infrastructure (including the disused Beaudesert to Beenleigh rail corridor) to transport rail based cargo from the Sydney-Brisbane Rail and Inland Rail to industrial parks at Yatala and to the Port of Brisbane;
- the Southern Moreton Bay Islands (SMBI) are part of the east/west infrastructure corridor with a view to connect the various residential islands by road bridges and eventually to the mainland south of the Logan River Mouth to the duplicated M1, and extended Logan Motorway; and
- integrate with new population growth areas with innovative transport hubs (e.g., railway and bus stations at schools).

In parallel with this, planning will be necessary to initiate and accelerate labour market analysis/projected industry mix to implement structural changes to the local economy including workforce skill requirements for emerging industries and occupations.

Anecdotally, there is evidence of exponential growth in industries and occupations including:

- Telemedicine/telehealth;
- Virtual meetings and conferences;
- Transport and logistics (particularly deliveries);
- Connectivity;
- Health Care; and
- Drones.

Planning and bringing forward programming expenditure of key infrastructure activities will provide an opportunity to soften the employment and social blows heightened in this COVID-19 environment.

Infrastructure snapshot

The State Government has announced more than \$400 million in road upgrades, including \$77.5m in Logan. The projects include:

- \$37.5 million for the jointly-funded Mount Lindesay Highway upgrade from Stoney Camp Road to Chambers Flat Road;
- \$30 million for the Beaudesert Road and Illaweena Street intersection upgrade; and
- \$10 million for the Beaudesert-Beenleigh Road upgrade.

Logan City Council will also receive \$6.57 million from the State Government's \$200 million COVID Works for Queensland program.

In acknowledging the Redlands Coast allocation of \$2.8 million from the additional \$200 million Works for Queensland funding was a good start, more is needed to support the city in the wake of the current economic downturn.

Industry has commented transport continues to be a problem for regional areas particularly the congestion on the Mount Lindesay Highway. Discussion regarding the now disused Bethania/Beaudesert railway line has been raised with the question being asked why this has not been recommissioned as this would provide a good public transport link across the region (the Bethania and Beaudesert Line, plus the spur line to Canungra).

This is considered a more economically efficient alternative and would go a long way to getting cars off the road, with people using public transport.

A potential needs list?

- | |
|---|
| <ul style="list-style-type: none">• Mount Lindesay Highway - six lanes Freeway standard from Bromelton to Logan Motorway• Commuter Rail line from Ipswich via Springfield to Jimboomba/Beenleigh/Gold Coast• Commuter Rail lines from Helensvale/Beenleigh to Capalaba• Logan motorway extended further east - Freeway Standard Darra to Woongoolba/north of Steiglitz• "Bayway" Motorway to duplicate M1 from Helensvale to Lytton• Programmed construction for bridge connectors between Southern Moreton Bay Islands (SMBI) communities and including North Stradbroke with eventual connector to Logan/"Bayway" interchange near Woongoolba/north of Steiglitz |
|---|

- Inland Rail to terminate at Bromelton Inland Port or for further distributions to Port of Brisbane, Gold Coast, Northern New South Wales by new and existing rail corridors including a new underground freight line to be built from Bromelton via Yatala to Lytton
- Acacia Ridge Terminal to be decommissioned
- Existing Sydney to Brisbane Rail to be repurposed and opened up for commuter rail from Northern New South Wales and Mount Lindesay Highway suburbs with rail link to Beenleigh/Gold Coast
- Provision of connection to “town water” supply and waste water treatment facilities and access to high speed telecommunications services for SMBI communities

Introduction

The Logan and Redlands (L&R) Region is located within the broader South East Queensland (SEQ) Region between Brisbane to the north, Ipswich and the Scenic Rim to the west and the Gold Coast to the south. Its infrastructure corridors provide access to the Port of Brisbane and the Toowoomba, Brisbane and Gold Coast international and domestic airports. The planned Inland Rail is an opportunity to better leverage the Region's aspiration to be the centre of economic growth and employment opportunities in Australia.

With a uniquely diverse community of cultures, the L&R Region is steeped in culture and heritage. It features high-density city living, industrial precincts, villages, islands, rainforest, rural hinterland, farmland, beaches, bays, creeks and freshwater lakes as well as iconic flora and fauna.

However, the economic growth and social and environmental sustainability of the L&R Region is unnecessarily impeded by the avoidance of engagement in evidence based public policy debate and the disruptive influence this has on considerations of economic investment by stakeholders (public and private).

In the last few weeks, pressure for growth and sustainability in the Region has increased with the national call to cushion the impacts of COVID-19 over the next six months including providing the necessary support so people can get through the difficult times ahead with a focus on small, medium sized businesses, sole traders and income support that will be necessary for those most directly impacted by the economic downturn.

Logan and Redlands Region

The region is characterised by small businesses, a vulnerable population cohort, a reliance on a limited number of industry areas and a diverse geography including substantial island populations. The following provides indicators which show the region is vulnerable to economic (small business supply chains; industries largely undertaken in face to face/large numbers; limited mobility for a workforce that travels out of region) and consequential social (reduced income for businesses and individuals while meeting financial obligations such as rent and servicing loans) impacts of COVID-19.

Logan

- Small business (less than 20 employees) : 97.9% of all businesses.
- 54.2% of Logan City's working residents travel outside of the region to work.
- Aboriginal and Torres Strait population : 3.2% of total population.
- Overseas born : 27%.
- > 60 years of age : 12.2%.
- Top 4 industries by employment size : Construction (16.3%); Retail (14.0%); Health Care and Social Assistance (13.1%); and Education and Training (10.0%).

Redland

- Small business (less than 20 employees) : 98.4% of all businesses.
- 51.5% of Redland City's working residents travel outside of the region to work.
- Aboriginal and Torres Strait Islander population : 2.3% of total population.
- Overseas born : 23%.
- > 60 years of age : 17.1%.
- Top 4 industries by employment size : Health Care and Social Assistance (16.6%); Retail (13.7%); Construction (12.2%); and Education and Training (9.9%).

People with a Disability

The following table shows the scale of the current build required to ensure the goal of growing the NDIS market and workforce in capacity and capability to meet the needs of NDIS participants:

Location	Current and estimated demand participants #				Cost \$m				Workforce		
	Current	Full Scheme	Growth #	Growth %	Current	Full Scheme	Growth #	Growth %	Current	Full Scheme	Growth #
Logan and Redlands	4,300	9,900	5,600	130	150	470	320	213	1,110 - 1,350	3,200 - 3,900	2,100 - 2,550

The L&R Region has substantial economic opportunity but unrealised potential in the areas of Health Care and Social Assistance; Advanced Manufacturing; Infrastructure; Transport, Logistics and Warehousing; Education and Training; Professional Services; Tourism; and Research. The opportunity exists to translate this capacity into sustainable economic growth for the Region.

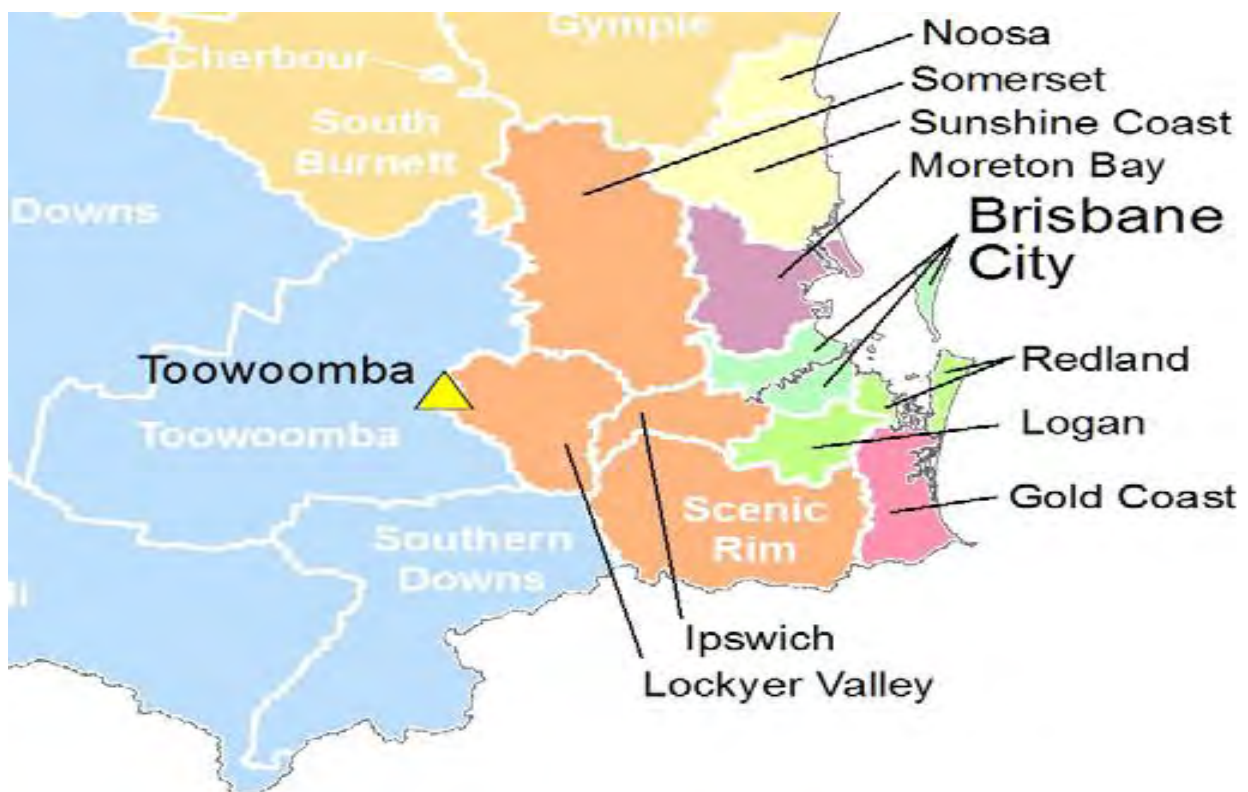
Map 1 attached isolates the geography specific to the L&R Region.

The Broader South East Queensland Region (SEQ)

The SEQ Region is at the centre of growth potential with:

1. A 25+ year SEQ City Deal;
2. A 12 year horizon until a SEQ Olympic Games;
3. An 11 year vision for the operationalising of the Visitor Economy 2031 Initiative;
4. A remaining 5 year completion timeline for the Inland Rail; and
5. A remaining 3 year full implementation the National Disability Insurance Scheme (a subset of the wider Health Care and Social Assistance Industry).

The broader SEQ Region is as follows:



(Source : https://www.rda.gov.au/sites/default/files/documents/rda_map_qld.pdf)

Within the broader SEQ Region, the SEQ Council of Mayors operates with members being:

- Brisbane City Council;
- Ipswich City Council;
- Lockyer Valley Regional Council;
- Logan City Council;
- Gold Coast City Council;
- Moreton Bay Regional Council;
- Redland City Council;
- Scenic Rim Regional Council;
- Somerset Regional Council;
- Sunshine Coast Regional Council; and
- Toowoomba Regional Council.

Planned Initiatives

SEQ City Deal

The South East Queensland (SEQ) City Deal Statement of Intent between The Commonwealth of Australia, The State of Queensland and The Council of Mayors (South East Queensland) provides an agreement between the three levels of government to work together to design and implement a City Deal for South East Queensland (the "SEQ City Deal").

As one of the fastest growing regions in Australia, the SEQ Region is experiencing significant change. In the period to 2041, the region is expected to accommodate an additional 1.9 million residents and almost 800,000 new homes. The region is also expecting to support one million new jobs.

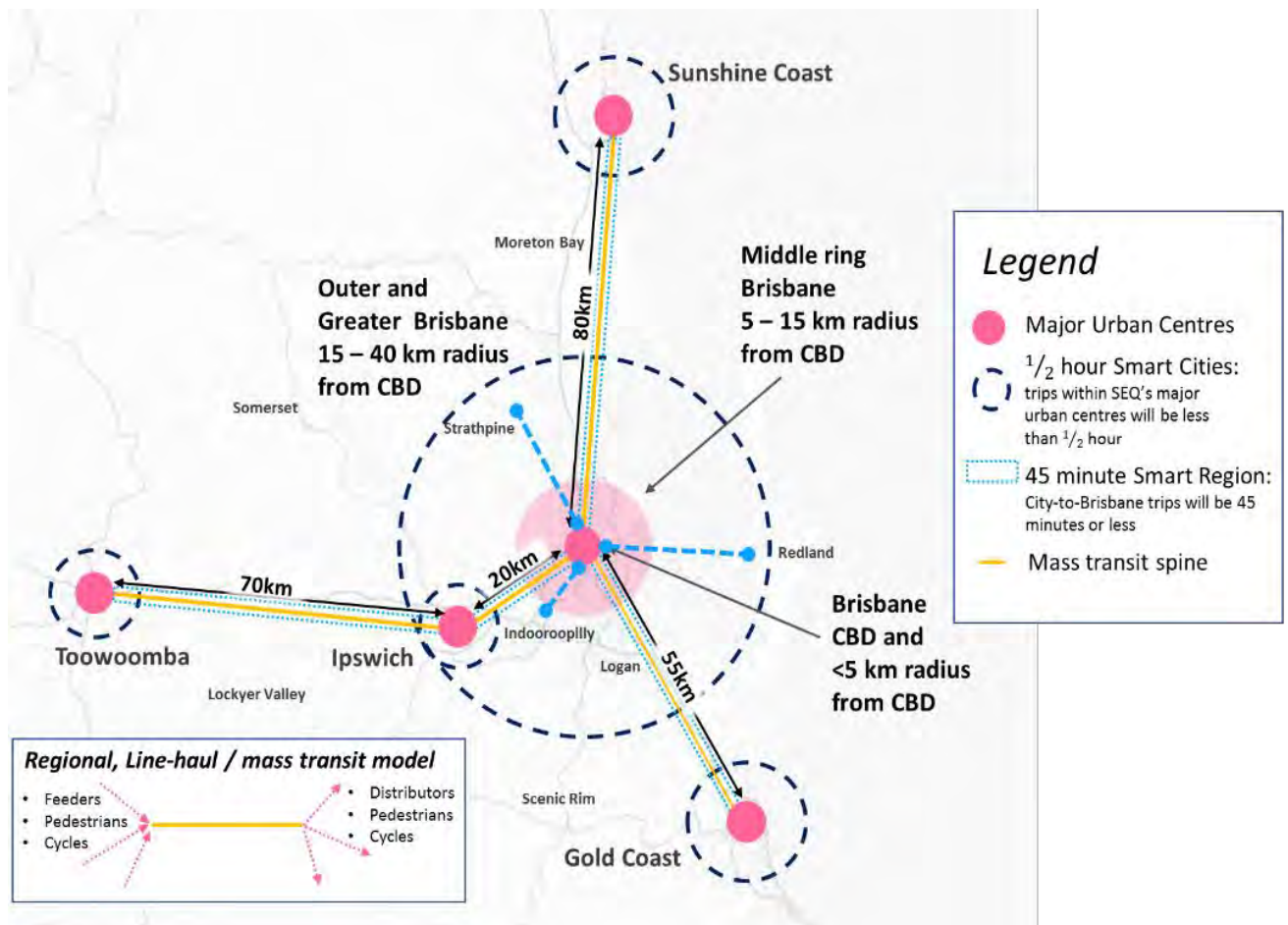
Map 2 attached provides a visual of the expected areas and extent of population growth over the period 2016 to 2041 (predominantly the period during which the 5 key initiatives will roll out across the SEQ Region).

The SEQ City Deal participants have agreed to collaborate with industry and the community to realise opportunities to improve the region's global competitiveness and connectivity, create higher value jobs and enhance the liveability of our communities. The SEQ City Deal will provide the platform for SEQ to become "one region that is connected locally and competing globally".

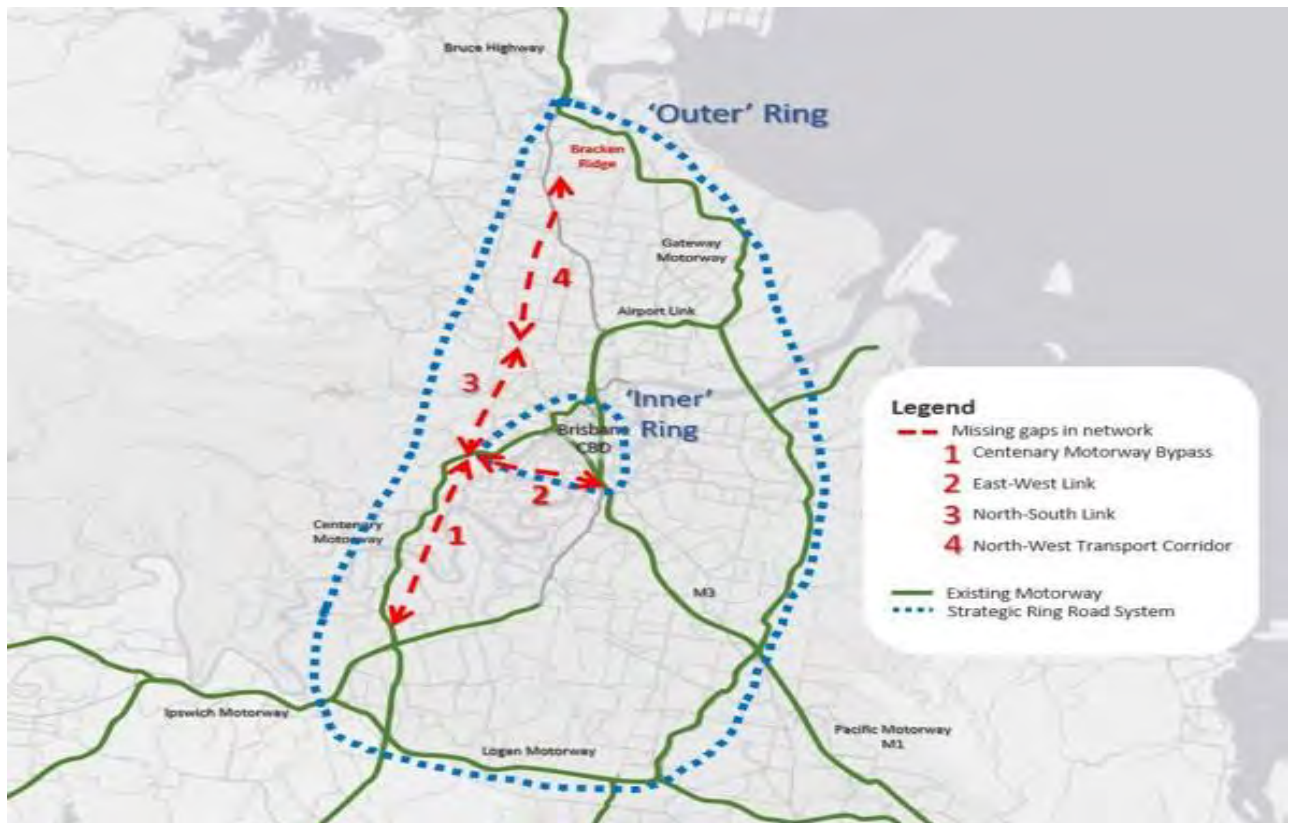
Priority areas for the SEQ City Deal include a focus on:

1. connecting Infrastructure which focusses on transforming regional connectivity with better mobility for people, goods and services.
2. jobs and skills including developing a more export-competitive and knowledge-intensive region which delivers higher-value jobs, investment and region-wide prosperity, including through supporting Indigenous businesses, growing youth and Indigenous employment.
3. liveability and sustainability including enhancing SEQ's lifestyle with sustainable communities through the planning and delivery of great places and spaces and a focus on biodiversity, liveability and sustainable regional outcomes.
4. Housing and Planning delivering sustainable growth through greater housing choice, more affordable living, better access to jobs, and improved coordination of community-enabling infrastructure and services.
5. establishing SEQ as a leading Smart Digital Region.
6. providing governance and leadership that unites civic, government, industry and community leaders to collaboratively drive the success of SEQ.

The SEQ City Deal, is expected to make strategic transport and digital infrastructure investments with the objective of transforming regional connectivity to support a 45-minute region and 30-minute cities, with better mobility for people, goods and services ¹. Embedded within the SEQ City Deal is expected to be the major projects able to derive value from the integrated whole as a system to achieve this aim as follows:



¹ Major centres will be 1/2 hour Smart Cities connected within a 45-minute Smart Region. This is meant to mean all urban trips will be within 1/2 hour and all city-to-city trips within 45 minutes.



(Source : SEQ People Mass Movement Study)

The details of projects as they relate to the L&R region are (with those considered to be passing through than of L&R Region benefit marked in red):

9	Cleveland Rail Line Duplication	Manly to Cleveland Rail Line Duplication		Redland
13	Salisbury to Beaudesert Rail Line (Salisbury to Undullah section)	Urban passenger rail Salisbury to Undullah section		Brisbane; Logan; Scenic Rim
14	Pacific Motorway Upgrade Projects	Gateway Motorway (Eight Mile Plains) to Tugun; 8 lanes Gateway Motorway to Logan Motorway; 6 lanes Varsity Lakes to Stewart Road at Tugun; Interchanges upgrades at Yatala, Ormeau and Pimpama	M1/M3 Merge (\$190M), Mudgeeraba to Varsity Lakes (\$198M), Eight Miles Plains to Daisy Hill Upgrade (\$749M)	Brisbane; Logan; Gold Coast

15	Mount Lindesay Highway Upgrade Project	Chambers Flat Rd to Woodhill; Browns Plains Road to Compton Road	Various sections funded	Brisbane; Logan
25	Brisbane Metro	Metro 1 Eight Mile Plains to Roma Street, Metro 2 UQ to RBWH, Mass Transit Extension Buranda to Chandler, Mass Transit Extension RBH to Chermside, Mass Transit Extension Eight Mile Plains to Springwood	Metro 1 and 2 are fully committed funding. Transitway (on-road) sections where appropriate and subject to further investigations. Future Mass Transit Extensions will require State Government agreement in relation to busway corridors.	Brisbane; Logan
28	Park Ridge Connector Stage 1	Logan Motorway / Gateway Motorway Extension to Park Ridge to Granger Road (Park Ridge). 4 lane motorway		Brisbane; Logan
35	Mass Transit Corridor Extensions	Mass Transit Extension Springwood to the Logan Hyperdome , Mass Transit Extension UQ to Indooroopilly, Mass Transit Extension Chandler to Capalaba	Transitway (on-road) sections where appropriate. Future Mass Transit Extensions will require State Government agreement in relation to busway corridors.	Brisbane; Logan; Redlands
37	Open Level Crossing (OLC) Removal Projects	Pumicestone Road (Caboolture); Beenleigh Road (Kuraby) ; Caloundra Street (Landsborough); Dawson Parade (Keperra); McKean Street (Caboolture); Nathan Road (Runcorn)	These are the six medium priority projects as per TMR's studies	Moreton Bay; Sunshine Coast; Brisbane; Logan
38	Park Ridge Connector Stage 2	Granger Road (Park Ridge) to Camp Cable Road (McLean). 4 lane motorway		Logan

39	Faster Rail (Brisbane to the Gold Coast)	Brisbane to the Gold Coast (at Southport Gold Coast University Hospital)	Link into GC University Hospital Precinct and GoldLinQ Light Rail	Brisbane; Logan; Gold Coast
44	Mount Lindesay Highway Deviation (Bromelton North-South Arterial Road)	Woodhill to Bromelton		Logan; Scenic Rim

(Source : SEQ People Mass Movement Study)

In addition to the above, the Queensland Department of Transport and Main Roads gazetted the proposed Coomera connector on 15 March 2019 as follows:



(Source : <https://www.tmr.qld.gov.au/Projects/Name/C/Coomera-Connector>)

2032 Olympic Games

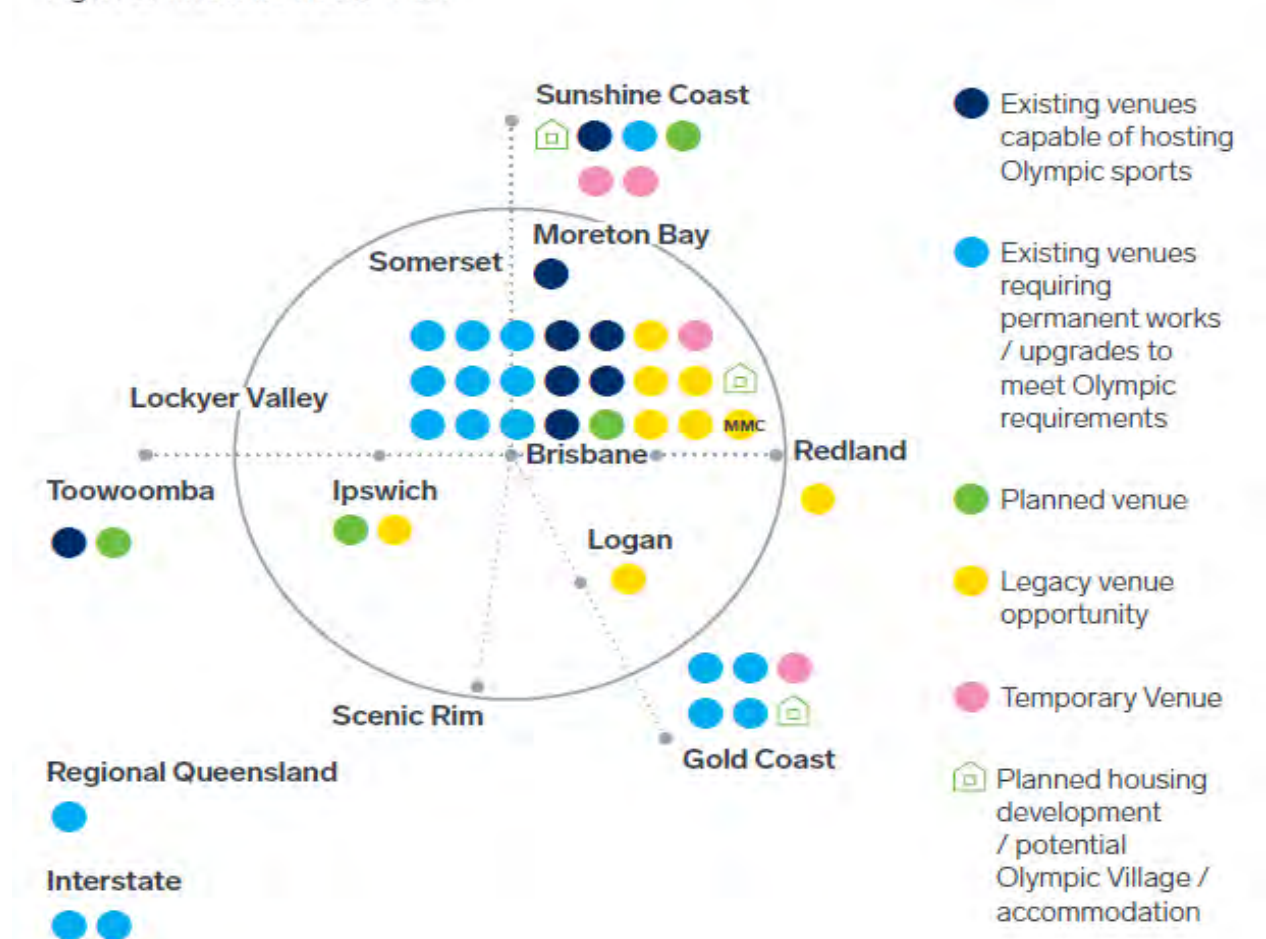
The 2032 South East Queensland (SEQ) Olympic Games proposal is being progressed through a partnership between the Commonwealth and Queensland governments, the Council of Mayors (SEQ) and the Australian Olympic Committee. The proposal features facilities across South East Queensland.

Redland City Council has expressed the view this initiative is of particular benefit to smaller councils which could leverage off the proposal for key infrastructure projects.

This infrastructure relates to accessible and readily available public transport, improved and better connected roads including more adaptive planning such as tunnels, connectivity, venues, accommodation and media facilities.

For the L&R Region, the following diagram of possible Olympic venue locations reinforces that a better balance in planning is needed to ensure a balanced focus on east/west infrastructure corridors (Redlands, Logan, Ipswich and Toowoomba):

Figure 2: Indicative Master Plan



(Figure 2 Source: Council of Mayors South East Queensland; 2032 SEQ Olympic and Paralympic Games feasibility Study; February 2019)

The Queensland Department of the Premier and Cabinet's 2032 Olympic and Paralympic Games Value Proposition Assessment (2019) includes the following:

Conclusion 1: Based on the proposed Games concept, the 2032 Games are feasible and could bring significant economic benefits but only with the financial and in-kind support from all levels of government.

- The Olympic Games Organising Committee operating costs of \$4.45 billion are expected to be cost neutral and at no cost to the State.
- The quantifiable economic benefits for Queensland have been estimated at around \$7.4 billion. In addition, there are a range of qualitative social and community benefits that the Games could deliver over a potential two-decade window of opportunity.
- The Games could have a positive impact on job creation, supporting around 130,000 direct jobs. In addition to direct jobs, there will be tens of thousands of indirect jobs supported by the Games including over 10,000 tourism induced jobs in the Games year alone.
- The tourism and trade opportunities the Games could deliver are significant. This includes an estimated uplift of around \$20.2 billion in international visitor expenditure between 2020 and 2036 and increased export opportunities of up to \$8.6 billion.
- While there is a requirement for some investment in venue infrastructure, these investments are aligned with long-term plans and provide community benefits.
- The Olympic Games expenditure commitment can be staged over a 12+ year period leading up to the Games, with legacy benefits accruing over the 20-year period from 2022 to 2042.

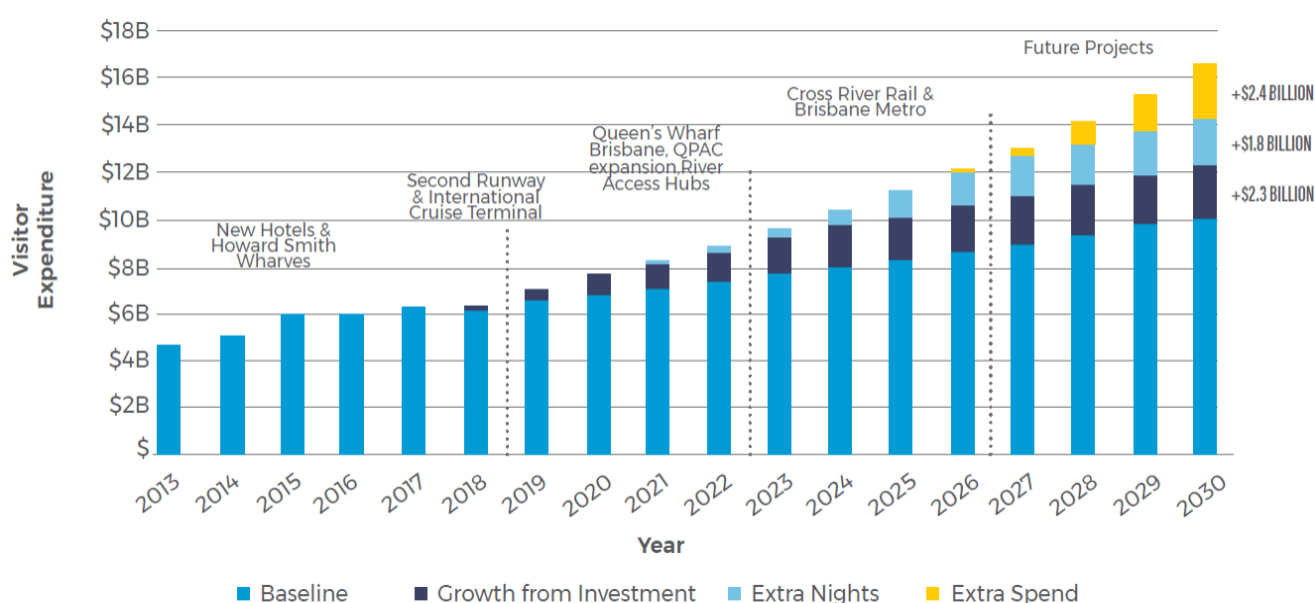
Conclusion 4: With appropriate planning, investment and collaboration, the Games can provide a two-decade window of opportunity.

- The 2032 Games and the SEQ City Deal currently under development provide a catalytic opportunity for all three levels of Government to agree on key priorities including transport infrastructure projects.
- The Games present an economic reform opportunity that could generate new capability and confidence in the Queensland economy.
- If leveraged effectively, the Games could provide a viable platform from which to launch a range of new economic opportunities for the Queensland economy.
- The Games could directly and indirectly create social legacies that would last generations.

2031 Visitor Economy Initiative

The 2031 Visitor Economy Strategy projects a potential increase in the tourism related spend of \$12B in South East Queensland under the scenario contained in the following diagram:

2031 VISITOR EXPENDITURE: IMPACT OF INVESTMENT



The next decade will see the SEQ Region transformed, with more than \$12 billion of new projects underway and significant planning in progress for key precincts. Key projects include the addition of more than 5,000 new hotel rooms since 2014, the completion of the Howard Smith Wharves entertainment and lifestyle precinct (\$200 million); Brisbane Airport second runway (\$1.4 billion) and Brisbane International Cruise Terminal (\$158 million) both due in 2020; the Queen's Wharf Brisbane development (\$3.6 billion) and the new Queensland Performing Arts Centre (\$150 million) due in 2022; and transport projects Brisbane Metro (\$994 million) and Cross River Rail (\$5.4 billion) due in 2023 and 2024 respectively.

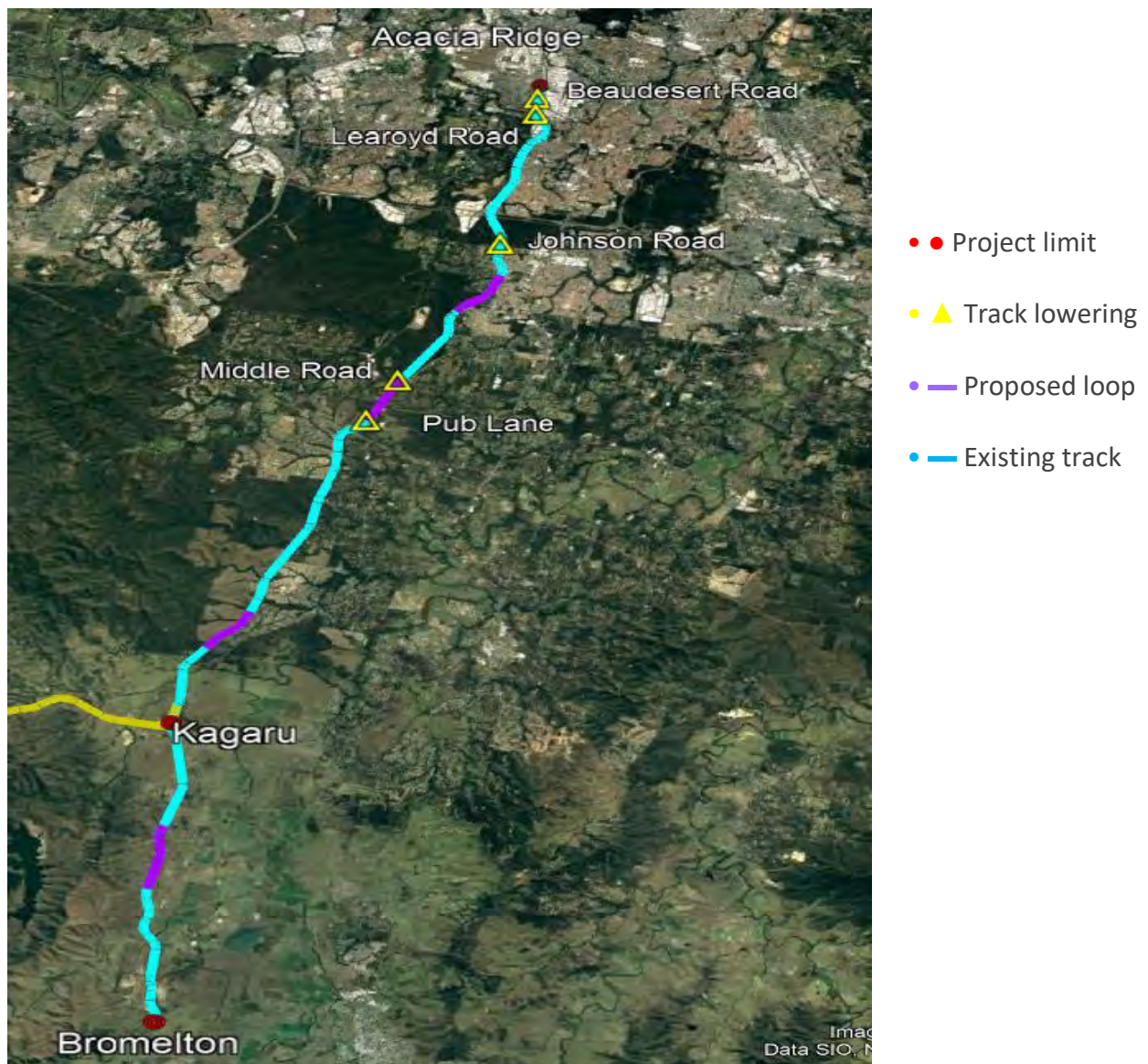
These projects (shown as 'Growth from Investment' in the graph above) and existing infrastructure have the potential to drive an additional \$2.3 billion per annum in visitor spend if effectively leveraged by the region. This includes growing the number of student and business event visitors to the region. The potential exists to leverage new projects to create greater destination awareness and encourage additional investment in major attractions and experiences to increase average length of stay, dispersal of visitors and spend per person in the region.

In addition to the impact of additional visitor spend from committed investment, there is an additional \$4.2 billion of potential spend per annum (with \$1.8 billion from longer stays and \$2.4 billion from greater spend per day). That is the equivalent of \$12 million per day, if the region can:

- Convert 4% more visitors that are passing through to staying overnight;
- Encourage visitors already coming to stay and extra 0.5 days on average;
- Encourage 8% more visitors to purchase an experience; and
- Lift spend per person by 15% above forecast.

In addition, a recent Tourism Research Australia report notes Queensland tourism operators could boost income by almost \$500m per year by improving services for holiday makers with disabilities including those travelling with carers.

Inland Rail



The immediately above map extract shows the current expected route of the Inland Rail between Bromelton, Kagaru and Acacia Ridge.

RDA Logan & Redlands' Submission to Senate Inquiry on Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government argues the Kagaru to Acacia Ridge and Bromelton section should be reconsidered to remove the Kagaru to Acacia Ridge section and finish the Inland Rail at Bromelton. A hub and spoke distribution strategy could be readily built through enhancement to the existing infrastructure.

Of critical importance is the connecting of Inland Rail planning to the emerging South East Queensland City Deal, a 2032 Olympics bid for the South East Queensland Region and the 2031 Visitor Economy Initiative including identifying impediments within existing plans (e.g., the need to service east to west mobility and developing strategies for reducing private vehicle usage as a cornerstone for addressing current and future congestion).

This is a position clearly put forward in several submissions to the Senate Inquiry on Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government.

The Bromelton location opens up greater opportunities for the distribution of goods across South East Queensland and Northern New South Wales. It utilises existing infrastructure with related infrastructure enhancements driven by the South East Queensland City Deal, the potential South East Queensland Olympics and the Greater Brisbane Visitor Economy Initiative. These add impetus to the importance of building the knock on distribution corridors for effective distribution channels. These channels include accessing 3 international airports (Brisbane, Gold Coast and Toowoomba) and the Port of Brisbane.

Health Care and Social Assistance Industry

Australia's industry structure has undergone fundamental changes in recent decades, moving from an economy that was highly dependent on agricultural produce and manufactured goods, to today's economy where service based industries are increasingly important for employment.

Three decades ago, Manufacturing was the largest employing industry in Australia, accounting for 15% of total employment. Employment in this industry, however, has fallen over the past 30 years, during which time most other industries have had rising employment. Today, Manufacturing is the sixth largest industry and accounts for 8% of total employment.

The decline in Manufacturing employment has been caused by many factors, including increased competition from overseas manufacturers who often have lower production costs.

People are also less likely to be employed in Agriculture, Forestry and Fishing than they were 30 years ago. In 1988, 6% of the workforce was employed in this industry, compared with 3% in 2018. This has been due to a combination of factors, including technology and automation. Nonetheless, this industry continues to employ more than 325,000 workers, particularly in regional areas.

Health Care and Social Assistance is Australia's largest and fastest growing industry, with a significant number of new jobs added over the past decade. Large shares of workers in this industry are employed as Professionals (42%) or Community and Personal Service Workers (31%). This industry has a relatively old workforce.

Post-school education is commonly required in this industry, and there has been a strong rise in the number of people studying Health. In 2017, there were 216,000 university enrolments in Health (almost doubling over the past decade) and 221,000 in the Vocational Educational and Training sector.

Health Care and Social Assistance is projected to have the strongest employment growth of any industry over the five years to May 2023, supported by the implementation of the National Disability Insurance Scheme and Australia's ageing and growing population.

According to the Commonwealth Department of Employment, Skills, Small and Family Business, most new jobs will be created in four specific industries including Health Care and Social Assistance which is projected to have the strongest employment growth of any industry over the five years to May 2023 (<https://joboutlook.gov.au/future-outlook.aspx>).

The types of supports that the NDIS may fund for participants include:

- daily personal activities;
- transport to enable participation in community, social, economic and daily life activities;
- workplace help to allow a participant to successfully get or keep employment in the open or supported labour market;
- therapeutic supports including behaviour support;
- help with household tasks to allow the participant to maintain their home environment;
- help to a participant by skilled personnel in aids or equipment assessment, set up and training;
- home modification design and construction;
- mobility equipment, and
- vehicle modifications.

Over 90% of new jobs over the next five years will need education beyond school and some jobs will need more training than they used to. Many professional and service roles demand university or VET (Vocational Education and Training) qualifications. That said, many of the jobs expected to grow strongly need little or no formal training.

While current levels of regional disaggregation do not adequately identify the L&R Region, they give an indicative view of the importance of this industry to the Region:

Region	Employment level (Department of Jobs and Small Business Trend) - May 2019 ('000)	Department of Employment, Skills, Small and Family Business Projections		
		Projected level May 2024 ('000)	Projected employment growth five years to May 2024	
			('000)	(%)
Brisbane - East	17.2	19.1	1.9	10.8
Brisbane - South	29.2	34.4	5.2	17.9
Logan - Beaudesert	16.6	18.9	2.3	13.7

(Source : <http://lmip.gov.au/Default.aspx?LMIP/EmploymentProjections>)

The Way Forward

The above outlines the case for investment in the L&R Region which, even without the impetus provided by the 25+ year SEQ City Deal; the 12 year horizon until a SEQ Olympic Games; an 11 year vision for the operationalising of the Visitor Economy 2031 Initiative; a remaining 5 year completion timeline for the Inland Rail; and a remaining 3 years for the full implementation of the National Disability Insurance Scheme (a subset of the wider Health Care and Social Assistance Industry) will be required.

Over the past 12 months RDA Logan and Redlands has:

- met with Commonwealth, Queensland and Logan City and Redland City Councils; industry associations; community organisations; and regional representative groups from North Stradbroke Island and the Southern Moreton Bay Islands;
- provided submissions to Commonwealth and Queensland inquiries into issues affecting economic and social opportunities for the L&R Region
- participated in a range of forums about the economic and social opportunities for the L&R Region; and
- participated on several working groups and committees in relation to economic and social opportunities for the L&R Region.

In parallel, the RDA commissioned an electronic map of the L&R Region which was used to bring rigour to discussions and submissions as noted above and is extensively referenced in this paper.

Throughout the research and meetings the recurring issue was mobility not just across the SEQ region but within the L&R Region.

As noted, the SEQ City Deal is expected to make strategic transport and digital infrastructure investments with the objective of transforming regional connectivity to support a 45-minute region and 30-minute cities, with better mobility for people, goods and services ². This seems more hope than substance unless the full range of options (bridges, tunnels etc) are considered, full connectivity (east-west corridors, inter island and mainland to island transport, minimal disruption build and operation (rail crossings) and reflect environmental, social and economic expectations.

For the 2031 Visitor Economy Initiative and the 2032 Olympics, the common key tipping points are:

1. an accessible and connected region; and
2. a smart and prosperous region.

² Major centres will be ½ hour Smart Cities connected within a 45-minute Smart Region. This is meant to mean all urban trips will be within ½ hour and all city-to-city trips within 45 minutes.

However, the approach to strategic transport and digital infrastructure investments with the objective of transforming regional connectivity needs further consideration. An analysis of the planned corridors shows the need:

- to service east / west mobility;
- to develop strategies for reducing private vehicle usage as a cornerstone for addressing current and future congestion; (prioritising road users);
- for 24/7, fit for purpose, reliable and safe public transport across the SEQ Region and within the L&R Region;
- to avoid adding congestion points into plans (e.g., rail crossings tied to any intention for the Inland rail to include a Kagura to Acacia section; further widening of the M1 rather than, for example, a tollway up the Redlands Coast connecting this area to main transport corridors, providing efficient access for heavy vehicles to Brisbane Port and, with proper planning and utilising existing infrastructure including connecting to and between the Islands and corridors such as the disused Beaudesert Beenleigh rail corridor);
- to utilise efficient techniques to address long term transport needs (tunnels which minimise environmental impacts (see 2014 to 2019 North West Rail Link for example);
- to include the islands in the planning as part of the east / west corridor; and
- for planning to integrate with population growth areas and be innovative (e.g., stations at schools).

The series of 3 maps attached as Map 3, Map 4 and Map 5 provide information on:

- public transport connectivity;
- SEQ City Deal expected strategic transport and digital infrastructure investments; and
- other planned major transport infrastructure projects.

These 3 maps along with the previously provided map of expected areas and extent of population growth over the period 2016 to 2041 build a compelling picture of the inadequacy of current project plans and suggest the refinements required.

Sitting across all the above and embedded into all facets of economic and social life is communications access and reliability. The rollout of the National Broadband Network needs reassessment. The NBN rollout map ³ indicates sporadic coverage for the L&R Region (particularly the Redlands area).

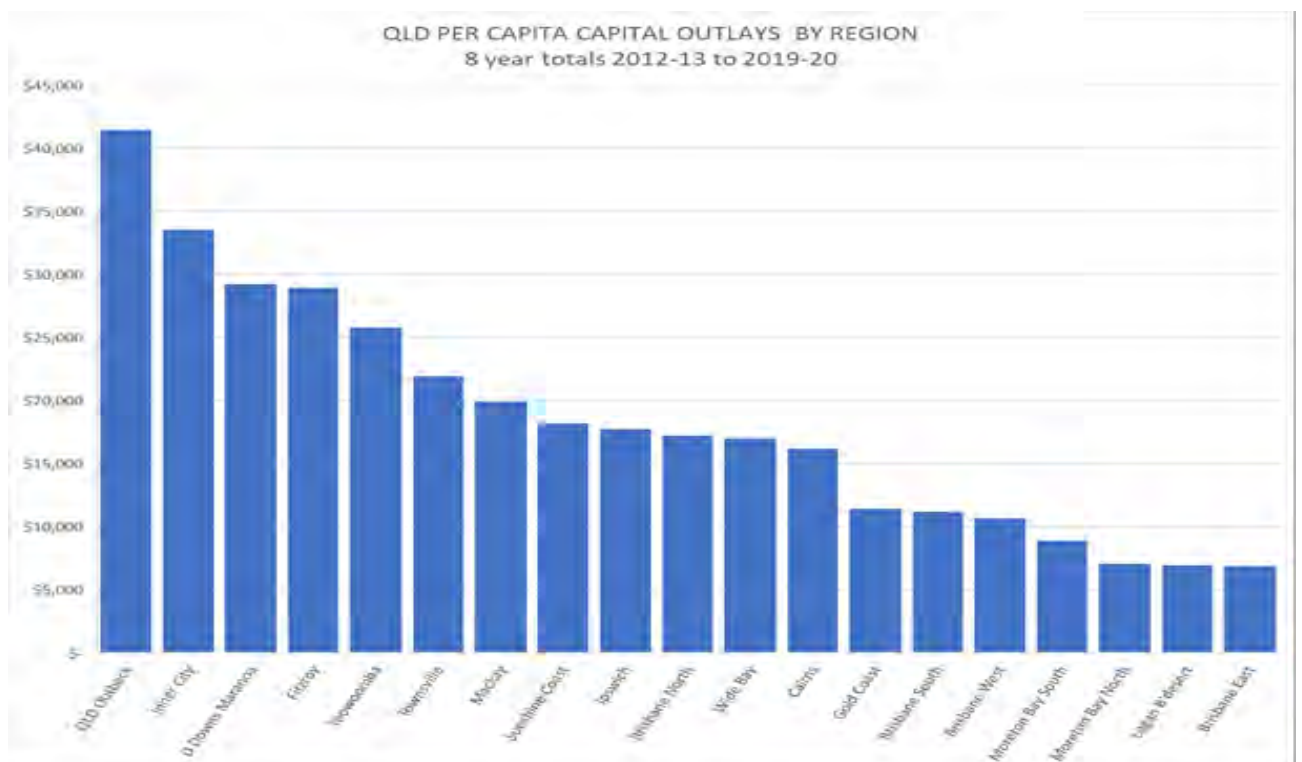
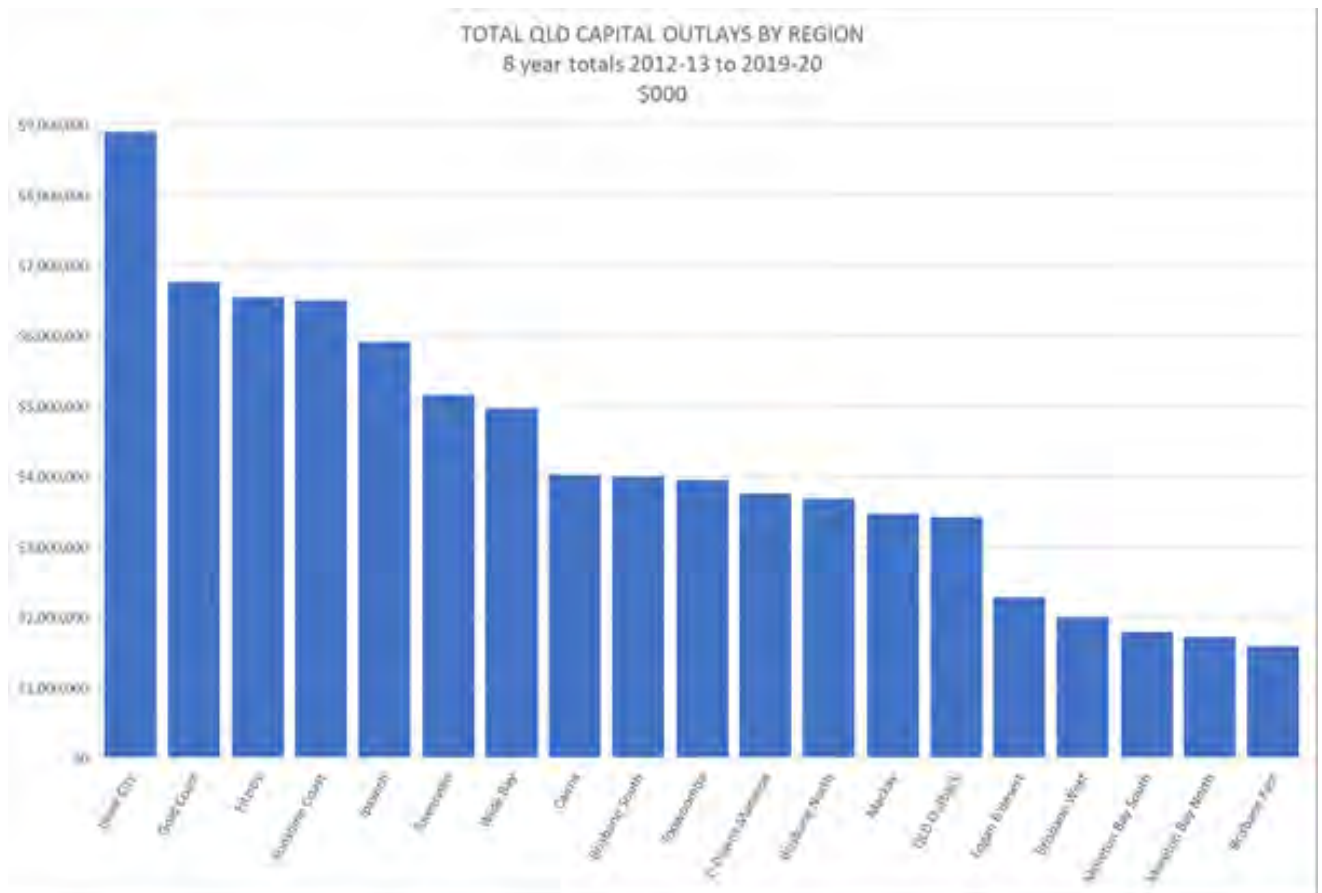
The capacity of the South East Queensland Region to leverage its position at the centre of growth potential will struggle to be realised unless connectivity is a key area of focus.

In addition, the Suburban Alliance policy and pre budget submission to the Queensland Government. April 2020 ⁴ notes:

³ <https://www.nbnco.com.au/learn/rollout-map>

⁴ Suburban Alliance policy and pre budget submission to the Queensland Government. April 2020. www.suburbanalliance.com.au.

Queensland Government budgets in the last 8 years (since 2012-13 when regional summaries were provided in Budget Paper 3) have strongly favoured Brisbane's inner city, in both absolute and per capita terms:



The submission further notes:

Now is the time to address that imbalance: in the interests of geographical equity and also in anticipation of rising levels of business and employment generation in suburban and regional business centres.

Our 25-year study of median house price growth across the SEQ region reveals – not surprisingly – a high correlation between inner city areas which have been the focus of ongoing public spending and rising house prices. New Farm – which 25 years ago recorded a median house price below many suburban areas – is now the most expensive suburb in Queensland.

Conversely, suburban areas of South East Queensland have received the least investment of any region in Queensland, in absolute and per capita terms.

These regions – Logan/Beauresert, Brisbane East, Brisbane West, Moreton Bay North and Moreton Bay South – are the same ones being tasked with accommodating the highest rates of population growth under the SEQ Regional Plan.

The Suburban Alliance argues that a strategic investment focus on supporting economic opportunities in suburban and regional centres will pay many dividends: in terms of regional resilience; economically, socially and environmentally.

Conclusion

The saying “Never let a good crisis go to waste” is well known. Creative responses to an emergency will provide a basis for better and more durable economic and social practices that, while unlikely to ever isolate us from future shocks, will at least provide for more resilience when such shocks occur in the future.

The South East Queensland region of which the Logan and Redlands Region is a key part, is at the centre of growth potential with the emerging SEQ City Deal; an Olympics 2032 bid; the operationalising of the Visitor Economy 2031 Strategy; the National Disability Insurance Scheme implementation (a subset of the wider Health Care and Social Assistance Industry); and the Inland Rail. The opportunities available through this unusually timely range of initiatives should be grasped by Governments and the private sector to accelerate the rebuild of critical Infrastructure (health, transport, connectivity and public). This will create economic opportunities to reduce the economic and individual impacts of COVID-19 and put in place more robust physical and policy assets in the event of future shocks.

The surprise of the event reflects a deficiency in risk management planning which is about speculating for worst case while planning for best case. For the future economic and social resilience of the Region, a regional approach to risk planning feeding into provincial and National risk identification systems is essential.

Where to now

The RDA Logan and Redlands commissioned electronic map of the L&R Region has the function for overwriting onto the map with the screenshot facility being used to capture alternate considerations. This function will provide the next level of detail but will support the findings to date that more focus is required to ensure the previously stated aims of:

- Servicing east / west mobility;
- strategies for reducing private vehicle usage as a cornerstone for addressing current and future congestion; (prioritising road users);
- 24/7, fit for purpose, reliable and safe public transport across the SEQ Region and within the L&R Region;
- avoiding adding congestion points into plans (e.g., rail crossings tied to any intention for the Inland rail to include a Kagura to Acacia section; further widening of the M1 rather than, for example, a tollway up the Redlands Coast connecting this area to main transport corridors, providing efficient access for heavy vehicles to Brisbane Port and, with proper planning and utilising existing infrastructure including connecting to and between the Islands and corridors such as the disused Beaudesert Beenleigh rail corridor);
- utilising efficient techniques to address long term transport needs (tunnels which minimise environmental impacts (see 2014 to 2019 North West Rail Link for example);
- including the islands in the planning as part of the east / west corridor; and
- planning to integrate with population growth areas and be innovative (e.g., stations at schools).

In parallel with this, planning will be necessary to initiate and accelerate labour market analysis/projected industry mix to implement structural changes to the local economy including creation of jobs and subsidised skilling and reskilling of the workforce into emerging industries and occupations.

Pulling forward commencement of key infrastructure activities will provide an opportunity to soften the employment and social blows heightened in this COVID-19 environment. A scenario of skills shortage and labour surplus must and can be avoided particularly given this investment will produce a return in capital assets as well as the focus on social assets targeted by current relief measures.

Anecdotally, there is evidence of exponential growth in industries and occupations including:

- Telemedicine and telehealth;
- Virtual meetings and conferences;
- Transport (particularly deliveries);
- Connectivity;
- Health Care; and
- Drones.

Australia has a history of Labour Market Adjustment strategies being implemented when economic or societal shocks severely disrupt the “business as usual” environment.

By 1994, Labour Market Programs in Australia were reaching a level of sophistication, including elements such as the reciprocal obligation, case management, training programs, wage subsidies and job creation (via various mechanisms including the Regional Development Program). These programs targeted impediments on both the demand and supply sides of the labour market.

More recently, in response to the pressures of structural change in the automotive, forestry and mining industries, structural adjustment programs to assist retrenched workers to find new employment as quickly as possible are available from the Commonwealth. In 2015 to 16, the Department managed structural adjustment programs for the automotive industry, the forestry industry in Tasmania, and specific organisations.

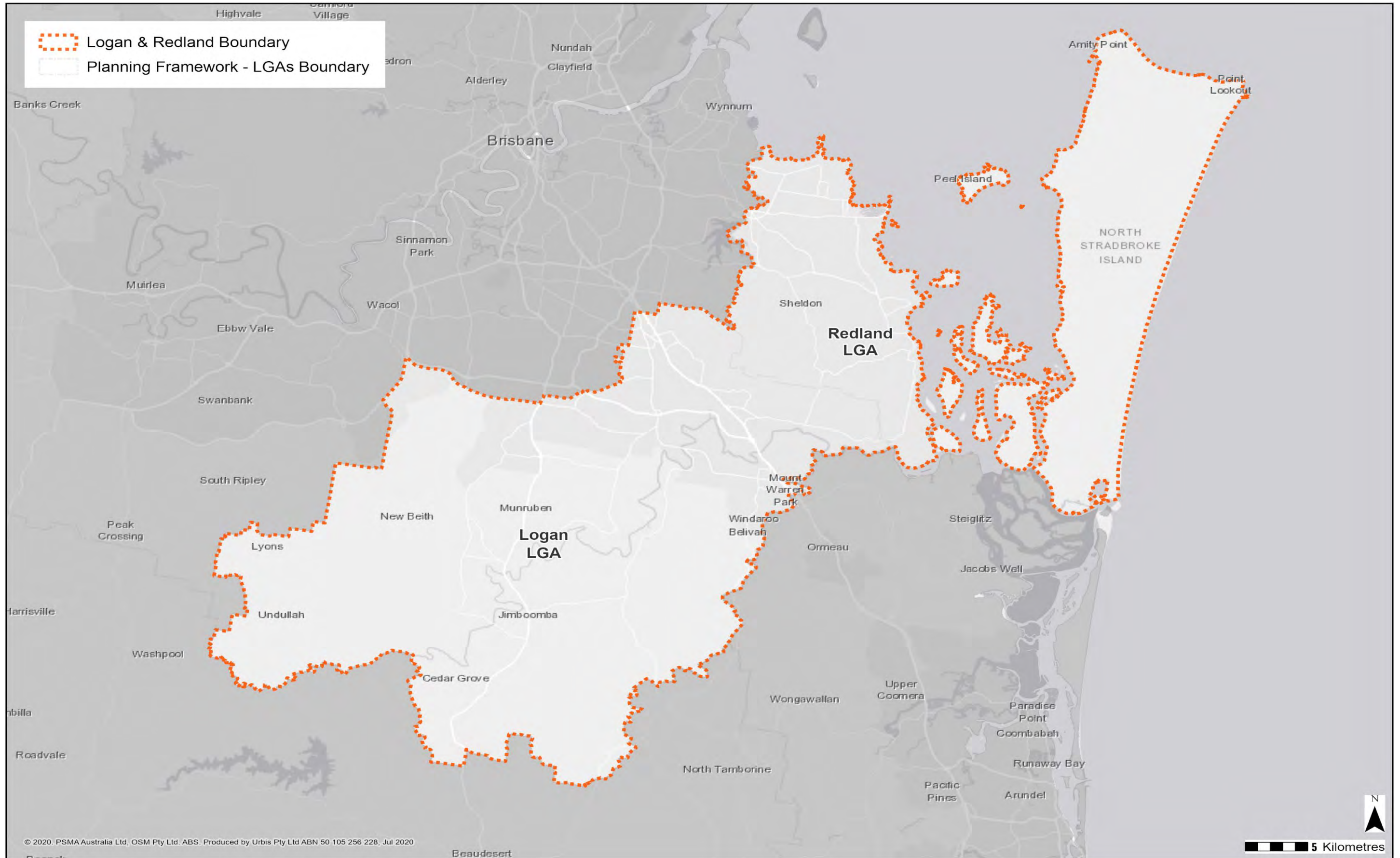
As a part of several structural adjustment programs, in 2015 to 16 three regional employment facilitators were appointed in Tasmania, North Queensland and the Illawarra region in New South Wales. They provide a local point of contact and work directly with retrenched workers to connect them with training, job opportunities and other support.

A revitalised Labour Market Adjustment strategy on a national basis should be developed with local implementation. This would have the additional benefit of matching people from the local region to emerging jobs in the same region.

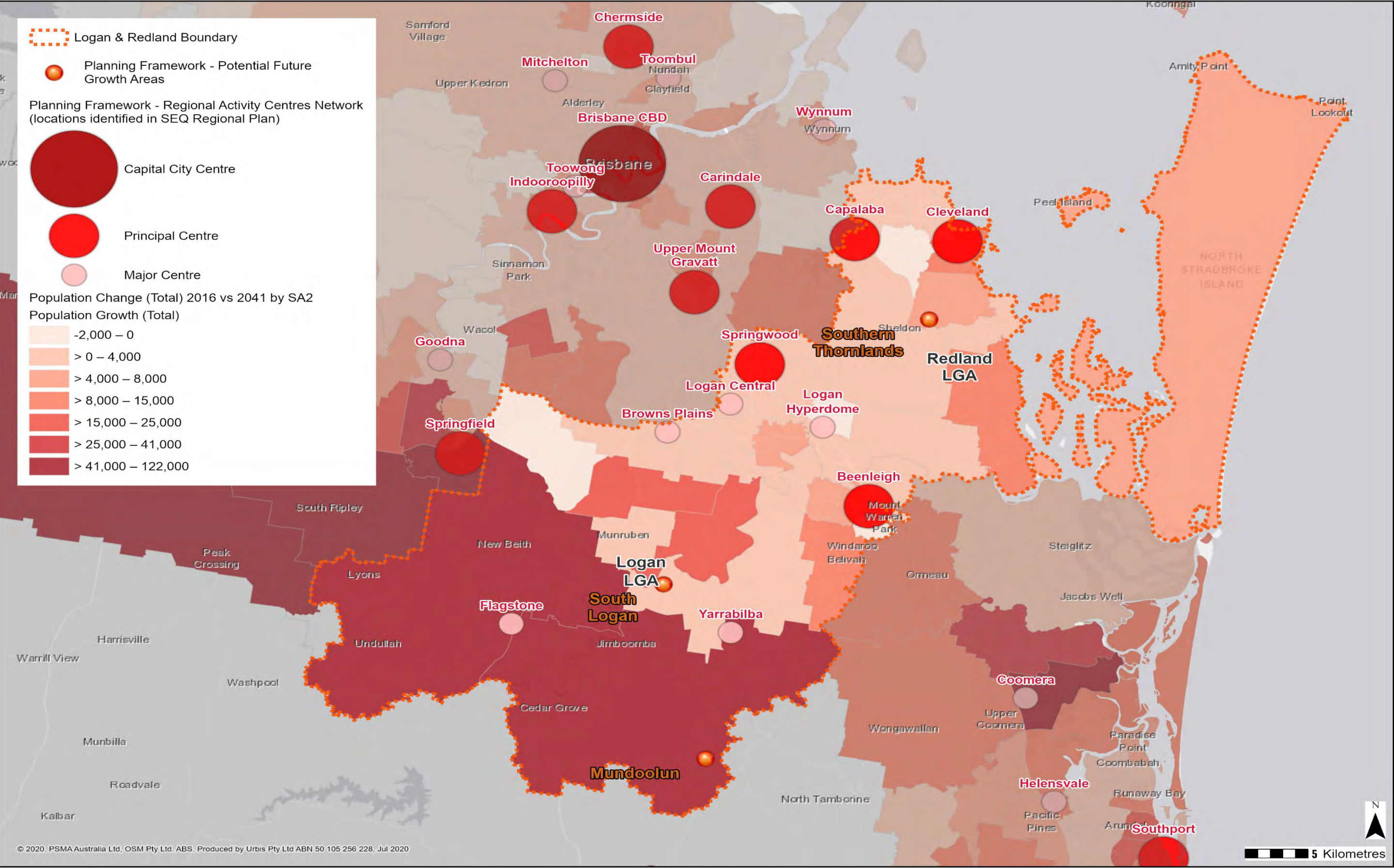
Such an arrangement would require streamlining of any regulatory practices (If supporting people over 18 years of age, need to hold a Positive Exemption Notice (Yellow Card); If supporting someone under 18 years of age, need to hold a Blue Card for paid purposes, White Card General is a Construction Induction card; etc).

The above aims implemented with the proposed supports will produce better long term returns on strategic transport and digital infrastructure investments.

MAP 1 : THE GEOGRAPHY SPECIFIC TO THE LOGAN AND REDLANDS REGION

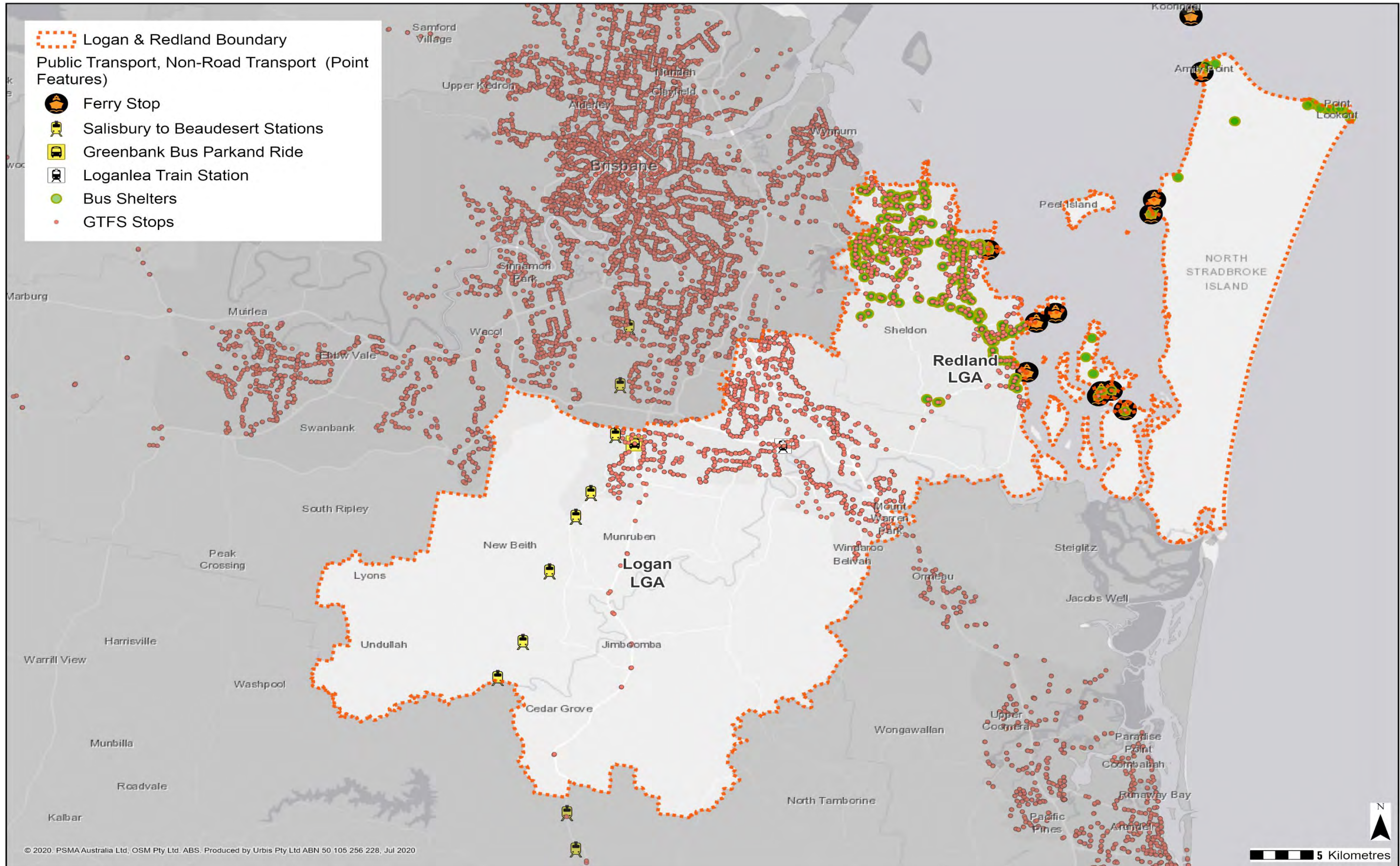


MAP 2 : EXPECTED AREAS AND EXTENT OF POPULATION GROWTH OVER THE PERIOD 2016 TO 2041

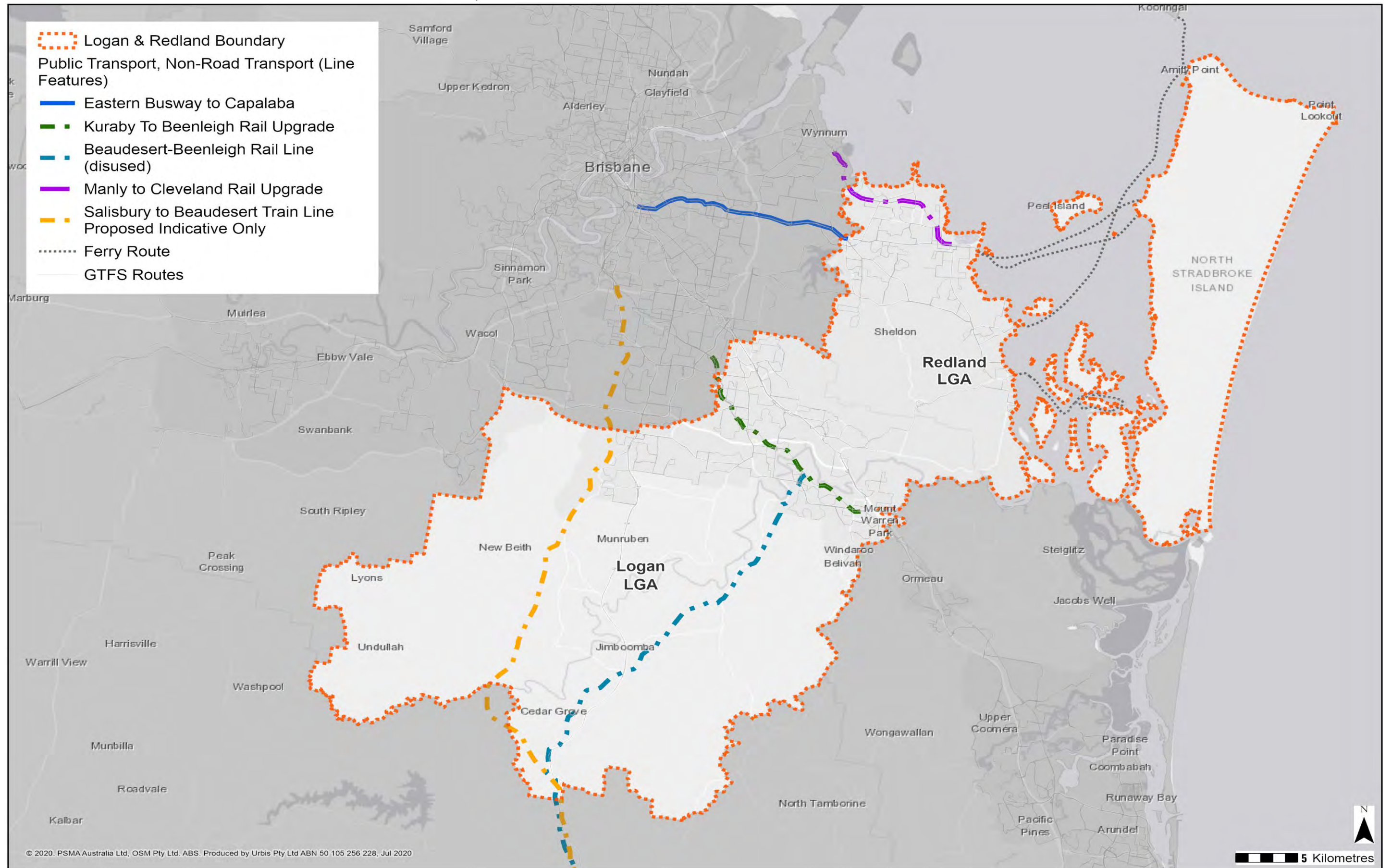


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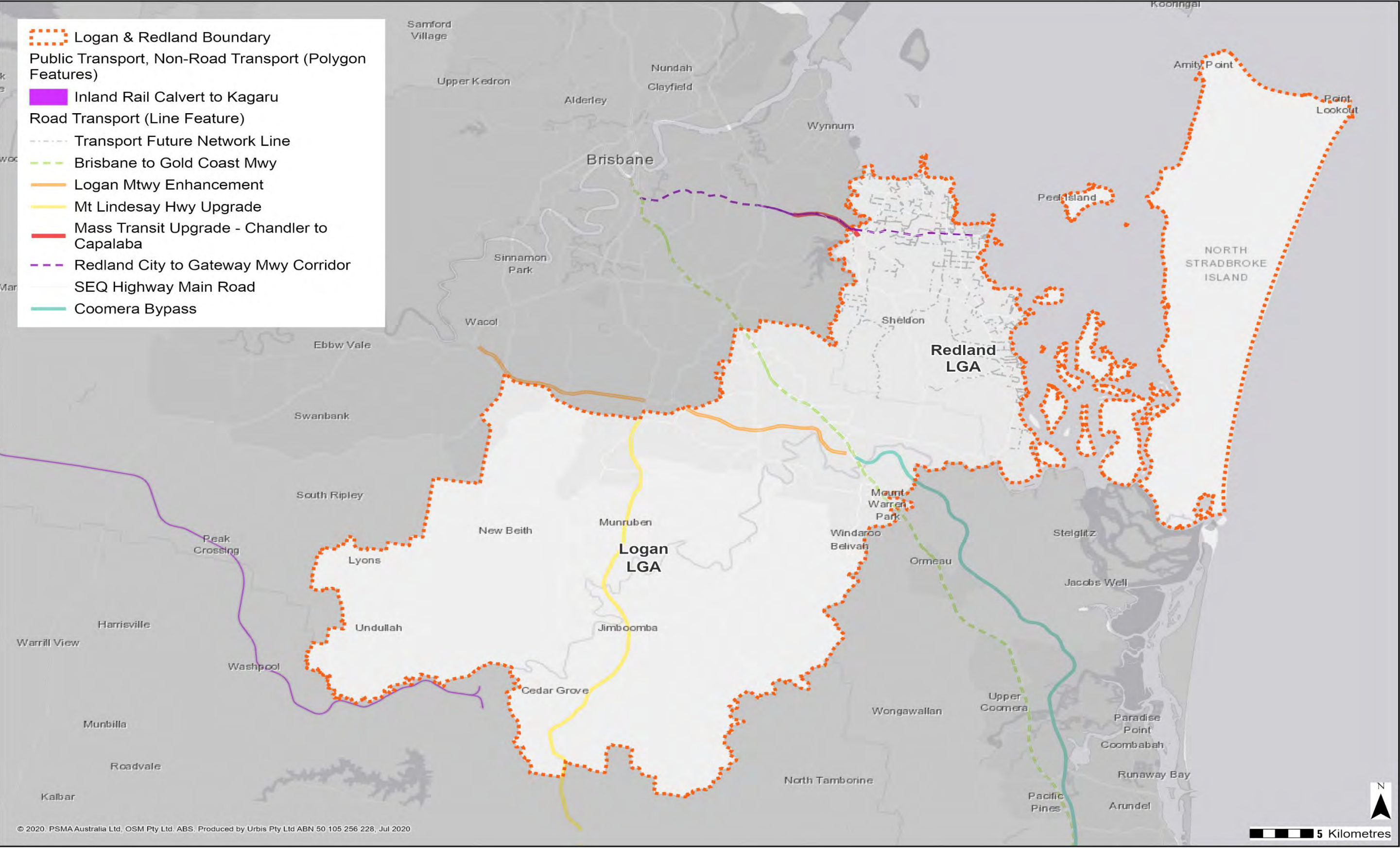
MAP 3 : PUBLIC TRANSPORT CONNECTIVITY



MAP 4 : SEQ CITY DEAL EXPECTED STRATEGIC TRANSPORT AND DIGITAL INFRASTRUCTURE INVESTMENTS



MAP 5 : OTHER PLANNED MAJOR TRANSPORT INFRASTRUCTURE PROJECTS





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