



Regional
Development
Australia

LOGAN & REDLANDS INC



An Australian Government Initiative



Queensland Government



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Executive summary

Our vision

Regional Development Australia (RDA) Logan & Redlands has a vision for our region to be a thriving and dynamic region of South-East Queensland built on interconnected urban, rural and coastal activity centres areas maximising the economic, social and environmental outcomes for residents, businesses and visitors.

The release of the RDA Logan & Redlands Regional Roadmap coincides with a new era in regional development to meet the challenge of what the Prime Minister has described as Australia's 'patchwork economy'.

RDA Committees are a vital connection not only for the Australian Government, but to the other levels of government as well. RDA Committees and local governments play a key collaborative role in the development of regional Australia.

Five key themes of the RDA Logan & Redlands Regional Roadmap:

1. **Economic development and job creation**
2. **Transport**
3. **National Broadband Network**
4. **Social inclusion**
5. **Growth management and planning**

RDA Logan & Redlands strives to be an effective facilitator, mentor and broker in developing Logan & Redlands as a pillar of successful and sustainable growth in South-East Queensland.

The collective challenge set by the Federal Minister for Regional Australia, Regional Development and Local Government is to make the various patches of regional Australia work in ways that encourage broad-based economies where prosperity is shared across a wider range of sectors and regions. The RDA Logan & Redlands Regional Roadmap is not a wish list of projects. It is a strategic plan based on analysis of local, state and federal issues and data, in close consultation with Logan City Council, Redland City Council, other RDA Committees and Queensland Government Departments, especially the Department of State Development, Infrastructure and Planning. It outlines recommendations for tackling challenges in holistic ways, offering solutions to create greater efficiencies, more jobs and increased productivity.

We believe the key to realising creative visions for regional development is to harness the passion of regional communities together with the resources of governments and the private sector. In the case of the Logan & Redlands region, our major challenges and opportunities reside in the great diversity of the region and its residents.

The Logan & Redlands region first emerged as a group of dormitory suburbs to Brisbane and the Gold Coast. It now exists as a loosely linked patchwork of suburbs, green spaces, commercial and industrial areas. The Logan & Redlands region has already experienced significant growth in population and is home to one in ten Queenslanders. The region is set to continue along this strong trajectory and will see major population growth of 2% annually.

Logan & Redlands is strategically located in South-East Queensland. It is bounded to the north by the state capital of Brisbane, to the south by the major urban centre of the Gold Coast, to the west by the rapidly-growing Ipswich corridor and by scenic Moreton Bay to the east.

Economically, Logan & Redlands' location provides ready access for workers and consumers travelling to the major centres of Brisbane and the Gold Coast. Businesses in Logan & Redlands are able to reach out to growing markets in neighbouring regions and beyond.

Logan City has a strong, vibrant multicultural community with 192 different cultures. Every year Logan City takes a significant proportion of Australia's migrants, refugees and asylum seekers. Logan City is centrally located with a young workforce – almost 40% of residents are aged 25 years or younger. It offers a wide range of lifestyle options from bushland acreage and leafy suburbs to high-density living. Logan City has thriving light industrial precincts and major shopping and business precincts together with two new planned major urban areas – Greater Flagstone and Yarrabilba.

Redland City's western border sits beside Logan City's eastern perimeter. Redlands is a gateway to the marine environment of Moreton Bay and the Pacific Ocean to the east. Redland City has significant natural environment assets and major tracts of native vegetation – a source of local amenity, a growing tourism industry and critical wildlife habitats and corridors for adjacent regions. Redland City boasts one of the greatest vantage points for whale watching on the east coast of Australia. It is a growing residential and holiday area, with substantial residential, rural, coastal, island, conservation and parkland areas together with pockets of industrial and commercial land use. The area is a popular recreational destination for residents of South-East Queensland. The local traditional land owners are the Quandamooka clans.

RDA Logan & Redlands believes the key to achieving our vision and unleashing the economic and social potential of Logan & Redlands is based on:

- **connectivity** – the virtual and spatial networking of places and people, both as consumers and workers, with increased provision of high-speed broadband and transport links, especially public transport to facilitate jobs access
- **social integration** – the building of community links to ensure a strong and resilient community in which the health and well-being of people of all ages, cultures, abilities and needs are supported by a full range of integrated services, programs, organisations and facilities
- **economic consolidation** – moving away from a patchwork economy by increasing the size, intensity and interconnections of the regional economic networks to shape a matrix of mutually beneficial activity centres with hallmark levels of regional employment and job growth.

Achieving these strong, integrated regional centres and communities requires a program of activity over five themes:

- economic development and job creation
- improved transport provision across and between Logan & Redlands and its neighbours
- maximising the benefits of the national rollout of high speed broadband
- promoting socially inclusive outcomes for Logan & Redlands people
- balancing the economic, social and environmental demands on Logan & Redlands with infrastructure planning to accommodate and manage growth.

In 2012-2013 RDA Logan & Redlands plans to facilitate and broker initiatives in the following key areas:

- innovative development of new major urban areas Greater Flagstone and Yarrabilba
- economic transition of North Stradbroke Island and redevelopment of Toondah Harbour
- tourism and tertiary education development
- regional digital economic evolution and small business awareness and uptake of high-speed broadband
- lobbying for key transport infrastructure projects
- collaborating with South-East Queensland RDA committees to develop and participate in cross-regional initiatives
- strengthening of relationships with industry, universities, Australian and Queensland Government agencies
- development of medical and education precincts and revitalisation of Beenleigh
- focusing government attention on social inclusion issues
- understanding the local labour market
- innovative regional art and culture programs
- Queensland economic and community recovery and resilience.

Through this Regional Roadmap, RDA Logan & Redlands looks forward to working with the Regional Development Australia network, business and government stakeholders, and the community to tackle the challenges of regional development in new and exciting ways.

A handwritten signature in black ink, appearing to read 'RH' followed by a stylized flourish.

Mr Robert Hannaford, Chair

Introduction

Regional Development Australia

Regional Development Australia (RDA) is an Australian Government initiative bringing together all levels of government to support the growth and development of regional Australia. It is delivered through a national network of 55 committees.

In each regional community an RDA Committee builds partnerships between governments, regional development organisations, local businesses, community groups and key regional stakeholders.

The work of RDA Committees includes developing strategic and targeted responses to their region's social, economic and environmental issues.

There are 12 RDA Committees in Queensland, including RDA Logan & Redlands.

RDA Committees connect with other Australian Government programs, grants and initiatives. They seek to ensure new investments reflect the characteristics of Australia's diverse regions and address their specific opportunities and challenges by supporting localism - the principle of giving people in each region a real say over what happens in their region and the power to make a difference.

Roles and responsibilities

Community consultation and engagement

RDA Committees work with local communities to identify issues and opportunities, develop solutions and articulate priorities. They also provide communities and governments with feedback about the outcomes of consultations.

Active involvement in regional planning

Committees initiate and participate in regional consultations and strategic planning and align local plans with government policies and initiatives.

Being first point of contact

RDA Committees are the touchstone for information for government agencies at all levels wanting to consult with a region – encouraging a whole-of-government approach based on collaboration, regional needs, flexibility, accountability and leadership.

Promotion of government programs

Committees actively promote government programs at all levels and communicate information and advice for communities about ways they can engage with programs, policies and initiatives. Committees feed information back to government about any relevant issues raised in these communications.

Participation in community development activities

RDA Committees actively participate in activities to improve the capacity of their region. They identify priorities, develop resilience and access resources needed for social and economic development, and environmental management, social inclusion and sustainability.

Roadmaps – regional strategic plans

RDA Committees are responsible for the development of strategic plans called ‘Regional Roadmaps’.

Roadmaps describe the region – its significant assets, attributes, characteristics, industry, employment base and key advantages. They also set out the economic, environmental and social vision for the region, articulate the drivers of change, identify strengths, weaknesses and opportunities, and list priorities for action. Roadmaps identify key priorities for the region. It is important they are clear, meaningful plans backed by the community.

RDA Logan & Redlands

RDA Logan & Redlands is a not-for-profit, community-based Committee for the Logan & Redlands region. Its members are drawn from the region’s businesses, professional services, local government, educational facilities and community organisations.

The key role of RDA Logan & Redlands is to provide a strategic response to the economic, environmental and social issues of the Logan & Redlands region. It does this by:

- consulting and engaging with the community on economic, social and environmental issues, priorities and solutions
- actively participating in planning and liaising with governments and the community about government programs, services and grants for regional development
- being the first point of contact for government agencies at all levels wanting to consult with our region
- supporting informed regional planning with communication, information and feedback
- contributing to business growth plans, investment strategies, environmental solutions, social inclusion and sustainability strategies for the region.

A key task for RDA Logan & Redlands has been the development, with the community, of a Logan & Redlands Regional Roadmap. The Committee works with the community to implement the Roadmap’s vision, plan and recommendations.

The Logan & Redlands region themes

RDA Logan & Redlands has identified five key themes for the region:

- economic development and job creation
- transport
- high-speed broadband internet access and telecommunications
- social inclusion, social cohesion and quality of life
- population growth, infrastructure planning and sustainability.

The Logan & Redlands Regional Roadmap identifies a vision for our region and priority actions to be undertaken to achieve them. This will be a living document. Regular reviews will keep it up-to-date and focused on immediate priorities as well as aligning it with long-term goals.

The Logan & Redlands region



Regional overview

The Logan & Redlands region is governed by two local authorities: Logan City Council (population 282,673) and Redland City Council (population 142,822). The two local government authorities are known as Logan City and Redland City. Throughout this Roadmap, these terms refer to the two sub-regions that together make up the Logan & Redlands region.

The Logan & Redlands region is bordered by Brisbane to the north, Ipswich and the Scenic Rim to the west and the Gold Coast to the south. Close to Brisbane, it has access to major highway and rail networks. As with South-East Queensland as a whole, the Logan & Redlands region has experienced rapid population growth. This is predicted to continue. Between 2011 to 2035, 15.2% of South-East Queensland's future population and housing growth will be accommodated in the region.¹

Logan City

The Logan sub-region, governed by Logan City Council, and referred to in this Roadmap as Logan City, is centrally located in South-East Queensland. Logan City has a young workforce – almost 40% of residents are aged 25 years or younger. It has a strong, vibrant, multicultural profile, being home to 192 cultural groups. It offers a wide range

¹ Queensland Government Population Projections 2011 edition *Logan City Community Profile*, Logan City Council, ID Consulting 2008 and *Redlands City Community Profile*, Redland City Council, ID Consulting 2009, cited throughout as Logan Redlands Community Profiles 2008-09 (delete other reference)

of lifestyle options from bushland acreage and leafy suburbs to high-density living. Its thriving light industrial precincts, major shopping and business precincts are set to grow with the addition of new planned areas including Flagstone and Yarrabilba.²

Redland City

The Redlands sub-region, referred to in this Roadmap as Redland City, adjoins Logan to the west and is the gateway to Moreton Bay to its east. Governed by Redland City Council, it is a growing residential area with substantial areas of rural residential, rural, coastal, island, conservation and park land. Pockets of industrial and commercial land use occur across the sub-region. Redland City is a popular recreation destination for residents of the South-East Queensland metropolitan region and tourists from further afield. Local Aboriginal people are the Quandamooka clans. Redland City includes North Stradbroke Island and the Southern Moreton Bay Islands.³

² Queensland Regional Profiles, RDA Logan and Redlands Region, OESR, August 2012 *Logan Redlands Community Profiles 2008-09* cited above (delete)

³ *Logan Redlands Community Profiles 2008-09* cited above (delete)

Economic development and job creation

Business and industry composition

The Logan & Redlands region generates in the order of \$13 billion per annum in gross local product.⁴

In 2010-11, according to ABS data there were approximately 32,300 businesses in the Logan & Redlands region contributing to the economic output. This equates to 7.5% of all businesses in Queensland. Of these 96% had less than 20 employees.

Redland City had a large proportion of small businesses in the region, 96.7%, with Logan City having a larger number of medium to large businesses.

83% of businesses in the Logan & Redlands region generated a turnover of less than \$500,000, while 1,472 firms in the region earned over \$2 million in turnover⁵.

In examining the industry composition of the Logan & Redlands region, the top five common industry sectors based on counts of registered businesses are as follows, reflecting a reliance on service-based industry sectors:

- Construction
- Transport, Postal and Warehousing
- Professional, Scientific and Technical Services
- Rental, Hiring and Real Estate Services
- Retail Trade.

The order of importance of industry sectors differs when examining their contribution to employment. As at May 2012, Manufacturing (22,782) and Health Care and Social Assistance (22,791) were the industry sectors employing the most number of people in the region with Construction (21,164) and Retail Trade (19,562) following closely behind⁶. Full data sets in relation to employment by industry will be released by the ABS in October 2012.

Although there are only 1,779 manufacturers located in the region, this sector is very significant in terms of its current and future employment potential. A competitive advantage exists in the region within the machinery and

Strengths

- Large active workforce – trade orientated
- Gateway to Moreton Bay
- Substantial economic base – over 32,000 businesses
- Strong construction and manufacturing industry
- Proximity to Brisbane and Gold Coast markets

Challenges

- Intergenerational unemployment in some suburbs
- Low skills base
- Reduce reliance on Brisbane for employment
- Sand mining to cease on North Stradbroke Island commencing 2035 – unknown commitment from new Queensland Government in relation to vision implementation
- Small business profile – limited number of large employers

Opportunities

- Ready supply of potential labour
- Collaborative skills development
- Self-containment of employment
- Tourism as emerging industry especially eco-tourism opportunities on North Stradbroke
- Regional investment attraction strategy including public sector employment
- Public-private sector partnership opportunities in key centres of Redlands

⁴ The economic profile for Redland City, ID Consulting

⁵ Source: ABS, Counts of Australian Businesses (including entries and Exits), June 2007 to June 2011

⁶ ABS Labour Force Data, four quarter average

equipment and metal product manufacturing sectors along with food and beverage processing. This strength will assist in attracting supply opportunities resulting from Queensland’s booming resource sector.

Counts of registered businesses by employment size, 2010-11

	Logan	% of Qld	Redlands	% of Qld	Queensland
Small businesses	19,613	4.8	11,615	2.8	411,935
Medium businesses	642	3.7	424	2.4	17,310
Large businesses	27	2.3	6	0.5	1,161
Total businesses	20,282	4.7	12,045	2.8	430,406

Source: Queensland Regional Database

Counts of registered businesses by turnover, 2010-11

Turnover	Logan	% of Qld	% of Logan	Redlands	% of Qld	% of Redland	Qld
\$0 to less than \$100,000	9,494	4.7	46.8	5,511	2.7	45.7	200,447
\$100,000 to less than \$500,000	7,410	5	36.5	4,489	3	37.3	149,481
\$500K to less than \$2 million	2,419	4.2	11.9	1,532	2.7	12.7	57,342
\$2 million or more	959	4.1	4.7	513	2.2	4.2	23,136
Total businesses	20,282	4.7		12,045	2.8		430,406

Source: Queensland Regional Database

Counts of registered businesses by industry, 2010-11

Industry	Logan	% of Logan	Redland	% of Redland	Queensland	% of Qld
Agriculture, Forestry and Fishing	502	2.5	312	2.6	45,446	10.6
Mining	30	0.1	23	0.2	1,914	0.4
Manufacturing	1,217	6.0	562	4.7	18,090	4.2
Electricity, Gas, Water, Waste Services	93	0.5	45	0.4	1,189	0.3
Construction	5,454	26.9	2,934	24.4	77,805	18.1
Wholesale Trade	775	3.8	446	3.7	13,959	3.2
Retail Trade	1,397	6.9	780	6.5	28,424	6.6
Accommodation and Food Services	476	2.3	344	2.9	15,698	3.6
Transport, Postal and Warehousing	1,943	9.6	787	6.5	25,919	6.0
Information Media and Telecommunications	91	0.4	90	0.7	3,011	0.7
Financial and Insurance Services	1,037	5.1	774	6.4	29,048	6.7
Rental, Hiring and Real Estate Services	1,675	8.3	1,297	10.8	47,977	11.1

Professional, Scientific and Technical Services	1,932	9.5	1,415	11.7	45,173	10.5
Administrative and Support Services	917	4.5	549	4.6	16,751	3.9
Public Administration and Safety	104	0.5	52	0.4	1,448	0.3
Education and Training	207	1.0	151	1.3	5,110	1.2
Health Care and Social Assistance	557	2.7	469	3.9	19,516	4.5
Arts and Recreation Services	188	0.9	135	1.1	5,289	1.2
Other Services	1,226	6.0	641	5.3	19,433	4.5
Not Classified	461	2.3	239	2.0	9,206	2.1
Total	20,282		12,045		430,406	

Source: Queensland Regional Database

Employment by Industry, Logan & Redlands region and Queensland, May 2012

Industry	Logan & Redlands (persons employed)	%	Queensland %
Agriculture, Forestry and Fishing	1,860	0.9	3.3
Mining	2,690	1.3	2.8
Manufacturing	22,782	11.2	7.7
Electricity, Gas, Water, Waste Services	1,790	0.9	1.8
Construction	21,164	10.4	9.9
Wholesale Trade	10,412	5.1	3.2
Retail Trade	19,562	9.6	10.7
Accommodation and Food Services	10,893	5.4	6.9
Transport, Postal and Warehousing	13,147	6.5	5.5
Information Media and Telecommunications	2,494	1.2	1.3
Financial and Insurance Services	7,885	3.9	2.8
Rental, Hiring and Real Estate Services	5,189	2.6	2.3
Professional, Scientific and Technical Services	10,538	5.2	6.5
Administrative and Support Services	8,809	4.3	3.5
Public Administration and Safety	11,670	5.8	6.5
Education and Training	14,174	7.0	7.6
Health Care and Social Assistance	22,791	11.2	12.0
Arts and Recreation Services	3,710	1.8	1.8

Other Services	11,317	5.6	3.8
Total	202,877		

Source: ABS Labour Force Data, four quarter average, DEEWR website

Agricultural production is a comparatively minor element for the Logan & Redlands region with poultry processing in Redland City and sugar cane crops around Beenleigh in Logan City.

The economic development strategies of both Logan City Council and Redland City Council highlight a strengthening focus on technology and knowledge-based industries as a move away from the consumption-driven industry sectors which is expected to decline over the next decade.

The Logan & Redlands region, with lower rental costs yet with fast transport links to Brisbane, is likely to attract public sector employment to both Logan City and Redland City.

The filming of *Narnia: The Voyage of the Dawn Treader* at Cleveland Point generated significant income for the local economy. Local filmmaking and further interest from major picture producers indicates the possibility of an ongoing film-location industry. Other sectors such as tourism and education, especially in international learning and tertiary education, are identified as opportunities in Redland City.

Tourism

Tourism is an emerging industry within the Logan & Redlands region. While discrete tourism figures are not available for Logan City or Redland City, tourism figures are available for the greater Brisbane region covering Gatton, Ipswich, Caboolture, Logan City, Redland City and Brisbane City.

In the year ending March 2012, 5.22 million domestic visitors stayed overnight in the Greater Brisbane region and spent \$3.1 million. Almost 1 million international visitors stayed overnight spending \$1.5 million, accounting for 30.6% of international visitors to Queensland.

Most domestic visitors, 2,115,000, come to the greater Brisbane region to visit friends and family. Other reasons include:

- holidays – 1,326,000
- business – 1,346,000.

The average length of stay for domestic visitors was 3.1 days compared with 20 days for international visitors.

Most international visitors come to Brisbane for a holiday - 435,000. Other reasons include:

- visiting friends and family – 266,000
- business – 131,000.

The key domestic source market to the Brisbane region is regional Queensland, followed by Sydney and then regional New South Wales. The key international source market to Brisbane is New Zealand, followed by the United Kingdom, China and then the United States. (Source: Tourism Queensland: Queensland data sheet YE March 2012 and Brisbane Regional Snapshot YE March 2012)

Redland City

Redland City is the major gateway to North Stradbroke Island and the Southern Moreton Bay Islands. Brisbane Marketing is the regional tourism organisation for the Redlands area which is marketed under the Moreton Bay and Islands brand.

Redland City Council undertook local visitation research in March 2012. Some key findings were an annual visitation of 1,066,112 which is made up of the following:

- Distinct visitors to households (VFR) is 325,290
- Day visitors to the Redlands is 391,791
- Visitors staying in paid accommodation is 349,031

The *Redlands 2030 Community Plan* recognises that strengthening the local tourism industry is vital for a vibrant, growing economy. *Redland City Council Tourism Strategy 2010-2014* aims to support a unified, long-term approach to tourism development and marketing.^{7 8}

The tourism strategy aims to overcome barriers to tourism growth and increase the value of tourism in the community. The strategy highlights an increased focus on nature-based tourism. Priority projects for the region as outlined in the strategy include:

- partnering with the chamber of commerce and industry groups to train operators
- annual research program and visitor-profile survey
- tourism retail and business achievement awards
- targeting 100 local operators for participation in the tourism program
- developing an annual marketing program with operator buy in
- building support for an industry-led economic development and tourism board
- building competitive advantage through education – particularly ‘voluntourism’ aspects
- embracing the waterfront for future tourism and recreation spaces.

Another key document for the Moreton Bay region is the *Brisbane Regional Tourism Investment and Infrastructure Plan 2008-2018*. The plan aims to provide a direction for sustainable tourism development in the region to 2018. Catalyst projects identified in Redlands include:

- creation of an eco-resort on North Stradbroke Island
- redevelopment of Toondah Harbour
- development of major marine-based events at Weinam Creek
- infrastructure development on Dunwich Harbour, North Stradbroke Island
- development of a jetty, unmanned visitor centre, and interpretation facilities on Peel Island.⁹

The former State Government released a vision for the future of North Stradbroke Island as a vibrant, sustainable community of traditional owners, residents and visitors, capitalising on and safeguarding the natural landscape values of the Island. It is recognised that the strategic vision for North Stradbroke Island requires significant

⁷ Redland City Community Plan – 2030 cited above

⁸ *Redland City Council Tourism Strategy 2010-2014* Redland City Council cited throughout as *Redland City Tourism 2010-14*

⁹ *Brisbane Regional Tourism Investment and Infrastructure Plan 2008-2018* Brisbane Marketing, Brisbane City Council and Tourism Queensland, cited throughout as *Regional Tourism 2008-18*

planning and community engagement to determine in detail how this vision will be delivered. Declaration of the National Park on the island indicates an inevitable transition of the economy towards nature-based recreational activities and holidays.

However, an implicit implication of the vision relates to the end of mining on the Island which has now been extended by the new Queensland Government to 2035. Commitment of the Queensland Government in relation to implementing the vision remains unknown at this stage.

Logan City

Logan City is situated between two key tourism destinations, Brisbane and the Gold Coast. Brisbane Marketing, the area's regional tourism organisation currently conducts limited marketing of the destination.

The *Logan City Council 2009-2013 Corporate Plan* identifies a plan to promote Logan City by capitalising on existing strengths and developing and promoting niche tourism sector opportunities. Similarly, *the Logan City Council Economic Development Strategy 2012-2016* recognises the need to build tourism industry competitiveness and that there are a number of opportunities that could be leveraged such as increased use of digital tools to market Logan City and continued investment attraction of accommodation and attractions.

Logan City Council adopted a Tourism Strategy in August 2012 which will be made public shortly. The Council is currently in the process of supporting the establishment of a Local Tourism Board to support the growth of tourism in Logan.

A priority project for the region is the Loganholme tourism precinct, bordered by the Logan River and the Pacific Highway. The precinct has been master planned and will feature catalyst projects to encourage new and existing tourism and other businesses based on relocation of Alma Park Zoo to the site.

Tourism Research Australia has developed profiles for some local government areas located outside capital city tourism regions. Unfortunately, Logan City and Redland City are perceived to be too close to Brisbane to receive individual profiles. The lack of data at a local government area makes tourism planning difficult both for individual businesses, potential investors, stakeholders and government. The Regional Roadmap, over time, intends to fill this gap.

Labour market

Employment status is an important indicator of the socio-economic status of a region. It is linked to the age structure of the population, the economic base, employment opportunities available, the education levels attained and skills base of the region's residents. As of March 2012, Logan City has an active labour force of over 156,000. Its unemployment rate of 7.7% is considerably higher than the rate in Redland City and Queensland overall.

Labour market statistics, Logan & Redlands, Queensland

	Mar 2011	Jun 2011	Sept 2011	Dec 2011	Mar 2012	Change
Logan						
Unemployed	12,910	12,518	12,595	12,208	12,016	-7.40%
Unemployed rate	8.3	8.0	8.1	7.9	7.7	-0.6
Labour force	156,106	155,960	155,346	155,386	156,425	0.20%

	Mar 2011	Jun 2011	Sept 2011	Dec 2011	Mar 2012	Change
Employed	143,196	143,442	142,751	143,178	144,409	0.8%
Redlands						
Unemployed	3,649	3,464	3,386	3,205	3,091	-18.00%
Unemployed rate	4.5	4.3	4.2	4.0	3.8	-0.7
Labour force	81,080	80,903	80,294	80,173	80,758	-0.40%
Employed	77,431	77,439	76,908	76,968	77,667	0.30%
Queensland						
Unemployed	135,900	134,600	137,000	136,700	136,900	0.73%
Unemployed rate	5.5	5.5	5.5	5.5	5.5	0.0
Labour force	2,455,300	2,461,000	2,470,000	2,472,900	2,479,000	0.95%
Employed	2,319,400	2,326,400	2,333,000	2,336,200	2,342,100	0.96%

Source: OESR, Queensland Regional Profiles 2011

A number of suburbs in Logan City are experiencing extremely high levels of unemployment. These include:

- 19.3% in Woodridge
- 19.1% in Kingston
- 12.0% in Marsden
- 10.6% in Loganlea
- 7.8% in Beenleigh and Eagleby¹⁰.

In June 2011, Woodridge and Kingston also had a higher proportion of families with children, 44% and 38% respectively, that were jobless when compared to the State level of 19% (Source; DEEWR Small Area Labour Markets data, June 2011).

Logan also includes suburbs with some of the lowest unemployment rates in Australia, an average of 3.0%¹¹, including:

- Carbrook-Cornubia
- Rochedale South
- Shailer Park
- Tanah Merah.

Despite a low overall unemployment rate for Redland City at 3.8%, North Stradbroke Island and the Southern Moreton Bay Islands have a combined high rate of 15.8%.¹²

These high unemployment suburbs are affected by a range of barriers to employment including intergenerational unemployment, limited access to transport and limited education and training.

¹⁰ DEEWR, Small Area Labour Markets, March Quarter 2012

¹¹ DEEWR, Small Area Labour Markets, March Quarter 2012

¹² DEEWR, Small Area Labour Markets, March Quarter 2012

The 2012-13 *Regional Employment Plan for the Ipswich-Logan Priority Employment Area* reinforces the issue of limited public transport access in the region. It states that current transport options do not fully support employment options. In particular, lack of public transport to industrial estates is a key challenge for employers and prospective employees. A significant barrier to labour market participation for job seekers under 25 is that they are required to log 100 hours of supervised driving prior to obtaining a drivers licence. For disadvantaged job seekers, this is often unattainable due to lack of access to a vehicle and/or drivers to supervise.

Education, skills, occupations

The occupational structure of the workforce is an important indicator of the labour force composition, and along with other indicators such as qualifications and income, are key components in assessing the socio-economic status and skill base of a region.

Within the labour force for the Logan & Redlands region in May 2011, there were similarly high levels of tradespersons and clerical workers across both Logan City and Redland City, around 16%, slightly higher than Queensland at approximately 15%.

White collar occupations such as managers, 11.3%, and professionals, 15.7%, were more prevalent in Redland City however lower than Queensland levels for these occupations generally.

Blue collar occupations including machinery operators, 9.9%, and labourers, 10.4%, featured more highly in Logan City. There were also higher numbers of community and personal service workers in the region at 11.5% compared to Queensland at 9.9%.

RDA Brisbane's 2011 report on the Skills Shortages in the Greater Brisbane Labour Market 2012-2021 will have implications for the Logan and Redlands region. The report suggests that Brisbane City will continue to grow as a professional service hub for the rest of Queensland resulting in increased demand for Managers, Professional, Technicians and Trades Workers. This in turn will affect the region's, especially Redland City's, ability to attract those same skill sets.

A higher number of residents in Redland City had post school qualifications, 49.8%, compared with Logan City at 44.8%.¹³

In 2011 in the Logan & Redlands region, there were 165,197 persons aged 15 years and over with year 11 or 12 or equivalent stated as their highest level of schooling. This equates to 53.4% of all persons in the region aged 15 years and over, slightly lower than the overall Queensland level of 55.3%.

Redland City had a higher proportion of persons with year 11 or year 12 or equivalent as their highest level of schooling, 55%. Logan City had 52.5% with year 11 or year 12 or equivalent as their highest level of schooling.

A considerable number of residents in Logan City did not go to school at all: 13,258 went only to year 8 or below.

This lack of education correlates with high levels of unemployment in parts of Logan City.

In 2011, in Logan City, 27.7% of students completing Year 12 enrolled in university, 16.2% were working part-time and 14.6% were seeking work. In Redland City 38.6% of students completing Year 12 enrolled in university, 17.3% were working part time and 8.2% were seeking work.

¹³ *Logan Redlands Community Profiles 2008-09* cited above

Highest level of schooling completed, the Logan & Redlands region, 2011

Local Government Area	Did not go to school, or Year 8 or below	Year 9 or 10 or equivalent	Year 11 or 12 or equivalent	Year 11 or 12 or equivalent percentage	Total (c)
Logan City Council	13,258	66,813	106,886	52.5	203,598
Redland City Council	6,172	34,848	58,311	55	105,962
Logan & Redlands RDA Region	19,430	101,661	165,197	53.4	309,560
Queensland	219,102	977,116	1,836,995	55.3	3,320,761
Region as % of Qld	8.9	10.4	9.0		9.3

Note: Based on ASGC 2011.

The sum of the local government areas may not be equivalent to the region total due to confidentialisation of the local government area data. Data for reformed local government areas are derived from concordance population-based statistical local area data (ASGC 2011). Source: Australian Bureau of Statistics, Census of Population and Housing, 2011, Basic Community Profile - B15

Both Redland City and Logan City's university enrolments are below the levels for Brisbane and South East Queensland.

Next Step 2011 suggests Redland City will continue to have a more educated and white collar workforce in the future, whereas Logan City's blue collar workforce characteristics are likely to continue. (Source; *Next Step 2011*, Brisbane Regional Report)

Self-containment – making employment local

Both Redland City Council and Logan City Council seek to increase the self-containment levels of local employment as documented in their planning schemes and economic development strategies.

Both councils have set a target of 60% local jobs by 2031. This target presents major challenges as the current levels are 42% for Redlands and 33% in Logan City.

Redland City

For Redland City, this target equates to an extra 17,000 jobs. Most are forecast to be created in Cleveland and Capalaba and are expected to be created within industry sectors of:

- Property and Business Services 21%
- Health and Community Services 12%
- Construction and Retail Trade 11% each
- Education 10%.

Full job self-containment is not achievable in Redland City due to constraints on the supply of land for greenfield sites based on environmental, rural, landscape values. Due to this shortfall, strengthening of public transport and traffic networks to key employment areas outside of Redlands such as Australia Trade Coast, Yatala and Acacia Ridge is seen as critical.

The Council holds significant landholdings in many of the Redlands key centres, providing opportunities for attractive public-private sector partnerships of infill development.

Logan City

In Logan City, an additional 50,000 jobs will need to be created by 2031 to achieve the local employment target.

It is forecast that these jobs will be achieved through a range of infill redevelopment and greenfield opportunities.



Transport

Private vehicle ownership across Logan & Redlands

The need for residents to source services and employment across a wide area strongly influences the levels of private vehicle ownership – high for both Logan City and Redland City households. Private vehicle ownership levels are also affected by the age of the population, household income and access to public transport.

In Logan City only 5.9% of households are without at least one vehicle. In Redland City the figure is 5.7% while in Brisbane it is 9.5%. Logan City also has a higher percentage of households with three or more vehicles than Brisbane. In Logan, vehicle ownership was lowest in Woodridge and for Redlands vehicle ownership is lowest in Cleveland and the Southern Moreton Bay Islands where there are higher numbers of single-person households¹⁴.

In Logan City 76.2% of residents use a private vehicle to get to work – approximately 6% use public transport. In Redland City 72.8% of residents use a private vehicle to get to work – again, only 6% use public transport. In both cases public transport use for work travel is considerably lower than Brisbane’s 11.6%. Brisbane’s use of private vehicles for work travel is also considerably lower at 66.8%.

Logan City transport profile

Logan City covers a large geographic area. It includes the Southern suburbs of Greater Brisbane and major growth areas to the north of Beaudesert. A growth in population of 64% from 289,010 in 2011 to 452,184 by 2031 is forecast¹⁵. This equates to an additional 70,000 dwellings of which 40% of this target are for infill development.

A key challenge facing Logan City is the need for additional transport infrastructure to support its population growth. New road and public transport corridors will be needed to service current and future residential and employment areas.

In the short to medium term, population growth is expected to be focused around Park Ridge and Bahrs Scrub.

In the longer term, population growth will occur in the south-west, including new communities at Flagstone, Greenbank and Yarrabilba.

Strengths

- Serviced by motorway, busway and rail infrastructure
- Strong transport links to Brisbane and Gold Coast

Challenges

- Lack of transport links between and across Logan City and Redland City
- Low levels of public transport use, inadequate public transport systems
- The urgent need for transport infrastructure for new development areas in Logan
- Inherent difficulty of water transport to Southern Moreton Bay Islands
- No rail links to southern areas of Redland City

Opportunities

- Expansion of transport links towards Ipswich
- Re-orientation and integration of transport infrastructure to promote inter-regional links such as bus routes between Capalaba and Logan Hyperdome
- Major state public transport investment in high population areas
- Proposed multi-modal freight corridor to improve access to Bromelton Industrial Area
- Explore Microtransport opportunities

¹⁴ Numbers of Motor Vehicles By Dwelling, ABS, Census 2011

¹⁵ ABS Census 2011

Yarrabilba has been earmarked as a *transit orientated community*: a community concentrating a mix of uses around transport hubs such as train and busway stations. Currently, there appears to be limited co-ordinated transport planning to achieve this objective.

The success of the planned new industrial area at Bromelton will be influenced by public transport access to the southern parts of Logan City. A draft development scheme for Bromelton State Development Areas is currently out for public consultation.

The Trans Regional Amalgamated Infrastructure Network is a network of stakeholders across South-East Queensland and the Northern Rivers of NSW with the aim of developing a unified strategy for growth management across state borders. This strategy will advocate a suite of road and rail infrastructure projects and regional development initiatives to increase transport connections to some of Australia's biggest cities and regional centres, including Logan City. One of the projects focuses on the development of a multi-modal freight corridor between Coffs Harbour, the Bromelton State Development Area and Warwick Industrial Park. The projected regional benefits of the network's proposed projects include:

- diverting heavy vehicles inland, thereby lowering maintenance and improving safety on the Pacific Highway
- releasing areas along transport corridors for affordable housing
- developing service corridors for water, power, gas and telecommunications adjacent to transport corridors
- enhancing Brisbane's connection to the Surat Basin
- providing a catalyst for future employment opportunities in new master-planned settlements including Flagstone and Yarrabilba.

Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland establishes an overall target of reducing private vehicle transport from 83% to 66% and doubling the share of active transport, such as cycling or walking, from 10 to 20%. The plan calls for a doubling in public transport use from 7 to 14%. For Logan City, the targets call for an increase in public transport usage from 5.5% to 10% and cycling from 0.6% to 7%. Logan City Council is currently preparing its new planning scheme with these targets in mind along with new road standards consistent with the concept of multi-modal arterial roads.

In order to achieve targets in Logan City by 2031, a number of key and major transport infrastructure investments will have to be delivered within a reasonably short time frame. These include the Salisbury to Flagstone passenger rail service, the South East Busway to Springwood and Loganholme, the Gateway Motorway Extension, the Southern Infrastructure Corridor, Logan Motorway, Pacific Motorway and Mt Lindesay Highway.

Road and rail infrastructure investments are needed ahead of 2031 to prevent the threat of overstraining Logan City's arterial road network. Delays in delivery of supporting transport infrastructure may hinder residential and employment growth. Mounting development pressures may also hinder necessary corridor preservation for purchase. A lack of defined timelines for critical transport infrastructure for new master-planned communities, such as access to a passenger rail line for the Flagstone community, is also cause for concern.

ROADS

Pacific Motorway upgrade

Plans for the Pacific Motorway upgrade from the Gateway Motorway to the Logan Motorway were completed by Department of Main Roads in 2003 yet the project still awaits funding. This project will alleviate traffic congestion with extra lanes and provide cycle access with the inclusion of the Veloway 1 Cycleway.

Southern Infrastructure Corridor

The Southern Infrastructure Corridor is a potential link from Beaudesert-Beenleigh Road at Cedar Creek west to the Mt Lindesay Highway near Jimboomba. The *Mt Lindesay Beaudesert Strategic Transport Network Investigation* recommended the Southern Infrastructure Corridor in three sections:

- Central section – Mt Lindesay Highway to Beaudesert-Beenleigh Road. This section would link Greater Flagstone, Jimboomba and Yarrabilba to the east and also function as a high capacity distributor road connecting north-south links in the area. High-capacity arterial roads are also required to link these development areas.
- Eastern section – Beaudesert-Beenleigh Road to M1 Pacific Motorway Intra-Regional Transport Corridor. This section would link the southern and western parts of Logan City with the Gold Coast.
- Western section – Mt Lindesay Highway to Springfield via the Springfield Greenbank Arterial. This section would link the south-west corridor development areas of Greater Flagstone and Park Ridge.

Park Ridge Connector – Gateway extension to the south

A Gateway extension to the south has been identified in South-East Queensland regional plans since 2005. *Connecting SEQ 2031* identifies a link, referred to as the Park Ridge Connector, as far south as the proposed Southern Infrastructure Corridor. This new road link is planned as a key component of the road network to support the future population and jobs around new growth areas in Greater Flagstone and Yarrabilba and is also a vital future link to allow development of the employment in Park Ridge. The Park Ridge Connector, as a north-south link east of Mt Lindesay Highway, will service freight and general purpose traffic. This future road has a number of strategic benefits including reduced traffic mix, reduced congestion, separation of local and regional trip types, increased safety and the freeing up of lane space on the Mt Lindesay Highway for possible public transport services.

Mt Lindesay Highway upgrade

Future upgrades to the Mt Lindesay Highway between Brisbane and Beaudesert are planned over the long term. Stage 1 of the upgrade, Rosia Road to Chambers Flat Road, will provide a grade separated interchange at the intersection of the highway with Chambers Flat Road and Crowson Lane. Construction work began in March 2011 and is expected to be completed in 2012. Planning for the next stage of the Mount Lindesay Highway upgrade includes widening the highway to four lanes between Rosia Road and Chambers Flat Road.

RAIL

Salisbury to Beaudesert passenger rail

The need to identify and preserve a corridor suitable for a future passenger rail service between Salisbury and Beaudesert is specifically identified in the *South East Queensland Infrastructure Plan and Program 2009–2026* and *Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland*. Development of the Salisbury to Beaudesert passenger rail project would provide essential public transport infrastructure to support the future development of Greater Flagstone in the South Western Corridor. The project would also improve services for established and proposed urban development areas to the south of Brisbane.

BUS

South East Busway extension to Springwood

The planning for the extension of the South East Busway between Eight Mile Plains and Springwood was completed in 2010. The Queensland Government is committed to delivering the South East Busway to

Springwood by 2026 as part of *SEQ Infrastructure 2026*. The busway will provide access to high-quality public transport to Springwood, which has been designated in *SEQ-2031* as a principal activity centre.

Logan City Council is currently requesting the extension of the South-East Busway further south to Loganholme be undertaken before 2031. The section of the Pacific Motorway between Eight Miles Plains and the Logan Hyperdome suffers significant traffic congestion during the morning and afternoon peak periods. Extension of the busway will also provide high-quality public transport facility to the Loganholme Activity Centre, expected to accommodate an additional 8,100 people by 2031. Extension of the busway also has the potential to link with rail services to Gold Coast at Beenleigh.

OTHER

The public transport links in Logan currently radiate out of Brisbane with limited east west links in the City. Also there is a need for better links from current and future employment hubs such as Meadowbrook to future residential areas such as Yarrabilba. The following projects address these issues:

Meadowbrook Loganlea to Hyperdome – Green Link Bridge

The Loganlea to Hyperdome Green Link Bridge public transport connection will provide a direct link between Loganlea Station and the Hyperdome through the existing Griffith University, Loganlea Campus. It will require construction of about 900m of bus-only roadway and a Green Link Bridge connecting the east end of University Drive to Murrays Road in Shailer Park. It will also provide high-frequency public transport services, linking Logan City's activity areas of including the Hyperdome and future urban growth centres in Yarrabilba.

South West One to Leatrice Street – Green Link Bridge

The Council is proposing a Green Link of around 300 metres between Logan's major employment centre, South West One, and Leatrice Street. The link would follow an existing power easement and require a bridge crossing over a small wetland area to create a reasonably direct path for new high-frequency services not otherwise viable, linking major retail and employment centres of Springwood, Logan Central, Crestmead Industrial Estate, and Park Ridge Industrial Estate.

Berrinba – Green Link

The development of the Berrinba area south of Wembley Road presents an opportunity to develop a better public transport route and pedestrian connectivity linking future residential areas south of Logan Motorway. This proposal will require the construction of a bridge across the Logan Motorway to facilitate key public transport and pedestrian movements.

Beenleigh

New rail and bus stations have been proposed for central Beenleigh as part of a revitalisation project being jointly managed by the Queensland Government and Logan City Council.

Redland City transport profile

Redland City, with a population of 143,628 in 2011, is part of one of the fastest growing regions in Australia. By 2031 it is expected to have a population of around 188,000. Redland City is committed to managing this growth within sustainable limits to maintain the region's attractive lifestyle and natural values.

Redland City Council seeks sustainable development consistent with its vision and regional planning scheme. Sustainable development safeguards Redlands' key assets for new businesses, investors, developers, residents and visitors alike.

Redland City Council faces similar transport issues to those encountered in Logan. There are dispersed residential hubs in the region making access to employment opportunities and services challenging. A particular issue of Redland City is access to the Bay Islands. These include North Stradbroke Island and the Southern Moreton Bay Islands.

Integration of transport and land-use planning is articulated in Redland City's planning scheme. Desirable increases in residential density in and around the city's centres and transport corridors strives to increase public transport use and encourages walking and cycling as viable forms of transport.

Cleveland and Capalaba are identified in *Connecting SEQ 2031* as principal activity centres and district hubs. Both these centres have master plans to manage growth to best service future needs.

A high proportion of residents travel out of Redland City to work. This results in traffic congestion on key commuter routes.

The shift in residential development from the northern parts, including Cleveland, towards Thornlands and Redland Bay in the south-east, will add further pressures to the road network.

Redland City's transport mode share is 9.5% walk or cycle, 5.7% public transport and the remaining 84.8% by private vehicle. *Connecting SEQ 2031* has set targets in Redland City for 10% by public transport, 10% by walking, 8% by cycling and 72% by private vehicle.

In order to meet these targets there is an urgent need to improve public transport. Important connections needing improvement include those to Brisbane City, across Redland City and those to regional industrial employment centres such as the Australia Trade Coast, Yatala and Acacia Ridge. Growing residential areas south of the city currently lack rail links.

Key transport requirements for Redland City

ROAD

Road network improvements reduce congestion and improve the reliability of road-based public transport. Priority measures are needed at points of congestion, such as major intersections. Suitably planned multi-occupancy vehicle priority lanes can help traffic flow. The following upgrades are considered high priority:

- Cleveland – Redland Bay Road
- South Street, Cleveland – Boundary Road, Thornlands
- Benfer Road, Victoria Point – German Church Road, Redland Bay
- Mount Cotton Road corridor through to Gateway Motorway, a key link to Pacific Motorway
- Mount Cotton Road through to Cleveland-Redland Bay Road, improved connection required to South East Freeway for access down into Logan and Gold Coast
- improvements to major arterial roads surrounding Capalaba business district to increase network efficiency and ensure future growth
- road infrastructure and public transport on the Bay Islands - road infrastructure is inadequate and public transport non-existent.

WATER

The cost of living on the Bay Islands is comparatively high due to transport costs associated with accessing the mainland for services and employment. Continued access to affordable and frequent ferry services and car parking are significant issues for these island communities. Key projects for water based transport are as follows:

- Toondah Harbour upgrade – as the gateway to North Stradbroke Island
- Weinam Creek interchange and car park – as the key access point for the Southern Moreton Bay Islands.

Both these terminals are significant projects not only for residents but also for tourism and other economic development opportunities.

Residents on Southern Moreton Bay Islands continue to lobby for a bridge to Russell Island. Neither the Redlands Planning Scheme nor State Government support a bridge.

Redland City Council has approached Translink to undertake a study into linking bus services with ferry services to reduce demand for foreshore parking.

RAIL

Rail travel to and from Brisbane CBD is the quickest form of transport during peak times but connects only with the northern part of Redland City, with the terminus at Cleveland. The rail route, while indirect, connects Redland City with the northern bayside suburbs Lota, Manly, Wynnum and Lytton.

Cleveland rail line duplication

Cleveland rail line duplication is needed to improve the system. However this is dependent on federal funding scheduled for 2020. It will be necessary to fast-track this project to encourage uptake of public transport and avoid more serious traffic congestion.

Cleveland station upgrade

The upgrade of Cleveland station to a multi-modal interchange creates the opportunity *for a transit-orientated development* adjacent to the station, outlined in the master plan for the centre.

Express train services

Express trains to Brisbane CBD are essential to service the increasing residential density along the rail network. The implementation of express train services is a priority local planning strategy.

Connecting with buses

Connecting with local bus-feeder networks, with sufficient capacity at peak, frequency, reasonable trip times, and affordable pricing, is needed – especially in the central and northern parts of the city.

BUS

A number of improvements to the bus transport network have been identified in local planning.

- An Eastern Busway connection into Capalaba with priority lanes on selected arterial roads, line haul and feed service improvements.
- Public transport treatments in Capalaba to support its future as a key commuter hub.
- Bus priority works on the arterial network especially on:
 - Finucane Road – Cleveland to Capalaba
 - Redland Bay Road – Victoria Point to Capalaba

- Broadwater Road – Mt Gravatt-Victoria Point Road
- Cleveland-Redland Bay Road – Redland Bay to Victoria Point.
- The Weinam Creek bus terminal upgrade.

For the Southern Moreton Bay Islands, as an alternative to the use of private vehicles and to alleviate the growing pressures on parking facilities at the Island ferry terminals on Macleay and Russell Islands, it will be necessary to implement a variety of solutions including public transport, car share and transport on demand. Improvements to regional ticketing through Go Card should also improve service for island residents.

CYCLEWAYS

A number of improvements to the cycleway network have been identified in local planning.

- Completion of Moreton Bay cycleway including:
 - Hilliard’s creek crossing
 - Tindappah wetlands crossing – Thornlands
 - Thornlands to Victoria Point
 - Victoria Point Foreshore – Redland Bay Foreshore.
- Principal cycle network infrastructure including:
 - Cleveland – Capalaba cycleway
 - Birkdale – Ormiston cycleway
 - Mount Cotton – Redland Bay cycleway
 - Victoria Point – Mount Gravatt cycleway
- Bicycle end of trip facilities are needed at key transport hubs including Capalaba, Cleveland, Weinam Creek interchange and Victoria Point.

National Broadband Network & Digital Economy

Logan City

The Logan City Council *Community Plan, 2026 City Directions*, recognises the need for Logan to be a connected City.

Logan City Council’s *Economic Development Strategy 2012-2016* aims to position Logan as a leading City in the digital economy, and improved digital infrastructure underpins economic development.

Broadband Today Alliance notes that high quality telephony and broadband is now one of the top five requests in commercial real estate enquiries. This suggests the National Broadband Network rollout could have positive implications for Logan City business attraction and retention.

Logan City Council released its *Digital Economy Strategy* in November 2011 and was one of the first cities in Australia to do so. The strategy is focused on building digital economy skills in the business and wider community; creating digital infrastructure nodes to support investment and growth; and having the Council lead as an adopter of digital economy tools and services.

Strengths

- Small business major target for National Broadband Network, over 31,000 SME’s in region
- Proactive local government looking to maximise benefits of National Broadband Network

Challenges

- Pockets of no, or low internet usage, limited access to computers and broadband connectivity

Opportunities

- Potential for joint laying of underground cables with Energex in Beenleigh
- Business case for early rollout of National Broadband Network for new communities in Logan as part of essential infrastructure
- Development of programs to encourage business and resident uptake
- Support development of home-based business
- Support business case for education hub in Redland

Internet uptake

While internet connectivity of households in Logan City as a whole compares favourably with the rest of Queensland, some parts, including Woodridge, Beenleigh and Kingston have relatively low rates of internet connection and broadband use¹⁶. To some extent these figures correlate to the Employment Vulnerability Index.

There is concern that households with limited internet access are increasingly being left behind in the information age. Fast internet access is now essential for effectively accessing information and doing business. Government and the private sector are increasingly conducting their business online. Access to computers, the internet and programs to develop digital literacy among residents are key planks in strategies for future prosperity.

National Broadband Network rollout

Daisy Hill, Slacks Creek, Springwood, Logan Central, Kingston and Woodridge are identified in NBN Co’s rollout plan to 2015. Works are to commence within one year. Logan City Council believes high-speed telecommunication infrastructure in a number of major greenfield sites are vital for local prosperity. These sites include:

- Park Ridge North
- Greater Flagstone

¹⁶ ABS Census data 2011

- Yarrabilba
- South West 1 Enterprise Park
- South West 2 Technology Park
- Berrinba Mixed Industry Business Area.

Logan has master planned a number of infill areas, especially designated activity centres, requiring National Broadband Network rollout as part of their development or redevelopment. These include:

- Beenleigh – designated by the Queensland Government as a principal activity centre in the *South East Queensland Regional Plan*. A Beenleigh master plan has been completed by Logan City Council. As Energex intends to lay underground electricity cables in the Beenleigh CBD there is potential for shared underground services
- Jimboomba
- Meadowbrook – a district centre that will have medical and education focus with Logan Hospital, Logan TAFE and Griffith University Logan Campus. Expansion of the hospital will be a catalyst for surrounding medical practices and proposed trials of home-health monitoring, requiring high-speed broadband.

Redland City

The *Redland 2030 Community Plan* recognises information technology infrastructure, such as high-speed broadband communications, will help meet the outcome of a vibrant economy. In November 2011, Redland City Council released information on priority projects for the City to 2030 and beyond. This document recognises high-speed broadband internet access as an economic development enabler. The Council also plans to release a new Economic Development Strategy in 2012/13, which will provide an opportunity to include digital economy initiatives.

Internet connectivity

Analysis of the 2011 Census shows that overall, internet connectivity of households in Redland City compares favourably to South-East Queensland, although the result varies in individual suburbs.

The data shows a large proportion of North Stradbroke Island and Southern Moreton Bay Island households with no internet connection (26.5% on these islands compared to 15.6% in Redland City). Of those with internet, on the islands only 61.1% had broadband compared to 75.3% of internet users with broadband in Redland City overall. These figures are influenced by a number of factors including the islands' demographic profiles featuring high-need, ageing and Indigenous populations. Another issue on North Stradbroke Island may be slowness of the broadband connection, as Dunwich exchange only has a maximum ADSL at 8 Megabits per second, routinely as slow as 1.5-3.0 Megabits per second.

Vital tourism development on North Stradbroke Island and the Southern Moreton Bay Islands will be reliant on improved internet speed and coverage.

On the mainland, 16.9% of Capalaba households, 20.42% of Cleveland households and 18.2% of Thorneside households have no internet connection.

National Broadband Network rollout

There are currently no locations in the Redland City Council area identified by NBN Co to receive optical fibre in their three year plan to 2015.

Redland City Council is supporting the National Broadband Network rollout through structural planning of greenfield sites and master planning of existing precincts. Council also plans to amend its planning scheme once standardisation of development codes has occurred.

Similar to Logan City Council, Redland City Council would like to see less commuter-based employment within the municipality and believes high-speed telecommunication infrastructure is vital to achieve this objective. Currently, 60% of residents work outside Redland City. Access to reliable high-speed broadband provides a range of options for local prosperity including telecommuting, teleconferencing, online business, tourism promotion, international marketing – and at the same time reducing impacts on the environment and traffic on physical transport networks.

The development of broadband-based small and home businesses, particularly in knowledge-based industries, will reduce the need for new physical industrial and commercial areas.

As Redland City currently has no university campus, the National Broadband Network rollout in this region will be especially important in enabling tertiary and post-graduate education and lifelong learning. The *Cleveland Master Plan 2010* identifies a catalyst site with good access to the Cleveland railway station, also being land under Council ownership, as a site with potential opportunity for developing a higher-education facility as part of a mixed-use development. Improved access to the tertiary education sector will also allow local researchers to be actively involved in global projects.

Social inclusion

Social inclusion refers to effective participation, both socially and economically, by an individual in all aspects of society. Social inclusion focuses on disadvantage or barriers to being included in the community and understanding how barriers are connected to each other.

The Australian Government's vision of a socially inclusive society is one in which all Australians feel valued and have the opportunity to participate fully in the life of our society. RDA committees are required to address social inclusion issues and discuss what the social challenges and opportunities are at a local and regional level.

Socio-Economic Indexes for Areas provide measures of the social and economic conditions of geographic areas across Australia. In 2006, a *Socio-Economic Index of Disadvantage* was produced, ranking geographical regions, focusing on low-income earners, those with relatively lower education attainment, high unemployment areas and households without motor vehicles. Low index values represent areas of most disadvantage and high values represent areas of least disadvantage.¹⁷

Rated at 970 on the index, Logan City had a significantly lower index value than Redland City rating of 1034, and Brisbane City's 1037.

The rating indicates Logan is an area of significant urban and geographical disadvantage. Factors influencing disadvantage include:

- low income
- limited computer and internet access
- early school leaving
- physical and mental disability
- long-term unemployment
- intergenerational poverty
- low education attainment

Strengths

- Diverse and pro-active communities in the Redlands
- Multiculturalism in Logan City

Challenges

- 2 out of 5 residents in Logan are considered disadvantaged - pockets of extreme disadvantage - in Logan Central, Woodridge, Kingston and Loganlea
- Social-economic disadvantage on Southern Moreton Bay Islands (MSBI) and North Stradbroke Island (Dunwich)
- Youth development
- 24% of the state's humanitarian migration located in Logan City over the past four years - cultural integration of immigrants and indigenous people i.e. language barriers
- Provision of integrated services to SMBI and North Stradbroke Island
- Low income levels on SMBI and resultant rental stress
- Increasing ageing and disability profile in the Redlands
- Lack of crisis accommodation and domestic violence services

Opportunities

- Cultural diversity
- Increase access to tertiary facilities in the Redlands
- Role of Logan Housing Company
- Logan Central Education Centre to establish children, youth and adult learning opportunities for new migrants

¹⁷ *Socio-economic indexes for areas* Australian Bureau of Statistics

- relatively high levels of prison admissions
- child maltreatment.¹⁸

There are 10 suburbs in Logan City lower than the overall values for Redland City and Brisbane. Suburbs such as Woodridge and Logan Central have an index rating akin to those of Cherbourg in Queensland and Redfern or Blacktown in New South Wales, known to also experience significant disadvantage. In order of disadvantage, most disadvantaged first, the suburbs and their ratings are:

- Logan Central 805.1
- Woodridge 824.2
- Kingston 849.3
- Loganlea 858.4
- Marsden 912.2
- Waterford West 915.1
- Crestmead 919.0
- Slacks Creek 924.5
- Browns Plains - Berrinba 933.0
- Meadowbrook 1009.8

In Redland City there is a discernible pattern to disadvantage – most disadvantaged tending to be northern established mainland areas of Thorneside at 976, Capalaba at 1002 and Alexandra Hills at 1002.

Rated as even more disadvantaged are the island communities of North Stradbroke Island with Dunwich rated at 837-880 and the Southern Moreton Bay Islands rated at 902 on the index.

The Bay islands are significantly disadvantaged compared with the remainder of Redland City. They also rank in the lowest 10% of areas in both Queensland and Australia.¹⁹

The islands have a number of factors contributing to disadvantage including:

- higher proportion of aged and single parent household families
- low individual income
- high employment vulnerability
- high percentages of rental stress
- high unemployment
- high levels of and disability
- concentrated Indigenous population on North Stradbroke Island
- high risks of homelessness.

These factors should be a primary consideration for all levels of government for policy development, effective planning and integrated service delivery.

Age profiles

Logan City, with almost 40% of the population under 25 years of age, has a relatively young population. 61% of Logan City's Indigenous population is under 25.

¹⁸ Vinson, T., *Dropping off the Edge: the Distribution of Disadvantage in Australia*

¹⁹ Logan Redlands Community Profiles 2008-09 cited above

The population in Redland City is considerably older, with only 34% under 25 years of age. One in seven residents in Redland City, 13.7%, are aged 65 years or over. This is above the Queensland average and much higher than the Logan City where only 8.6% of residents are 65 years of age or older. By 2031, it is expected that 28% of the population in Redland City will be 65 years of age or older.

The differences in age profiles in the Logan & Redlands region have implications for social inclusion.

The increasingly ageing population in Redland City will bring a need for more recreation, education and health facilities and services for older people. Income levels will be lower and more often fixed, especially for pensioners.

In particular this will bring significant challenges for the North Stradbroke Island and Southern Moreton Bay Islands where the average age as at 30 June 2010 was 51 years of age compared with the Redland City average of almost 39 and the Brisbane average of 35²⁰. The residents of Southern Moreton Bay Islands already experience isolation through reduced access to emergency services, health, recreation and education facilities. The closest secondary school for Russell and Macleay Island youth is Victoria Point. Also there is a limited amount of sporting facilities and open parkland.²¹

Youth in Logan City will require a range of education, recreation and health facilities and services delivered by government and other organisations. There is an urgent and ongoing need for crisis accommodation for young people due to the high number of family and relationship breakdowns.

Despite a large proportion of Indigenous youth in Logan City there is currently no Aboriginal and Torres Strait Islander network to assist the co-ordination of support services for them.

Other significant issues for youth in Logan City include:

- inadequate access to public transport for work and services
- low literacy and numeracy levels
- high truancy rates.

Cultural diversity

The Logan & Redlands region is extremely culturally diverse. In Logan City alone, there are over 192 different cultures. In Logan City 4.5% of all residents are Indigenous. The North Stradbroke Island and Southern Moreton Bay Islands have a comparatively high proportion of Indigenous residents with 7.3% compared with the rest of Redland City at 1.9% and Queensland at 3.6%.²²

The Indigenous population of Dunwich, an attractive location for Indigenous people due to its well-developed cultural and political infrastructure, may see a further increase with a corresponding need for additional infrastructure and services. Dunwich people tend to utilise local specialised health and social services rather than accessing these services on the mainland.

The Logan & Redlands region is a major destination for interstate and overseas migration each year. Logan City had Queensland's highest percentage, 17.4%, of people at a different address compared with one year earlier. The percentage for Redland City was very similar, at 17.2%. Since 2008, Logan City has received 24% (1,862 persons) of the state's total (7,819 persons) allocation of humanitarian (refugee and asylum seekers) migration

²⁰ ABS, Population by Age and Sex, Regions of Australia 2010

²¹ SMBI Background, Wyeth 2008 cited above

²² ABS Census 2011, Indigenous Profile

which places huge stress on the community support services as these communities require a high level of assistance during the early stages of settlement.²³

Many of these migrants reside in public housing. The Logan Housing Company, which aims to replace old public housing with a more diversified range of affordable multi-dwelling units, will be implementing a number of initiatives in Logan Central to provide better residential options and learning opportunities for migrants. One of these is the proposed relocation of Woodridge State School to establish a Logan Central Education Centre.

Estimated resident population by age, Logan & Redlands RDA Region, 30 June 2010

Local Government Area	0–14		15–24		25–44		45–64		65+	
	number	%	number	%	number	%	number	%	number	%
Logan City Council	65,424	23.1	44,414	15.7	80,744	28.6	67,870	24.3	24,221	8.6
Redland City Council	28,281	19.8	19,751	13.8	35,869	25.1	39,350	27.7	19,571	13.7
Logan & Redlands RDA Region	93,705	22.0	64,165	15.1	116,613	27.4	107,220	25.5	43,792	10.3
Queensland	901,542	20.0	644,985	14.3	1,278,876	28.3	1,121,066	25.0	567,381	12.6
Region as% of Qld	10.4		9.9		9.1		9.6		7.7	

Source: ASGC 2011

Place of usual residence one year ago, Logan & Redlands, 2006 – not released by ABS until October 2012

Local Government Area	Same address	Different address			Per cent with different address	Total persons (d)
		Within Australia	Overseas	Total (c)		
Logan City Council	190,165	39,189	3,044	42,877	17.4	247,103
Redland City Council	99,242	19,878	1,605	21,674	17.2	126,121
Logan & Redlands RDA Region	289,407	59,067	4,649	64,551	17.3	373,224
Queensland	2,855,736	693,143	57,580	759,134	19.7	3,851,522
Region as % of Qld	10.1	8.5	8.1	8.5		9.7

Source: Logan Redlands Community Profiles 2008-09

In Logan City the 3,044 people were living overseas one year earlier. The figure for Redland City Council was 1,605. From 2006 to 2011, the majority of migrants came to the Logan City region from New Zealand, the United Kingdom, Fiji and South Africa. 6.4% of these people do not speak English very well, which acts as a barrier to social and economic integration in the region.

Income levels

The majority of the Logan & Redlands region residents, 69%, earn less than \$1,000 a week. The Brisbane percentage earning less than \$1,000 a week is lower, at 60%. Only 22% of Logan City residents earned over \$1,000 compared to 27% of residents in Redland City²⁴.

²³ Source: Settlers by LGA of Residence by Migration Stream, Settlement Database, DIAC

²⁴ ABS, Census of Population and Housing, 2011, Basic Community Profile

In 2011, across the Logan & Redlands region 35% of residents earned less than \$400 per week. By contrast the figure was 49.1% of households on Redland City's Islands.²⁵ These low income levels have resulted in rental stress for Island residents.

Disability

SHUT OUT: The Experience of People with Disabilities and their Families in Australia highlighted a pressing need to address issues of social exclusion, discrimination, poor social experiences and community participation for people with a disability.

The level of disability in the Logan & Redlands region indicates the need for specialised services and special-needs housing and facilities. In Redland City 4.7% of the population is considered disabled, many 75 years of age and over. In Logan City the figure for people considered disabled is 4.4% and 3.6% for Brisbane City. These people require assistance with core activities including self-care, mobility and communication.

The Southern Moreton Bay Island communities have reported a higher proportion (8%) of the population over 25 years to 85 years requiring assistance compared to the whole of Redland City (4%), particularly in the 55 to 64 year age bracket where 5.6 % of the population reported needing assistance.

The Australian Institute of Health and Welfare's report, *The geography of disability and economic disadvantage in Australian capital cities, 2006*, states that after Wacol, the local government authority with the highest percentage of people with severe disability in Queensland was Redland City at 5.8%.

Forecasts predict disability rates will increase in Logan & Redlands, as elsewhere, due to an aging population. In Redland City the proportion of persons with a disability over 65 years old, out of all disabled persons, is forecast to increase from 37% to 63% between 2006 and 2031. The overall rate of disability is expected to increase from 19.3% of the total population in 2006 to 26.5% by 2031.

Many of the region's disabled persons were cared for by family or friends on an unpaid basis indicating a need for additional disability services and facilities in the region. Anecdotal evidence suggests a real problem of who cares for younger disabled people when their ageing parents pass away.

In Redland City 11% of the total population spent time providing unpaid care, compared with 10.4% in Logan City. The majority (75%) of these carers in the Logan & Redlands region were aged between 25 and 65 years of age. This suggests adult children were taking care of elderly parents.

Homelessness

The overall rates of homelessness in Redlands were significantly lower than those in South-East Queensland and Queensland overall. In 2006, Redland City recorded a primary homelessness rate of 0.19%, or 242 people out of the total population. The rate of people in supported accommodation assistance programs was 0.01%, equivalent to 12 people out of the total population. Lack of local homelessness services is a likely factor resulting in homeless people leaving the Redlands area, probably for Brisbane, given its better services.

In Logan City in 2006, there were 537 homeless people, 31% of the total population. The majority of these, 72%, were staying with friends and relatives as opposed to boarding houses or sleeping rough.

Types of services not currently provided in Logan City which would add value to the community include:

²⁵ ABS, Census of Population and Housing, 2011, Basic Community Profile

- service hubs – for those, possibly with complex needs, who have traditionally experienced difficulty in accessing homelessness support services
- day support – drop in centres with showering facilities and meal services
- outreach support – counselling, information or referral for accommodation, provision of meals through a soup kitchen and transport
- supportive long-term accommodation – long-term assistance to people considered chronically homeless, combining affordable housing and onsite social services for a mix of homeless and low income residents, featuring flexible communal spaces, commercial and community spaces and secure facilities.

There is acknowledgement from the Australian Bureau of Statistics that the current methodology for homelessness data collection has flaws. A modified methodology will be used to report on homelessness from the 2011 Census including the recompilation of consistent estimates from both the 2001 and 2006 Censuses. The ABS Counting the Homeless 2011 report is due for release in November 2012.

Anecdotally, the numbers of homeless persons in Logan and Redlands are significantly higher. RDA Logan & Redlands will also investigate options for further research into additional data sources. For the Redlands, this assertion has now been supported to some degree through local research²⁶ which suggests that the potential range of homeless young people (below 24 years of age) was between 160-260 for 2011-2012. This research also advocates for an increase in support services such as:

- Crisis accommodation facility offering short-term housing of up to one month
- More youth support co-ordinators working in schools
- Increased awareness of youth support services
- A more targeted Indigenous homeless service.

²⁶ S.Beaumont, Youth Homelessness & Young People's Experiences of Domestic Violence in Redland City, August 2012

Growth management and planning

Population and growth rate

The resident population of Queensland was estimated to be 4,474,098 as at June 2011, a 1.1% increase over the previous year.

In 2010-11, the population in South- East Queensland, 65% of the Queensland total, increased by 39,941, accounting for 80% of the total growth in the state.

In June 2011, the Logan & Redlands region resident population was estimated at 431,145 – 9.6% of the state total.

In June 2011 the population growth in the Logan & Redlands region, at 1.5%, represented an 8.1% share of the state's population growth for the previous 12 months. The largest increase in population occurred in Logan City, accounting for 71% of all growth in the Logan & Redlands region. The estimated resident population of Logan City was 287,517 persons, or 6.4% of the state's population as at June 2011. For Redland City it was 143,145 persons, 3.2% of the state's population.

Indigenous population

At the time of the 2011 Census, there were 10,392 persons in the Logan & Redlands region who stated they were of Aboriginal or Torres Strait Islander origin, at a rate of 2.8%, compared with 3.6% in Queensland overall. Of the 10,392 people usually resident in the Logan & Redlands region who stated they were of Indigenous origin, 6,656 stated they were of Aboriginal origin, 656 stated they were of Torres Strait Islander origin and 461 stated they were of both Aboriginal and Torres Strait Islander origin.

Logan City had the larger number of Indigenous people, being 7,773. The number of persons who identified as Indigenous in Redland City was 2,619. The most significant communities of Indigenous residents are at North Stradbroke and Southern Moreton Bay Islands, Capalaba, Redland Bay and Thornside. Over the last ten years, though Indigenous population increases occurred in all parts of the Redland City, the most significant increases were in Alexandra Hills, Capalaba and Victoria Point.

Age profiles

In the Logan & Redlands region as at 30 June 2010:

- 22% of the population were under 15 years of age
- 67.7% were aged 15 to 64 years
- 10.3% were aged 65 years and over.

Logan City recorded a higher proportion of children under 15 years, 23.1%, while Redland City recorded 19.8%.

Strengths

- Home to almost 10% of Queensland's population
- Part of South-East Queensland, one of the fastest growing regions in Australia
- Access to Moreton Bay
- Young population in Logan
- Older population in Redlands

Challenges

- Managing population growth at 1.5 per cent per annum
- 49% population growth projected for Redland City's Islands to 2031
- Social infrastructure deficits in Redland City

Opportunities

- Large Indigenous population – further growth expected on North Stradbroke Island
- Cultural heritage opportunities

For the working-age population aged 15 to 64 years, Logan City had the largest proportion, 68.3%, compared to Redland City at 66.5%.

Redland City had a far higher proportion of persons aged 65 years and over, 13.7% compared to Logan City's 8.6%.

Redland City's island communities were found to be significantly older than the mainland communities in the region.

Logan City's higher proportion of youth, and working families with children, compared to Redland City has implications in relation to employment opportunities, transport and access to local services such as child care and appropriate family housing.

Logan City requires more youth-related infrastructure and services such as mental health support services for younger people and social and community networks for families and youth.

Redland City on the other hand has a higher need for age-related health care, facilities, services and accommodation.

Population projections

The population for the Logan & Redlands region is projected to increase by 2% per year between 2011 and 2031, by which time it is predicted to be 640,655 persons, accounting for 9.7% of Queensland's total. Queensland overall is projected to have an average annual growth rate of 1.8% over the same period.

Logan City is set to grow faster than Redland City, at 2.3% per year compared with Redland City's expected growth of 1.3%. The distribution of residential population in Redland City is expected to shift significantly over the next ten to twenty years from the northern parts to new development areas in Redland Bay and Thornlands.

Capalaba is expected to remain one of Redland City's largest residential suburbs with a population of 25,564 by 2031, while predictions for:

- Cleveland, 20,093
- Redland Bay, 20,164
- Thornlands, 21,188

show these are also expected to be large population clusters.

The rate of population growth on the Bay Islands is projected to significantly outstrip the rate of growth on the mainland. Between 2011 and 2031, the residential population of the islands is projected to increase by 4,116 people, a huge growth of 49%.

A key issue for Redland City will be accommodating forecast growth without compromising its natural environment and liveability.

Relatively rapid growth on the Bay islands and in Logan City will require adequate, well-planned infrastructure and housing.

While the attraction of affordable housing on the islands has driven their population growth, they are remote communities dependent on water-based transport to access a range of services, with consequent higher transport, personal service and living costs.

Regional infrastructure

Housing

The dominant family type in the Logan & Redlands region is couples with children, Logan City with 34,982 of these families, Redland City having 18,047. Logan City also recorded the highest proportion of one-parent families, 19.4%, compared to Redland City's 14.8%.

The differences point to different housing needs for the two areas.

The number of occupants per household in Redland City is declining, underlying the need for accommodation and infrastructure to support smaller households and urban lifestyles. In contrast, the number of occupants in Brisbane households has increased since 2001 whilst numbers have remained static in Logan City.

In Redland City, younger populations are forecast to shift to the new growth areas of Redland Bay, Thornlands, Sheldon- Mt Cotton and the Island communities. The number of older people is predicted to increase significantly across all Redland City suburbs.

Accommodation for young families and related services such as schools and childcare will be needed in the growth areas. Appropriate housing, hospitals, aged-care facilities and other infrastructure will be needed across all suburbs.

Home ownership

At the time of the 2011 census there were 140,468 occupied private dwellings in the Logan & Redlands region, representing 9.1% of Queensland's total occupied private dwellings. Of these:

- 36,560 were owned outright – 26% of the total
- 58,993 were being purchased – 42%
- 40,670 were being rented – 29%.

Redland City had the greater percentage of private dwellings owned outright at 31.7%. Logan City had 23%. Logan City has the highest percentage of dwellings being rented at 31.4%.²⁷

The trends in dwelling tenure type reflect the findings that Redland City has a higher median weekly personal income (\$608), followed by Logan City (\$576).²⁸

Strengths

- Adequate supply of land for residential and industrial development
- Considerable open space and conservation land of national and international significance in the Redlands
- Proposed Logan Housing Company

Challenges

- Balancing environmental values and economic growth – land constraints in Redlands
- Open-space planning
- Affordable housing
- Large numbers of public housing and rental properties in Logan
- Lack of identifiable CBD in Logan City
- Health facilities under pressure
- Social infrastructure for the Southern Moreton Bay Islands

Opportunities

- Develop a regional activity centre policy for Logan & Redlands to encourage infrastructure connectivity
- Future supply of land for infrastructure and development, especially in the Redlands
- Additional expansion of hospital in Logan

²⁷ OESR, Queensland Regional Profiles 2011, cited above.

Housing stress

Between 2006 and 2011, rental and purchase housing costs increased dramatically across Redland City, mirroring state-wide trends. Logan City's housing costs rose, however not at the same rate as the rest of the state. Rent levels in Redland City increased by 30% during this period. Housing stress is emerging as an issue. This is particularly true for the Southern Moreton Bay Islands where transport and associated expenses for residents on the islands have significant impacts on the overall cost of living.²⁹

The shift from home ownership outright to homes with mortgages and rental accommodation has implications for broader social and economic planning in the city. Households who do not own their homes outright are vulnerable to increases in interest rates and rising rents. If the current housing market conditions continue, housing stress and homelessness in Redland City can be expected to increase.³⁰

The Redland City Council released a Housing Strategy at the end of 2011 to address housing challenges in the City. The strategy aims for future housing to be sufficient in number, well located, diverse in form, affordable and well-designed and has attached specific targets to each of these outcomes.

Population increases on Redland City's Islands

Council and State Government planning strategies acknowledge the potential for significant residential development on North Stradbroke Island and the Southern Moreton Bay Islands. If current rates continue the population of the islands is increase from 8,431 in 2011 to 12,547 by 2031.

In 2006 there were 8,440 vacant lots available for new dwellings on the islands. If these lots were developed for housing an additional 13,400 to 17,600 residents could be accommodated.³¹

If this were to happen critical infrastructure, especially sewerage, would be needed.³²

Logan City housing

The Logan City housing profile is made up of a diverse mix of dwellings to suit most budgets and lifestyles. Socio-economic levels range from relatively affluent suburbs with the lowest unemployment levels in Queensland to high concentrations of low income households, many in public housing. 4.5% of occupied dwellings are public housing stock.³³

Dwellings in Logan Central are 50% rentals, and public housing is 16.9% of the total housing stock, around five times higher than the state average. The Logan Housing Company has a role in addressing this issue through the provision of more affordable housing options.

Logan City Population, Dwelling and Employment Projections (2009-2031)

	Actual	Projected	% Growth
	2009	2031	2009-2031

²⁸ Department of Employment, Economic Development and Innovation, Draft Regional Profile, Logan Redlands Region, January. 2010

²⁹ Queensland Regional Profiles 2011, cited above

³⁰ OESR, Queensland Regional Profiles 2011, cited above

³¹ Population & Dwelling Profile Southern Moreton Bay Islands covering the Islands of Macleay, Lamb, Karragarra and Russell, produced and compiled by Land Use Planning Group Redland City Council April 2009

³² Redland City Council, Bay Island Blueprint, March 2009

³³ OESR, Queensland Regional Profiles 2011, cited above

Population	276,577	454,980	64.5%
Dwellings	104,923	176,613a	68.3%
Number of Local Jobs	79,305	141,941b	80.0%

Source: OESR, Queensland Regional Profiles 2011

SEQ-2031 has set dwelling targets for Logan City of an additional 160,000 people in 70,000 dwellings by 2031. An additional 50,000 jobs will be needed. Long-term population forecasts predict Logan's population will double over the next forty years.³⁴

SEQ-2031 requires Logan City to accommodate a minimum of 40% of the new dwellings within its existing urban area, known as infill development.³⁵

Logan City Council faces major challenges in managing the expected population growth in both existing and new development areas including:

- changes in household size and composition
- social integration
- provision of affordable housing
- public transport and social infrastructure
- skilling entrants into the labour force
- ensuring adequate employment opportunities

Opportunities to accommodate population growth in the shorter term include:

- Some parts of the South Western Corridor, between the existing urban area of Logan and the southern boundary of Logan City adjacent to existing urban infrastructure such as the Mount Lindesay Highway and the Brisbane-Sydney rail corridor.
- Parts of Park Ridge contiguous to Logan's existing urban area, is capable of accommodating residential communities and employment precincts.
- Bahr's Scrub, being close to existing urban infrastructure, can accommodate urban residential development.
- Loganholme and Loganlea have been identified as primary neighbourhood infill areas, while infill and redevelopment opportunities exist throughout Logan City. The established activity centres, particularly Beenleigh, Meadowbrook, Springwood, Logan Central and Browns Plains provide a range of infill and redevelopment opportunities.

Longer term growth, subject to the delivery of infrastructure, include entirely new settlements towards the southwest designated as future urban growth areas such as Park Ridge, Yarrabilba, Greater Flagstone, Greenbank, Bahr's Scrub, and the new Beith-Round Mountain Identified Growth Area.

Social infrastructure – Logan City

Logan City has a total of 361 community facilities owned by the Logan City Council, State Government or private service providers and includes:

³⁴ OESR, Demography and Planning facet, formerly known as the Planning Information and Forecasting Unit, PIFU)

³⁵ SEQ-2031 cited above

- 72 schools
- 1 university
- 1 hospital
- 1 major TAFE campus
- 4 community health centres
- 1 court house.

Based on current population levels, and expected future growth, Logan City requires a significant additional expansion of hospital facilities.

To 2010 Redland City and Logan City hospitals averaged a bed occupancy rate of 94-98% per year. The Australian Medical Association suggests the ideal maximum is 85% to avoid systemic breakdowns.

Social infrastructure – Redland City

In Redland City, facilities include:

- 33 schools
- 1 major TAFE campus
- 1 public hospital
- 1 private hospital
- 1 community health centre
- 1 court house.

Redland City does not have a university campus.

The *Redlands Social Infrastructure Strategy 2009* has highlighted the social infrastructure deficit in growth areas of southern Redlands, particularly in health, education and community services.

Advocacy to form partnerships and alliances to attract investment in social infrastructure is crucial in meeting the existing and future needs of the community. This needs to happen at all levels of government and throughout the community and private sectors.

The social infrastructure needs of residents on the Southern Moreton Bay Islands reflect the challenges of their relative isolation, their lower social, health and economic status, and the barriers created by their dependency on water-based transport to access services and facilities. Many facilities and services that are available to mainland residents are not available to islanders unless they can afford to travel to the mainland and to other regional service centres such as Logan and Brisbane.

Child care

At 30 September 2010, the Logan & Redlands region had a total of 269 early childhood education and care services, 10.2% of Queensland's total early childhood education and care services. The most common early childhood education and care services were long-day care services, with 182 services, followed by school aged care services with 63 services. Logan City had the largest number of early childhood education and care services in the region (184 services), followed by Redland City, with 85 services.

Aged care

As at 30 June 2009 in Logan & Redlands region, there were 49 aged-care service providers, with a total of 2,898 places in operation. During 2008–09, the aged-care service providers in the Logan & Redlands region received

\$95.2 million in Australian government recurrent funding, 7.6% of total funding received in Queensland, \$1,259.9 million.



Community Engagement

Listening to the views of the local community is an important part of planning and decision making processes of all RDA committees. With effective communication, engagement and involvement of stakeholders, the Logan & Redlands Committee will be better positioned to make informed decisions about issues affecting the region.

Consultative processes are ongoing and we will continue to engage closely with local governments, business leaders, local residents and community groups to further develop our Regional Roadmap and beyond.

Comments are always welcome and can be emailed to: secretariat@rdaloganandredlands.org.au or sent to our offices at PO Box 1030, Springwood QLD 4127.

Consultation

The purpose of consultation was to seek stakeholders' views, concerns, visions and opportunities for Logan & Redlands. Discussions were held with representatives from many organisations:

- peak, industry and professional organisations
- Logan and Redland councils and other SEQ councils
- SEQ and other Queensland RDA committees
- Chambers of Commerce
- Griffith University
- partnership brokers
- Elders and other leaders from local Indigenous communities
- elected representatives
- consulting firms
- various Queensland government departments and agencies
- Regional Managers Coordination Network
- community groups and not-for-profit organisations
- Australian Government departments
- Business development organisations and private companies
- training and education organisations
- community members.

Methodologies included face-to-face discussions and detailed desktop research. Key issues, objectives and priorities were noted from formal documents including strategic plans, annual and specific reports.

The background research helped the Committee to gain an understanding of the strategic context in which stakeholders work, and insight into their plans for the future. Research also informed discussions during consultations, usually held with senior managers or key staff.

Committee members also participated in many forums and accepted invitations to attend and speak at independent stakeholder meetings.

Local government public consultations already undertaken with the region's community were used extensively to inform initial drafting to avoid duplication and community consultation fatigue.

Next stage of engagement

The objectives of the next stage of engagement are to:

- Confirm all relevant stakeholders and encourage their involvement in the engagement process. (See stakeholder concept map on the next page.)
- Provide a variety of means for all stakeholders to raise ideas, issues and concerns.
- Gain informed input from the broadest possible cross section of organisations to gain enough information about views, ideas and objectives to enable the committee to further develop and refine strategies.
- Engage with the community in creative ways to break through language barriers and encourage local ownership, pride and expression of their views about the region, such as:
 - *Regional community cafés and storytelling program* – based on the World Café model as a conversational process, conversations about regional development are held to foster creative dialogue, thinking and creating to arrive at learnings important to the life, work and community of the Logan & Redlands region.
 - *Roadmap arts and cultural program* – to ensure a truly socially-inclusive Regional Roadmap community engagement process, people and sections of the community are engaged through creativity. The intended goal is to elicit passionate and personal expression of views and interests from a diverse community. Outcomes include learnings for the Regional Roadmap as well as developing social capital and community assets showcasing our diverse multiculturalism and indigenous art

If you would like a say in the future of your region, please refer to our website:

www.rdaloganandredlands.org.au.

Stakeholder concept map



RESIDENTS	COMMUNITY INTEREST	COMMUNITY SERVICES	BUSINESS AND INDUSTRY	HEALTH AND EDUCATION	INFRA-STRUCTURE
Multicultural	Sport and recreation	Aged care	Tourism	Hospitals	Water
Older people	Landcare and environment	Disability	Health and medical supply chain	Griffith University	Transport
Younger people	Religious	Employment	Manufacturing (food, defence, resources and mining)	TAFE	Electricity
Families	Service clubs	Child care	Education supply chain (overseas students)	Redlands Research Centre	Gas
Singles	Multicultural groups	Housing and homeless	Aged care	Moreton Bay Marine Research Facility	Tele-communications
Disability	Arts and performance	Emergency services	Home-based business	Brisbane Southside Public Health Unit	Land use
Students		Advocacy	Retail	Logan Public Health Unit	
Indigenous		Support services (e.g., Food Bank)	Construction		
Migrants		Migrant services	ICT		

Strategic vision and priority regional development themes

The Logan & Redlands region is a thriving and dynamic region of South-East Queensland built on interconnected urban, rural and coastal activity centres maximizing the economic, social and environmental outcomes for residents, businesses and visitors.

The Logan & Redlands region was first a dormitory to Brisbane and the Gold Coast. In the latter half of the twentieth century it became a loosely-linked patchwork of suburbs, green spaces, and commercial and industrial areas. The vision for the Logan & Redlands region is of an increasingly consolidated, self-reliant networked region. This vision relies on three dimensions:

- **connectivity** – the virtual and spatial networking together of places and people, both as consumers and workers, with increased provision of high-speed broadband and transport links, especially public transport
- **social integration** – the building of community links to ensure a strong and resilient community in which the health and well-being of people of all ages, cultures, abilities and needs are supported by a full range of integrated services, programs, organisations and facilities
- **economic consolidation** – moving away from a patchwork economy by increasing the size, intensity and interconnections of the regional economic networks to shape a network of mutually-beneficial activity centres with hallmark levels of regional employment and job growth.

Achieving networked consolidation will require a program of activities over five related thematic areas:

- economic development and job creation
- improved transport provision across the region, and between the region and its neighbours
- maximising the benefits of the national rollout of high-speed broadband
- promoting social inclusiveness
- balancing the economic, social and environmental demands on the region by planning and managing growth.

Economic development and job creation

The Logan City Council Corporate Plan 2009-2013 commits to a sustainable economy and employment as a priority identifying the need to capitalise on the existing business investment and employment opportunities within Logan.

The Redland City Council Corporate Plan 2010-2015 identifies retail, mining³⁶, construction, and specialist manufacturing as central to the growth of a supportive and vibrant economy.

Our vision is of a growing, self-motivated regional economy that exceeds its residents' requirements.

³⁶ The retail economy in Australia is squeezed by consolidation, that is, large retail capital, and competition, for example, internet shopping. As noted previously, sand mining on North Stradbroke Island will cease in 2025.

Where we are now

Because of its proximity to the Logan & Redlands region, Brisbane is presently the major source of employment for residents of Logan City and Redland City. It is estimated 42% of Logan City's workers and 60% of Redland City's workers are employed in Brisbane.

As the region's population grows and transport congestion to Brisbane increases, there will be pressure to expand local employment opportunities and improve access to jobs in neighbouring Ipswich and Gold Coast.

In January 2012 Logan City exports were estimated at \$3.76 billion.

In 2009 Redland City estimated local exports at \$2.2 billion and imports at \$6.8 billion.³⁷

This suggests the regional economy currently lacks the capacity to meet the employment and consumption needs of residents.

The annual gross local product of Logan City is approximately \$9 billion. The annual gross local product of Redland City is estimated at \$4 billion.³⁸

The Logan & Redlands region presently has over 32,000 businesses. More than 96% are small businesses with less than 20 employees. Compared to state averages, the Logan & Redlands region has few medium or big businesses with more than 100 employees.³⁹

The region has strengths in manufacturing and construction with manufacturing accounting for 11% of employment.

Where we want to be

The existing strengths of the Logan & Redlands region manufacturing and construction sectors have the potential to take advantage of opportunities arising from the effects of rapid climate change, fuelling economic development and job creation. Market opportunities include:

- new forms of building, such as porous hard-surfaces
- insulation solutions and vertical gardening
- protection infrastructure such as storm surge and flood barriers.

Redland City's proximity to Moreton Bay makes it an attractive setting for home-based workers and the creative industries.

The Logan & Redlands region has substantial areas of unique natural environment, notably in Moreton Bay and on North Stradbroke Island. Extensive koala habitats and high quality natural values in many ecosystem types offer the opportunity to further develop the eco-tourism industry and nature-based recreation in Redland City.⁴⁰

³⁷ Logan Redlands Community Profiles 2008-09 cited above

³⁸ Logan Redlands Community Profiles 2008-09 cited above

³⁹ Department of Employment, Economic Development and Innovation, 2010, Regional Profile – Logan and Redlands Region, p. 32 Table 20. with 11% in construction. The figure Annual gross revenue generated by businesses and organisations in Logan by industry sector compares employment across sectors in Logan City.

⁴⁰ Redlands City Council, 2010, Tourism Strategy for the Redlands, Cleveland.

Eco-tourism is low impact, small-scale and reliant on workers familiar with the ecology. It is a local enterprise reliant on the preservation of environmental values, having a flow-on effect of maintaining environmental health for ecosystem services such as clean water and clean air.

The development of the economic opportunities of tourism and eco-tourism is particularly important for the North Stradbroke Island communities. Sand mining is the major employer on North Stradbroke Island. The former Queensland Government announced a staged closure of the industry with the three mines all ceasing operations by 2025.⁴¹ The new State Government will now allow the mine to operate until 2035.

As a result of this decision, a strategy for restructuring of the North Stradbroke Island economy will need revisiting. The Queensland Government and Redland City Council are working together to address the situation.⁴²

The location of the Logan & Redlands region, with its large and growing population and Logan City's available greenfield sites make it ideal for large format retail. Examples of large format retail include furniture stores, white goods retailers, and warehouse and factory outlets. Large format retail, built on economies of scale, requires good access for a large, dispersed customer base and ready supply of inexpensive land for parking and large retail structures. Logan City with its developed transport connections to Brisbane and the Gold Coast and supply of relatively inexpensive land is well-positioned to further benefit from large format retail development in South-East Queensland. Redland City Council is preparing to attract large format retailing to its limited greenfield or infill development sites.⁴³

Rising land values, rising rents and worsening traffic congestion are combining to make Brisbane and Gold Coast CBDs less attractive for office workers and their employers. Now that computer-based broadband technology can connect organizations and workers in virtual space the former Queensland Government had committed to decentralising employment, aiming to move 20% of its office space, moving around 5600 public servants out of the Brisbane CBD by 2017.⁴⁴ The intention of the new State Government in this regard is not yet known.

Logan City, with its well-developed transport links and attractive rent profile, and Redland City to a lesser extent, both have the opportunity to benefit from the Queensland Government initiative. To take full advantage of the opportunity, transport links from Brisbane to Redlands will need to be improved. Attracting office workers will contribute to increasing the number of professional workers in the region

The Logan & Redlands region offers an attractive alternative for businesses looking for land above flood levels. When recent floods in South-East Queensland caused significant social and economic hardship throughout much of South-East Queensland, the Logan & Redlands region was only minimally affected.

The Logan & Redlands region is well positioned for expanding tertiary educational facilities beyond the present Griffith University Logan campus and the existing TAFE and other training colleges.

⁴¹ Anna Bligh 2010 Saving my island oasis from sand mining, August 17. Brisbane Times, 4 April 2011

⁴² Redland City Council 2010 Indigenous Knowledge Centre Feasibility Study, Cleveland.

⁴³ Pacific South West Strategy Group, 2008, Redland Economic Development Strategy, Brisbane, p. 28.

⁴⁴ Burke, M, Dodson, J and Gleeson, B, 2010, Employment decentralisation in SEQ: Scoping the transport impacts, Research Paper 29, Urban Research Program, Nathan.– currently only 12.2% compared to the Queensland average rate of 17.1%.

The Logan City workforce is under skilled – in 2006, only 16.6% of adults had a bachelor's degree or higher compared to 21% in Redland City and the whole of Queensland.⁴⁵

It is an economic goal of RDA Logan & Redlands to develop skills in the resident workforce to match the requirements of employers.

Realising these opportunities for economic development and job creation will require improved connectivity across the region and between the region and its neighbours including better road and rail as well as high-speed broadband.

⁴⁵ Department of Employment, Economic Development and Innovation, 2010, Regional Profile – Logan and Redlands Region, Brisbane

Transport

Exploiting the benefits of the Logan & Redlands region's physical proximity to its neighbours requires a network of transport infrastructure to maintain and extend the current links to Brisbane and build connections across the Logan & Redlands region and with its western and southern neighbours.

Where we are now

The Logan & Redlands region is served by motorway, bus and rail infrastructure focused on Brisbane with links south to the Gold Coast and west to Ipswich. The urban concentrations of Redland City and Logan City have significantly greater access to Brisbane than to each other.

Redland City is connected to Brisbane, 27 kilometres to the west, by an arterial road, Old Cleveland Road-Finucane Road.

Brisbane's Eastern Busway is planned to follow the arterial road from Brisbane to Capalaba, the commercial hub of Redland City.

Construction of the Eastern Busway is presently funded to Main Avenue, Coorparoo, due to be completed in 2011.

Planning for the staged extension of the Eastern Busway, a further 17 kilometres to Capalaba, has commenced but no funds have been allocated. The South East Busway currently terminates at Eight Mile Plains and does not extend into Logan.

It is a strategic goal of RDA Logan & Redlands for the Eastern Busway to be extended to Capalaba in the next 10 years.

Redland City is served by a passenger rail from Brisbane to Cleveland. The railway line runs to the north of the population centres. It is a strategic goal of RDA Logan & Redlands for the railway line to be improved to better service the people of Redland City.

The Pacific Motorway provides a main road connection between Brisbane and Logan City. It is a strategic goal of RDA Logan & Redlands for the Pacific Motorway to be maintained and improved, particularly in the absence of Busways to Loganholme and Springwood Bus Stations, and the Beenleigh Rail Station.

The Logan & Redlands region transport network is a key issue. The present network of rail and road transport and its relation to existing and future urban development is shown in the figure *Logan & Redlands region transport and land use*.

Where we want to be

An opportunity exists to improve the outcomes of the Queensland Government's investment in public transport for South-East Queensland. Major planned service improvements on the Beenleigh-Gold Coast rail line have the potential to support:

- transit-orientated development nodes
- the revitalisation of existing centres
- contra-flow travel to employment and services, including aviation, on the Gold Coast.

The Logan & Redlands region transport is currently dominated by private vehicle travel. The rising cost of private vehicle travel, measured in travel times and fuel prices, makes public transport more competitive. This provides an opportunity to reorganise and revitalise the region's suburban bus operations which could include:

- the extension of radial busway operations, for example, to Capalaba and the Logan Hyperdome
- the development of high-frequency, cross-suburban orbital routes to transform the radial system into an integrated network linking multiple destinations.

Major residential development in south-west Logan City is planned for the next 20 years including Yarabilba, with a projected population 52,000, and Greater Flagstone, with a projected population of 130,000. These new communities are planned to be more than conventional suburbs. According to the ULDA, Yarabilba is projected to generate 26,000 jobs and Greater Flagstone 60,000 - 65,000. These developments will shift the Logan & Redlands region population centre to the south-west away from the Brisbane-Gold Coast transport corridor. The goal of RDA Logan & Redlands is to secure transport infrastructure to join the new residential developments of the south-west to Logan City and each other.

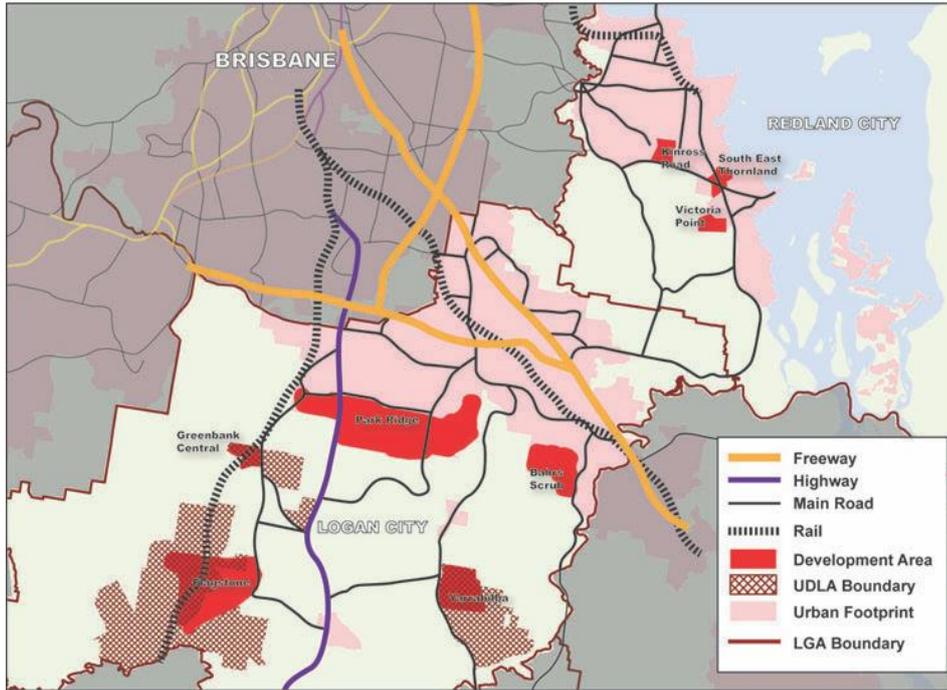
More generally, the Logan & Redlands region needs a regional public transport network joining employee to work, consumer to market, business to business and community to community. The *SEQ Integrated Regional Transport Plan* establishes South-East Queensland targets for the next 20 years:

- doubling the share of public transport trips from 7% to 14%
- doubling active transport from 10% to 20%
- reducing the private motor vehicle share from 83% to 66%.

For Logan City, these targets require an increase in public transport use from 5.5% to 10% of trips, and an increase in cycling and walking from 0.6% to 7% of trips.⁴⁶ Similarly, Redland City reports low public transport use, with only 5.7% of daily trips and 8.4% of work trips by public transport. The goal of RDA Logan & Redlands is to achieve the public transport targets of the *SEQ Integrated Regional Transport Plan*.

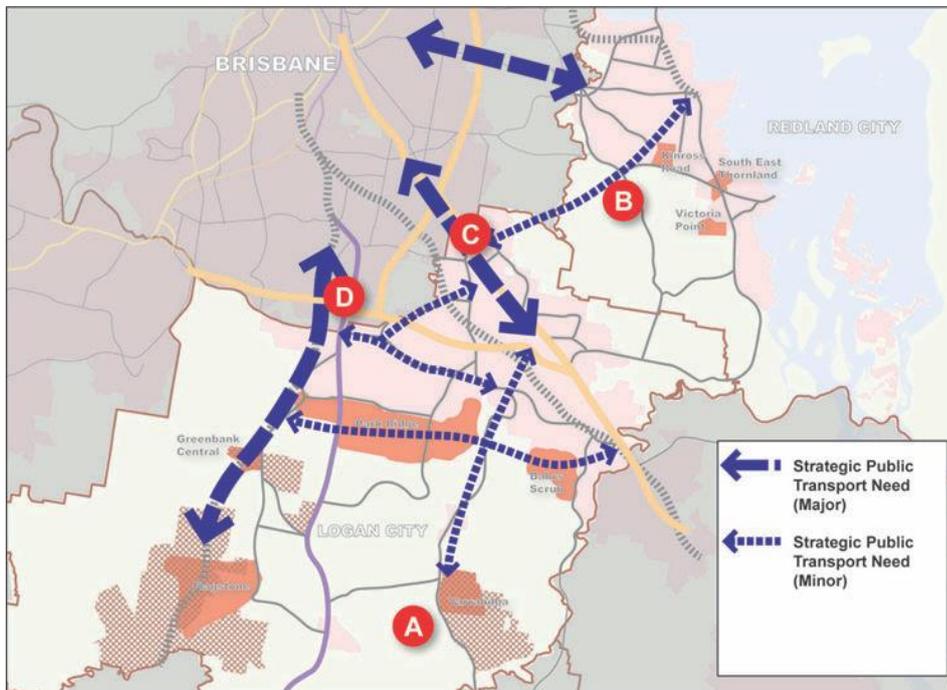
⁴⁶ Logan City Council personal communication.

Logan & Redlands region transport and land use



Source: Parson Brinkerhoff, 2010, Regional Development Australia, Logan & Redlands Regional Roadmap 2010, Context and Appraisal Report, Brisbane, Appendix B, Figure 1

Possible public transport corridors



Historically, public transport has followed residential development. In other words consumer demand was required to justify capital investment. RDA Logan & Redlands proposes that public transport should be provided to create demand. For new developments at Bahr’s Scrub, Yarrabilba and Greater Flagstone, public transport would bring multiple benefits. Research suggests car-dependent households are vulnerable to mortgage stress

when fuel prices rise.⁴⁷ The biggest concentration of vulnerable households is in south-west Logan City. A mass transit alternative to car-based travel in south-west Logan City would benefit workers and consumers, reduce greenhouse gas emissions and help reduce environment damage as well as the cost in human lives and health services inherent in road travel.

RDA Logan & Redlands proposes a major public transport corridor to the new developments in the west. It also proposes a public transport corridor joining Logan City and Redlands City. At present about 4% of Redland City residents travel to Logan for employment. There is anecdotal evidence that Logan City resident travel to Redland City for recreation. A public transport corridor connecting Logan City, Capalaba and Cleveland would encourage these two trends. The two routes are sketched in the figure, *Possible public transport corridors*.

The figure shows a possible public transport corridor connecting Brisbane to Logan City, area C. At present, the southern terminus of the busway is Eight Mile Plains. The extension of the corridor south, first to Springwood and then to the Logan Hyperdome would link the proposed Yarrabilba-Greater Flagstone public transport corridor, area A. Plans for an upgrade of the Pacific Motorway from the Gateway Motorway to the Logan Motorway were completed by the Department of Main Roads in 2003. The project is yet to be funded.

The connection of the new developments at Flagstone and Park Ridge to Brisbane and Ipswich is a strategic access priority of RDA Logan & Redlands. This connection is indicated as D on the figure. The need for a public transport corridor between Salisbury and Beaudesert is identified in the *South-East Queensland Infrastructure Plan and Program 2009-2026* and draft *Connecting SEQ 2031*. No timeline has been established for the project.

As well as developing and extending public transport corridors, RDA Logan & Redlands has identified a need to improve public transport access within Logan & Redlands. This task will require public transport network planning beginning with detailed neighbourhood reviews of existing public transport services. The aim would be to optimise routes, improve frequency of services, and join up different public transport routes and modes into an integrated network.

National Broadband Network & Digital Economy

Where we are now

The Australian Government has committed to providing the National Broadband Network to 93% of Australian homes and organizations within eight years. This presents structural and short-term economic opportunities for Logan & Redlands.

The social and economic opportunities of the National Broadband Network lie in the networked connection, in virtual space, of workers and employers, organisations and communities, markets and consumers. The goal of RDA Logan & Redlands is to find and facilitate social, commercial and administrative virtual connections in the Logan & Redlands region through the rapid, efficient and equitable provision of National Broadband Network opportunities to residents, schools, businesses and organizations.

The full rollout order of the National Broadband Network has not been fully determined. The Redlands region is not included in the rollout areas announced to date.

⁴⁷ See Parson Brinkerhoff 2010, Regional Development Australia, Logan & Redlands Regional Roadmap 2010, Context and Appraisal Report, Brisbane, Appendix A, Figure 4.

Where we want to be

Rising Brisbane land values and the increased cost of transport is reducing its attractiveness for public and private employers of office workers. In developed countries, with advanced telecommunication systems, a common response to these pressures has been the decentralisation of office work to less expensive locations. RDA Logan & Redlands has identified the need to attract office and commercial activities into the region. High-speed internet is a critical element in improving the region's attractiveness to potential businesses and government agencies.

The National Broadband Network offers the opportunity for the Griffith University Logan campus to play an important role in advancing tertiary education targets. An expanded campus of Griffith University offering a wider range of research and teaching programs, with the nearby Logan Hospital and the Metropolitan South Institute of TAFE, presents opportunities for knowledge-based industries and related economic activity.

The Logan & Redlands region was minimally affected by 2011 flood events. Business critical services, including data centres, can be safely located within Logan & Redlands, offering services for Queensland and internationally.

Social inclusion

Social inclusion is about how government, community, business, services and individuals can work together to make sure that all people have the best opportunities to enjoy life and do well in society. It is about making sure that no-one is left out, or forgotten, in our community.

Social inclusion is effective social and economic participation by individuals and groups of individuals in all aspects of society. It relates to people's capacity to:

- consume – purchase goods and services
- produce – participate in social or economic activities
- politically engage
- socially interact.

Social inclusion means having access to opportunities, options and choices in life and the personal capacity, self-confidence and individual resilience to make the most of them. Individuals experience social exclusion through alienation from the social, economic, political and cultural systems in their community. Social exclusion can describe the circumstances of people in some geographical areas that may experience multiple forms of disadvantage.

Where we are at now

One useful measure of social equity is the *Socio-Economic Indexes for Areas* provided by the Australian Census. The index of relative socio-economic advantage and disadvantage for the Logan & Redlands region is shown in the figure, *Index of relative socio-economic advantage and disadvantage for Logan & Redlands*.

In the figure, a high score reflects socio-economic advantage while a low score indicates, amongst other things, low income, low educational attainment, unemployment, and dwellings without motor vehicles. Disadvantage is concentrated in Logan Central, Woodridge, Kingston, Loganlea and the Southern Moreton Bay Islands. The unemployment rate in 2012 for Logan City was 7.7%, compared with 3.8% for Redland City and 5.5% for

Queensland as a whole.⁴⁸ In some Logan City neighbourhoods the unemployment rate is as high as 19%. Social inclusion is a significant challenge for Logan City.

Less evident in these figures is disadvantage in the Southern Moreton Bay Island communities. While the coastal and island environment has high amenity residential development, some of the more remote island settlements experience disadvantage which is compounded by the difficulty of accessing employment and services, and the associated costs of island living.

Where we want to be

To be effective social inclusion responses need to target the specific needs of individual people and places. The *RDA Logan & Redlands Roadmap* cannot set out a detailed program to achieve social inclusion, however, several areas warrant specific discussion and are touched on below.

Immigrants

Logan & Redlands has a high immigrant population with 25% of residents born overseas compared with 20.5% for Queensland as a whole based on 2011 figures.. Social inclusion of immigrants, especially immigrants from non-English speaking backgrounds, is a strategic challenge. English is a second language for 37% of Logan City residents, 6.4% do not speak functional English. In comparison, English is a second language for 19% of Redland City residents and 1.8% do not speak functional English. Logan City is home to significant numbers of Pacific Islanders including Fijians, Samoans, and Tongans, and African immigrants. Samoan is the most common non-English language in Logan City.

It is an ambition of RDA Logan & Redlands to support the participation of immigrant groups within the economic and social fabric of the Logan & Redlands region while respecting and making place for distinctive cultural identities.

Indigenous communities

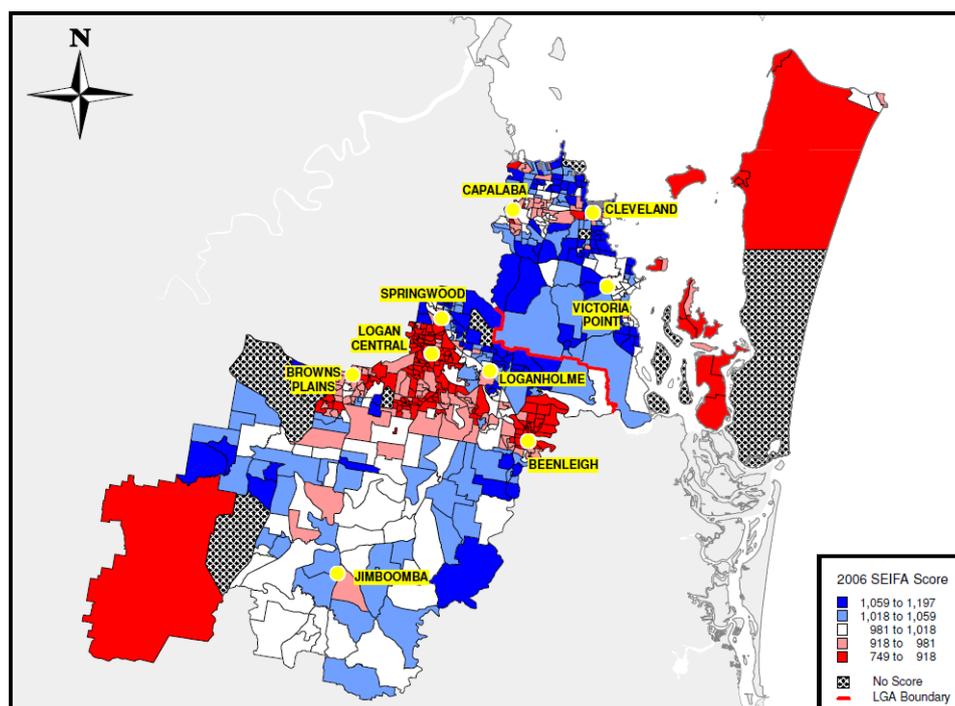
The Logan & Redlands region is home to a number of Indigenous communities. Of particular note are the Quandamooka people of North Stradbroke Island known in the Aboriginal languages as Minjerribah. Indigenous persons comprise 2.5% of the region's population. But this is concentrated in some areas, for example North Stradbroke Island and the Southern Moreton Bay Islands where the Indigenous population is 7.3%. RDA Logan & Redlands' goal is to develop an inclusive, respectful and effective relationship with Aboriginal and Torres Strait communities working towards the achievement of their aspirations.

Aged Australians

Australians are, on average, living longer. As they do so the challenge emerges of ensuring the aged do not become socially isolated, especially as they lose their partners. Social isolation exposes the ageing population to health risks and robs the community of access to skills acquired over a life time of experience. In Redland City, more than 13% of residents are older than 65 years. In comparison, just over 8% of resident of Logan are older than 65 years. Older Australians have particular needs, many of them core needs associated with food shelter and access to services. RDA Logan & Redlands believes these needs should be met enabling older people to be actively involved in the economy and community life.

⁴⁸ Regional Profile – Logan and Redlands Region Department of Employment, Economic Development and Innovation, 2010

Index of relative socio-economic advantage and disadvantage for Logan & Redlands



Source: Parson Brinkerhoff, 2010, Regional Development Australia Logan & Redlands Regional Roadmap, Context and Appraisal Report, Brisbane, Appendix A, Figure 1.

Young people

Logan City is a city of young people. 40% of the community is under 24 years old – the corresponding figure for Queensland communities is 34.3%. The Logan City Council reports⁴⁹ the major issues facing its youth are:

- family and relationship issues
- lack of transport
- illiteracy
- lack of short-term, crisis accommodation.

RDA Logan & Redlands believes that investment in the development of young people is critical to well-being in the Logan & Redlands region. The goal of RDA Logan & Redlands is to provide for the social inclusion of youth in the Logan & Redlands community.

Health services

Access to health services is of strategic importance for the Logan & Redlands region.

The 141-bed Redland Hospital is located in Cleveland. The Logan Hospital is located in Meadowbrook. It provides 338 beds and employs more than 400 medical staff. Logan Hospital serves 280,000 people. RDA Logan & Redlands support improvements to the Redland and Meadowbrook Hospitals and additional services to reduce occupancy rates, bringing them into line with Queensland Government guidelines.

⁴⁹ Jane Frawley – Social Challenges & Infrastructure Needs for LCC – presentation to Regional Development Australia, Logan-Redlands), 15th December 2010.for the social inclusion of youth in the Logan and Redlands community

Growth management and planning

The preceding themes have set out a program for the socially-inclusive economic development of the Logan & Redlands region. RDA Logan & Redlands understands this program will require planning and managing growth while balancing competing economic, social and environmental demands. The fragmented nature of settlement across the Logan & Redlands region needs to be addressed to successfully achieve a socially, economically and environmentally networked region.

Where we are now

Fragmented development

Logan City lacks an identifiable CBD. Springwood and Capalaba, likewise, are sprawling developments organised around car-based transport, with good access by this mode but little structural capacity for other modes. The strategic challenge is to develop, through urban design initiatives, focuses that are functional for people as well as cars.

Land Supply

In 2009 the Queensland Department of Infrastructure and Planning reported Redland City had the smallest amount of broadhectare land of all urban local government authorities in South-East Queensland. Broadhectare land comprises greenfield or new land and large redevelopment sites. The report went on to state infill residential development will increasingly be required to ensure there is sufficient housing supply in Redland City. Logan City, on the other hand, was estimated to have the second largest supply of broadhectare land in South-East Queensland at 7,146 hectares. When matched against future demand, the amount of broadhectare land supply remaining is 16 years.⁵⁰

A detailed projection, to 2031, of Redland City's employment growth and related commercial and industrial land requirements, including the expansion to specified locations, concluded that forecast employment could well be accommodated.⁵¹

This report has been overtaken by events to a degree by the Queensland Government's decision to change designated integrated employment land for the purposes of Koala habitat protection.

Logan City has also made detailed land provision for future residential, industrial and commercial expansion as the figure *Logan 2013: Spatial Configuration 2031* shows.

SPACIAL CONFIGURATION

Environment sustainability

The environment in the Logan & Redlands region varies widely. It includes the coast and islands of Moreton Bay as well as extensive residential estates, intensive commercial and industrial developments, and large tracts of green open space including koala reserves. The strategic challenge in this complex environment is to integrate regional ecological sustainability with social and economic growth.

In this context North Stradbroke Island is a particular challenge. The second largest sand island in the world, North Stradbroke has been economically dependent on sand mining for many years. The new Queensland Government

⁵⁰ Broadhectare study: South East Queensland, State Department of Infrastructure and Planning, 2009

⁵¹ Redlands City, 2010, 'Redland City Centres & Employment Strategy', Cleveland, p. 76.

has announced sand mining on North Stradbroke Island will cease in 2035. The strategic challenge is to enable a transition to new economic and employment opportunities for the island.

Open space planning and provision

The development of local open space plans is a growing concern of the Logan City Council and the Redland City Council. The opportunity exists to integrate local initiatives into an integrated regional open-space plan to address concerns of ecological sustainability, adaption to climate change and active transport and leisure opportunities such as cycling and walking.

Where we want to be

RDA Logan & Redlands will promote a system of urban development in which activity centres work together – a greater number of smaller focused centres supporting the development of fewer, large developments.

After World War II, the Logan & Redlands region was developed into suburban tracts, mostly supplying labour to Brisbane. With networked nodal development as the primary organising frame for the future, RDA Logan & Redlands will promote a system that sees the Logan & Redlands region as more than a dormitory suburb of Brisbane. In the twenty-first century the Logan & Redlands region can focus on local social and economic development.

A networked region has an integrated system of activity centres that work together to maximise social and economic development, avoiding the dangers of inefficient dispersal. Urban activity is integrated into a hierarchy of centres. Many smaller centres, with common services such as everyday retail and basic personal services, support a lesser number of larger centres with additional and higher order commercial, industrial and community activities. To implement this strategy each activity node is assigned a level in the hierarchy.

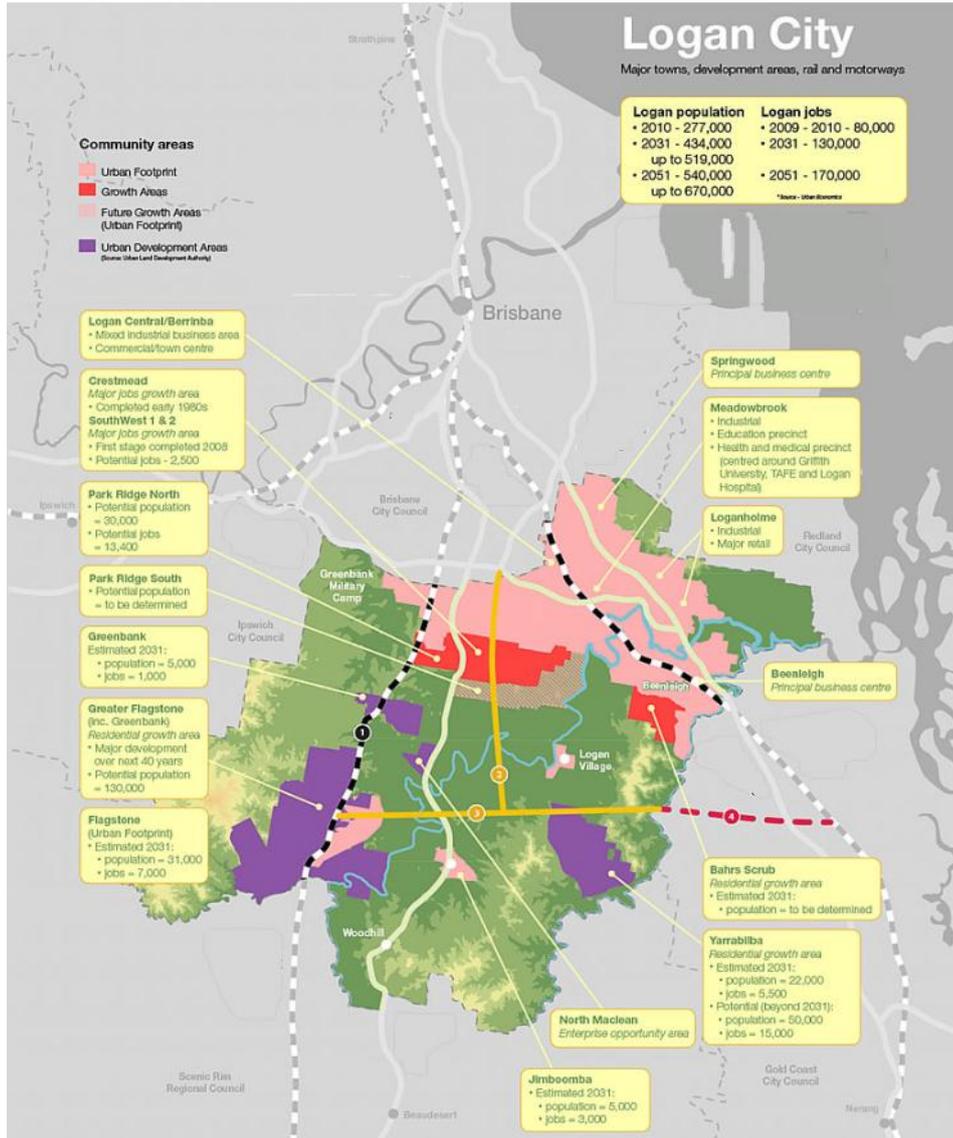
The significant activity nodes in Redland City, using 2010-11 figures and based on counts of registered businesses, are:

- Capalaba, 1989 businesses
- Cleveland, 1940 businesses
- Redland Bays, 1137 businesses
- Birkdale, 1051 businesses
- Thornlands, 1046 businesses⁵²

Redland City has a two-tier system. Capalaba and Cleveland comprise tier 1. Capalaba, closer to Brisbane and the proposed terminus of the Eastern Busway, is the transit and manufacturing centre of Redland City. Cleveland is the administrative and tourist-recreational hub of the Redland City. Regional strategy would confirm and develop the two nodes in their separate activity patterns while ensuring networked linkages between them.

⁵² Queensland Regional Profiles, OESR, August 2012

Logan 2013: Spatial Configuration 2031

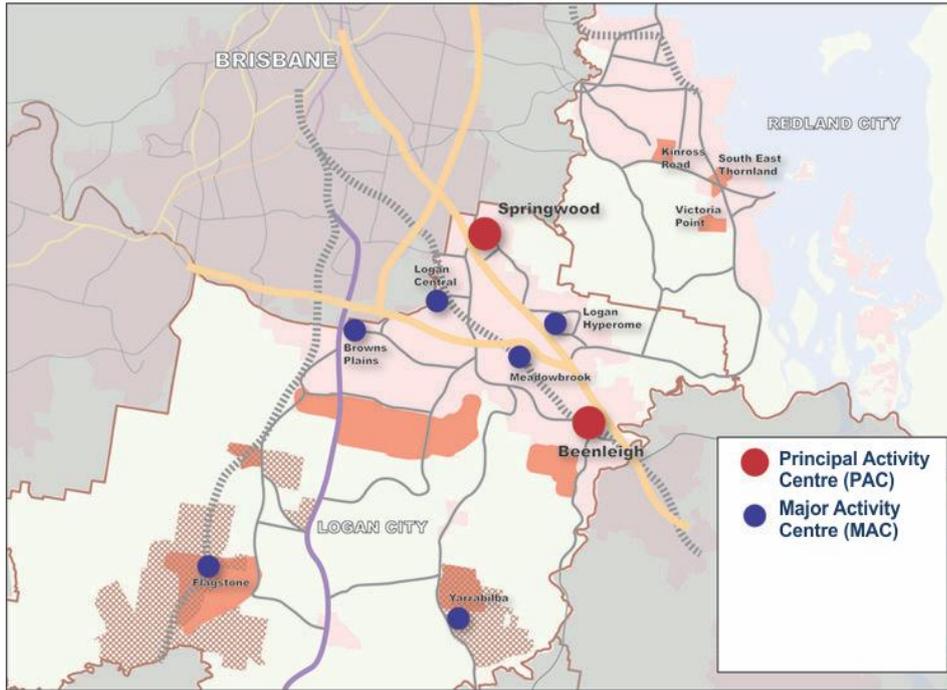


Source: Logan Office of Economic Development

The significant centres in Logan City in terms of counts of registered businesses in 2010-11 are:

- Jimboomba
- Loganholme-Tanah Merah
- Springwood
- Shailer Park
- Rochdale South-Priestdale
- Greenbank.

Proposed urban hierarchy for Logan City



The are seven Logan City urban nodes, as shown in the figure *Proposed urban hierarchy for Logan City*, cluster along the main Brisbane-Gold Coast transport axis. Logan Central, Meadowbrook and Beenleigh are served by rail. Springwood, Underwood, Loganholme and Beenleigh are located next to the Pacific Motorway.

No single centre dominates the others. The strategic proposal is to anchor the urban pattern of Logan City along the Pacific Motorway at Springwood, in the north-west, and Beenleigh, in the south-east, as shown in the figure. This strategic selection echoes the preference of the Logan City Council which has designated Springwood and Beenleigh as its two principal activity centres. This also supports the position of the Logan & Redlands region as a central region between the two peripheries of Brisbane and the Gold Coast.

Beenleigh with both motorway and rail access, and an emergent CBD, has many of the required features of a regional urban centre. The Logan City Council has completed a master plan for Beenleigh involving significant future development.

Springwood is the Logan City Council’s designated commercial centre. Development requirements include the extension of the South-East Busway from Brisbane and the design and provision a more human-scale and higher quality urban environmental design. The Logan City Council recognises these challenges in its Greater Springwood Masterplan. Its vision for Springwood includes:

- integrated strategies for infrastructure investment and commercial development including connected transport corridors and servicing for all modes
- intensified residential areas in the walk-up catchment of the Springwood Bus Station to provide an early stimulus for services in the centre
- provision of regional and district facilities and parks.⁵³

⁵³ Greater Springwood Masterplan, Logan City Council, 2009

Springwood is next to the Pacific Highway. It is highly visible to motorway travellers as the first significant urban node south of Brisbane. A successful urban Springwood would signal to residents and passers-by of substantive progress toward an urban-focussed Logan City.

Sustainable natural environment

The ecosystems that form the natural environment are extensive organisms, by nature more regional than local. As such, the sustainable management of the Logan & Redlands region environment is a regional concern. The region has extensive natural ecosystems – anchored in the east and along its coast. It is essential for Logan & Redlands natural environment be protected from adverse development. It is a goal of RDA Logan & Redlands that the natural environment be protected, and where there is development, integrated with the neighbourhoods and urban nodes of the region. Such protection and integration will benefit both residents and the natural environment. Such integration of the built environment is important in adapting to climate change.



Strategic government policy context

The RDA Logan & Redlands Regional Roadmap has been prepared in the context of major government policies and initiatives. The most significant of these are outlined below.

Growth management, infrastructure and planning

The Regional Roadmap has been based on the following growth assumptions for the Logan & Redlands:

- The *South-East Queensland Regional Plan, 2009-2031* targets for Logan City are an additional 70,000 dwellings or 160,000 people and 50,000 jobs by 2031. Longer-term population forecasts predict Logan City's population will double over the next forty years. The *South-East Queensland Regional Plan* requires Logan City to accommodate a minimum of 40% of the new dwellings within its existing urban area, as part of infill development. Major greenfield or new development areas declared by the Queensland Government are Yarrabilba and Greater Flagstone.
- Redland City faces the challenge of ensuring adequate urban land is available for the city's population growth from 142,000 at present to 182,000 by 2031 and providing more than 17,000 new jobs in business and industry.

The Regional Roadmap seeks to balance population and job growth in existing and new development areas, with socio-economic challenges in Logan & Redlands. These include:

- changes in household size and composition
- social integration
- provision of affordable housing
- public transport and social infrastructure
- skilling entrants into the labour force
- ensuring employment opportunities.

The next review of the SEQ Plan is anticipated in 2014.

The current Queensland Government's ministerial deliverables in relation to growth management, infrastructure and planning are as follows:

- Fix the Sustainable Planning Act, wind back the ULDA and identify appropriate planning powers and efficiencies with a view to mainstreaming them to Local Government
- Revamp the Local Government Act and the City of Brisbane Act to give more power to Queensland local councils
- Ensure local government are centrally involved in planning for regional and state infrastructure including the implementation of a better system of statutory planning that will position Councils as leading contributors to the development of regional plans
- Appoint an industry "Go To" person for the property and construction industry, supported by Growth Management Queensland
- Establish and chair a Cabinet Committee focused on property and construction
- Establish *Infrastructure Queensland* to advise the State Government on long-term infrastructure planning, prioritisation and ongoing management and maintenance

- Establish *Queensland Projects* – a standalone unit within Queensland Treasury driving cooperative funding models to maximise private investment in Queensland’s infrastructure.

The Redland City Council released a community plan for the Southern Moreton Bay Islands (SMBI) in December 2011. This plan is based on a number of vision outcomes and secondary principles:

Vision outcomes:

- Healthy natural environment
- Green living
- Embracing the bay
- Quandamooka Country
- Wise planning and design
- Supportive vibrant economy
- Strong and connected communities
- Inclusive and ethical governance.

Secondary principles:

- Sustainable management of population growth
- Protection of high conservation areas and cultural sites
- Protection of aquatic ecosystems
- Management of land subject to natural hazards
- Sustainable transport
- Urban and social infrastructure
- Island specific solutions
- Implementation costs
- Economic development.

A number of key breakthrough projects highlighted in the plan align with the Roadmap. These are:

- Affordable transport – work with the Department of Transport and Main Roads and Translink to reduce the cost of SMI to mainland transport connections
- Master planning of Macleay and Russell Islands including land and facilities for sport and community purposes
- Develop an economic development and tourism strategy including the importance of NBN
- Southern Redlands Community Health and Wellbeing Hub.

Digital economy

The Regional Roadmap has been based on the following digital economy initiatives of government:

- Australian Government provision of a \$43 billion National Broadband Network. RDA Logan & Redlands believes this is crucial to the vision for Logan & Redlands.
- The former Queensland Government, with initiatives such as *Smart Growth* and *Smart State*, had positioned Queensland to take early advantage of the high-speed National Broadband Network. The state has invested heavily in “knowledge” precincts such as the Queensland Biosciences Precinct at St Lucia, the Creative Industries Precinct at Kelvin Grove, the Ecosciences Precinct at Boggo Road and the Health

and Food Sciences Precinct at Coopers Plains. The Logan & Redlands region is not presently a strategic area for Queensland Government investment in the knowledge-based economy.

- The current Queensland Government’s ministerial deliverables in relation to the digital economy and more broadly, science and innovation are as follows:
 - Oversee policy development for the digital economy
 - Provide direction and policy development regarding the Queensland Government Chief Information Officer (CIO)
 - Establish mechanisms for research and development coordination and planning and innovation across sectors involving government agencies, universities and industry, including international collaborations, to improve Queensland’s economic performance with more effective and efficient services.
- The Logan City Council released a Digital Economy Strategy in November 2011 which aims to achieve the following goals:
 - Increase the awareness of opportunities and risks in the digital economy for industry and the community
 - Facilitate the creation of digital infrastructure and services to enhance growth of the city for both business and community
 - Council is seen as the leader for the city in the digital economy
 - Create digital nodes that provide digital infrastructure and services within the region for the region and surrounding cities
 - To ensure all members of the community have access to digital economy services within the city.
- *Logan City Economic Development Strategy 2012-2016*, identifies Griffith University Logan campus and Logan TAFE as the core of a new innovation precinct.⁵⁴ The Australian Government have provided funding to a consortium of stakeholders in that precinct to develop a collaborative master plan.
- *Redlands 2030 Community Plan’s* goal of a self-sufficient Redland City economy promotes the strategic aim of a marine research centre and an Indigenous knowledge centre as exporters of knowledge.⁵⁵
- The rollout of the National Broadband Network will greatly increase the capacity and range of a digital economy of personal, business, community and government networks. There has been a range of awareness-raising events delivered by various organisations in the region to date however full uptake will not be achieved until rollout is completed across the region.

⁵⁴ *Logan City Economic Development Strategy 2008 – 2012*, Logan Economic Development, 2008

⁵⁵ *Redlands 2030 Community Plan*, Cleveland, Redlands City Council, 2010

Employment, skills and training

Employment growth is fundamental to the RDA Logan & Redlands Regional Roadmap.

- As part of the Australian Government's *Keep Australia Working* initiative, Logan City was identified as a priority employment area and a *Regional Employment Plan* developed.
- The Australian Government announced, as part of the 2011-12 Budget, funding of \$19.1 million over three years for the *Regional Education, Skills and Jobs Plan* initiative. The initiative supports the engagement of 34 Education, Skills and Jobs Coordinators in regional communities including Logan City and Redland City. A Regional Education, Skills and Jobs Co-ordinator for Logan and Redlands commenced in November 2011 and has developed a draft *Regional Education, Skills and Jobs Plan* for the region with the aim of improving participation and outcomes in education, training and employment.
- The current Queensland Government's ministerial deliverables in relation to employment and skills are as follows:
 - Reduce unemployment to 4% in 6 years by growing a four pillar economy in Queensland through agriculture, tourism, resources, and construction
 - Address areas of skills shortages to rebuild and support the industries that underpin Queensland's wider economic growth
 - Establish a Skills and Training Taskforce to reform and revamp skills and training
 - Establish agreements with mining, construction, agricultural and tourism companies for Indigenous employment opportunities
 - Develop and implement policies and initiatives that address skills shortage issues in Agriculture and Horticulture
 - Work to ensure the retention and completion of apprentices
 - Expand the 10% training policy to allow more apprentices to be employed in Government contracts.
- The Logan City Council and the Redland City Council support job creation through economic development strategies with a strong emphasis on employment shared with partnership brokers, offices of economic development and chambers of commerce.

A consistent theme throughout all levels of government mirrored in the RDA Logan & Redlands Regional Roadmap is ensuring that people have an opportunity to keep working, keep developing their skills and find opportunities to use their skills in different environments.

Social inclusion, social cohesion and multiculturalism

The RDA Logan & Redlands Regional Roadmap embraces the Australian Government's vision of a socially inclusive, cohesive and multicultural society in which all people feel valued, celebrate diversity and have the opportunity to participate fully in the life of our society.

Strategies within the Roadmap are consistent with the Australian Government's approach to social inclusion, supporting the objective that residents and workers within the Logan & Redlands region have the resources, opportunities and capability to:

- learn by participating in education and training
- work by participating in employment, in voluntary work and in family and caring
- engage by connecting with people and using their local community's resources
- have a voice so that they can influence decisions that affect them.⁵⁶

The Australian Government has identified the following early priorities for social inclusion in Australia:

- addressing the incidence and needs of jobless families with children
- delivering effective support to children at greatest risk of long-term disadvantage
- focusing on particular locations, neighbourhoods and communities to ensure programs and services are getting to the right places
- addressing the incidence of homelessness
- accommodation and employment for people living with a disability or mental illness
- closing the gap for Indigenous Australians.

The Australian Social Inclusion Board released its second edition of *How Australia is faring* in 2012 providing an updated statistical view on social inclusion in Australia. This report indicates that whilst Australia is prosperous and faring well in comparison to other nations in the world, not all Australians enjoy access to this prosperity. Of concern are the growth in income disparity and a small but significant number of people experiencing multiple disadvantages making it difficult for them to fully participate in society. Australia also has the fourth highest OECD proportion of children aged 15 years and under living in jobless families.⁵⁷

A \$25 million Local Solutions Fund delivered through the Australian Government provides funding for innovative and creative solutions to increase social and economic participation in ten Local Government Areas across Australia including Logan City. RDA Logan & Redlands sits on the Local Advisory Board for this initiative. The fund aims to:

- reduce poverty and disadvantage through targeted and community-based approaches that improve opportunities for children, educational attainment, workforce participation and social participation
- reduce service gaps and improve service coordination
- support opportunities for different levels of government, community groups, businesses and individuals to create coordinated and sustainable responses to related local issues and needs
- reduce risk factors associated with teenage pregnancy and parenthood, youth unemployment and vulnerable children.

⁵⁶ Australian Government Social Inclusion website www.socialinclusion.gov.au

⁵⁷ Social Inclusion in Australia, *How Australia is faring*, 2nd edition, Australian Social Inclusion Board, Australian Government 2012

National Disability Insurance Scheme (NDIS)

In the 2012-13 Federal Budget, \$1 billion was committed to support the first stage of a National Disability Insurance Scheme (NDIS). The funding will see an NDIS start in mid-2013 for around 10,000 people with significant and permanent disabilities in select locations across the country. This will increase to 20,000 people from mid-2014.

The funding in the Budget includes the establishment of a new National Disability Transition Agency to run the delivery of care and support to people with disability, their families and carers in the select locations. The initial locations will be worked out with the states and territories – who have all agreed their shared responsibility for the fundamental reform of disability care and support, except for Queensland.

People with disability, their families and carers as well as support workers, service providers and advocates will play an important part in informing the design of the first stage of an NDIS.

The NDIS will focus on the following values:

- A lifetime approach – funding is long term and sustainable with individualized support and care
- Choice and control – people chose how they get support and have control over where, when and how they receive it
- Social and economic participation – support to live a meaningful life in their community to their full potential
- Focus on early intervention – invest in remedial and preventative early intervention versus when a family is in crisis

The Settlement Council of Australia released two position papers in July 2012 in relation to addressing barriers to employment and housing. The papers recognize that refugee numbers in Australia are at the highest of the last 15 years and gaining access to employment and housing plays a vital role in the settlement process. A summary of the key recommendations proposed in the papers is as follows:

Employment:

- Broaden the migrant/refugee work experience program to the private sector
- Address the issues surrounding the recognition of overseas qualifications
- Greater emphasis be placed on English for Work language and Australian workplace culture training
- Development of a relocation program to help job seekers who wish to move to a regional or remote area
- Provide housing and training incentives for people to remain in regional or remote areas
- Amend the employment services model to provide support to migrants and refugees who are subject to two year waiting period
- Increased funding targeted to settlement services for employment support and social enterprise programs.

Housing:

- Increased long-term funding put towards the creation of housing stock, especially rental properties with consideration given to the size, quality, location of employment opportunities and access to public transport
- The Government's Bond Loan Scheme be amended to consider the breakdown of co-tenancies and allow more flexible repayment options
- Ongoing provision of information and education (in the first language of the client) in relation to rights and responsibilities as tenants

- Provide interpreting services and cultural awareness training to real estate agents
- The eligibility criteria for public housing be extended to include refugees and the rental assistance threshold be based on a family's ability to pay rather than earnings.

The current Queensland Government's ministerial deliverables in relation to social inclusion and multiculturalism are as follows:

- Deliver on election commitment of \$22 million for more respite for 16-25 year olds with a disability and their carers
- Continue the fight for Queenslanders in negotiations with the Australian Government to implement a NDIS
- Implement a change of grant funding towards a model of contract for disability service arrangements
- Support the continued development and growth of strong multicultural communities in all areas of Queensland, and particularly South-East Queensland
- Work closely with Queenslanders to ensure cultural differences are not just tolerated, but viewed as positive and valuable resource for Queensland
- Support appropriate celebration of, and education about Queensland's diverse cultural heritage
- Focus on delivering real change on education, health and employment opportunities for Indigenous people
- Work to ensure Indigenous people have a bigger say in their economic future
- Act to remove barriers to home ownership on Indigenous land.

These strategic priorities echo the priorities of the Logan City Council and the Redland City Council. They have guided the development of the RDA Logan & Redlands Regional Roadmap.

Transport

In 2010 the Australian Government released *Australia to 2050: future challenges*, a comprehensive analysis of the challenges that Australia will face over the next forty years. The analysis is driven by a concern for labour productivity. Productivity growth per capita in Australia averaged 2.1% in the 1990s but slowed in the new millennium to 1.4%. In addition, with the retirement of the baby boomer bulge, the proportion of non-working, dependent households is set to rise significantly.

In responding to these challenges, the Australian Government concluded the development of Australia's cities will be central to improving productivity performance, dependent on better governance in the planning and organisation of city infrastructure and more efficient use of existing infrastructure.⁵⁸

The Australian Government sees urban form as central to a more intense productive, economy. The RDA Logan & Redlands Regional Roadmap emphasis on economic growth for the Logan & Redlands region aligns to this agenda.

For the Australian Government, urban form is also an efficient frame for organising and delivering on the major challenges of community well-being, climate change mitigation and adaptation, human capital development, such as, education and training, aged care and health services. The Regional Roadmap follows in the footsteps of Australian Government urban strategy.

The Queensland Government, in its desire to curtail unsustainable, dispersed, low-density settlement patterns has made urban consolidation a policy priority. The *SEQ Regional Plan 2009-2031* argues a compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated urban settlement pattern.⁵⁹

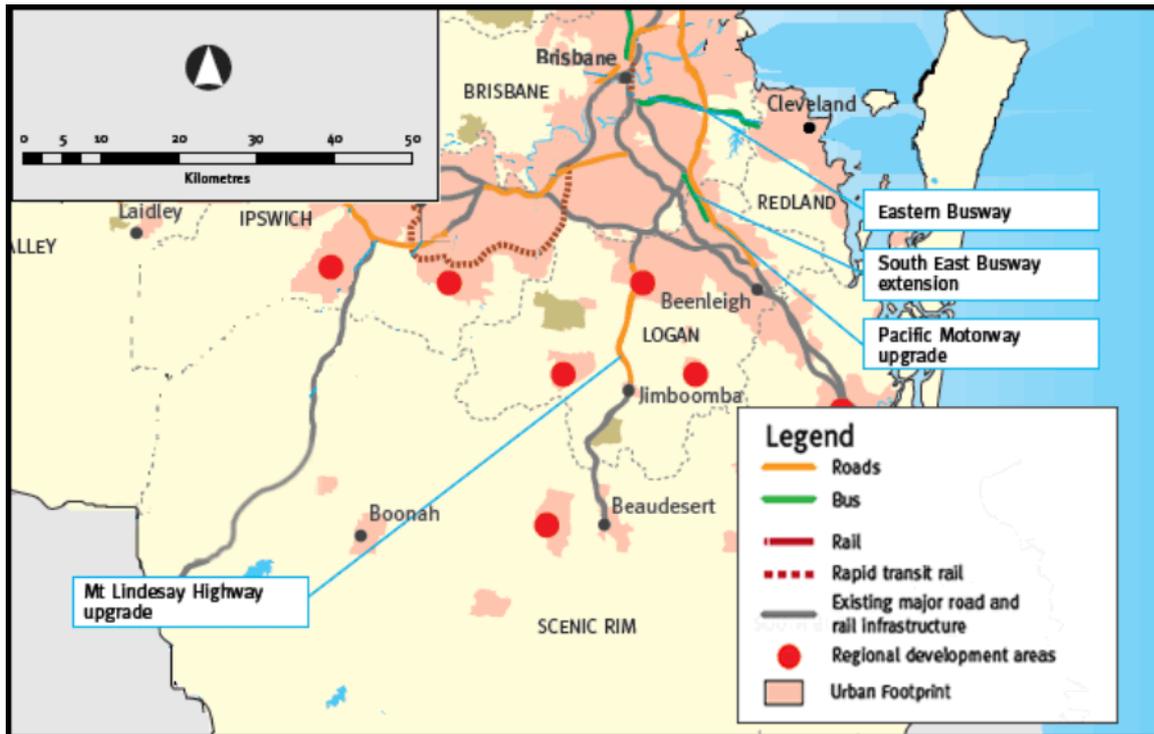
The *SEQ Regional Plan* drives the RDA Logan & Redlands' desire for a diversified regional economy that retains local jobs and builds on regional and sub-regional competitive advantages and specialisations.⁶⁰

⁵⁸ Australia to 2050: future challenges, Australian Government, 2010

⁵⁹ The South East Queensland Regional Plan 2009 – 2031 cited above

⁶⁰ The South East Queensland Regional Plan 2009 – 2031 cited above

Logan & Redlands region strategic infrastructure



Source: *South East Queensland Infrastructure Plan and Program 2010- 2031, Map 2*

In transport the Regional Plan and Regional Roadmap find common ground in a vision of a connected and accessible region based on an integrated transport system that is planned and managed to:

- support more compact urban growth and efficient travel
- connect people, places, goods and services
- promote public transport use, walking and cycling.⁶¹

In 2010 the Queensland Government announced a 20-year \$134 billion investment in the infrastructure of South-East Queensland.⁶²

The figure *Logan & Redlands region strategic infrastructure* shows the strategic transport infrastructure investment proposed for the Logan & Redlands region.

The Eastern Busway will allow for rapid bus travel between Brisbane and Capalaba, stopping short of Cleveland. At present, the Eastern Busway stops 17 kilometres short of Capalaba, the commercial hub of Redland City. Bringing forward the completion date of this busway from 2026 to 2020 is a major priority for Redland City Council along with the redevelopment of Toondah Harbour as the transport gateway to North Stradbroke Island.

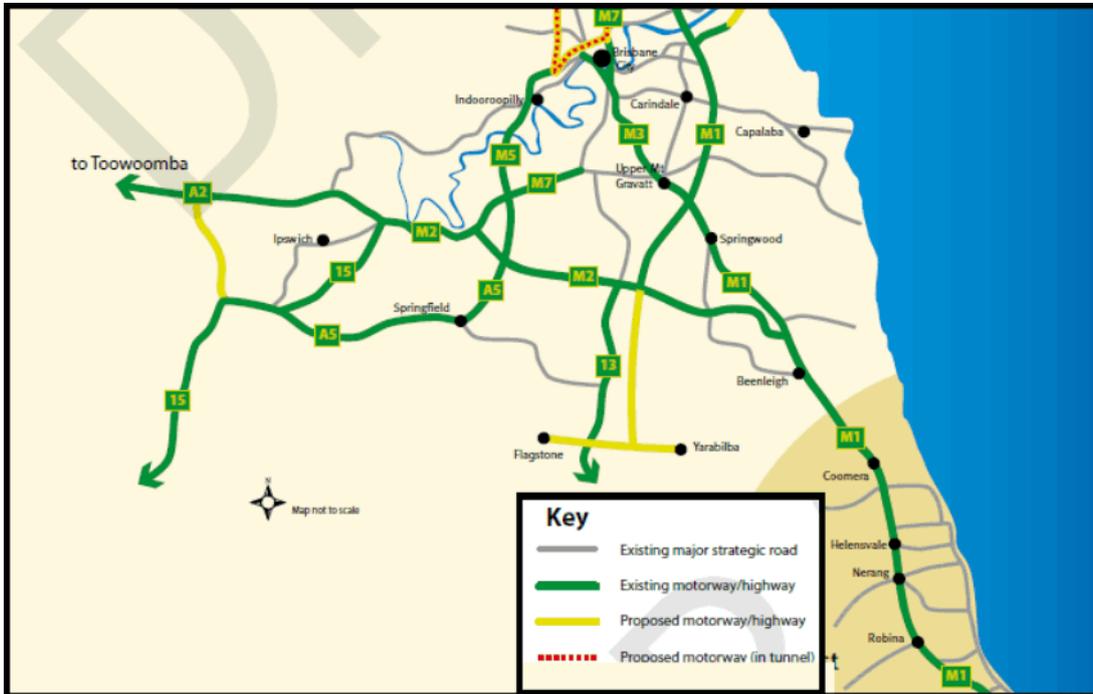
At present Eight Mile Plains is the southern terminus of the South-East Busway. The Busway does not yet directly link to Logan & Redlands. The Busway is planned to extend rapid public transport to Springwood. By 2030 the Pacific Motorway, from Springwood to the Logan Motorway, will provide upgraded access through Logan City as part of the Brisbane-Gold Coast corridor. No funds have yet been allocated for this work. Due for completion in 2026 the Mt Lindesay Highway upgrade will connect Beaudesert to Jimboomba and Logan City. No funds have yet been allocated.

⁶¹ The South East Queensland Regional Plan 2009 – 2031 cited above

⁶² South East Queensland Infrastructure Plan and Program 2010- 2031, cited above

The strategic plans of the Queensland Government Department of Transport and Main Roads will also have significant impact on the Logan & Redlands region. The figure *Logan & Redlands region Major Roads 2031* shows the Queensland Government’s intention to connect new residential developments at Yarrabilba and Greater Flagstone to the network of major roads centred on Brisbane. Motorway connection east to Redlands is considered to be adequate and there are no plans for improved motorway access.

Logan & Redlands region Major Roads 2031



Source: Connecting SEQ 2031

Logan & Redlands region strategic bus corridors



Source: *Connecting SEQ 2031*

The *SEQ Regional Plan* aims to:

- double the share of active transport trips such as walking and cycling from 10% to 20% of all trips
- double the share of public transport from 7% to 14% of all trips
- reduce the share of trips taken in private motor vehicles from 83% to 66%.⁶³

Bus transport is a major element in the achievement of these goals. The figure, *Logan & Redlands region strategic bus corridors*, shows the strategic bus network proposed for 2031.

The figure indicates major bus transport developments for Logan City with the integration of new residential areas of Yarrabilba, Greater Flagstone and Springfield into the metropolitan network. The public transport links to Capalaba, Cleveland and Redland Bay will also be strengthened. RDA Logan & Redlands advocates the inclusion of two further strategic bus links – the Hyperdome-Meadowbrook-Yarabilba-Flagstone link and the Springwood-Cleveland link identified as A and B in the figure.

The current Queensland Government’s ministerial deliverables in relation to transport are as follows:

- Re-introduce discount fares for regular commuters on buses, trains and ferries
- Commence negotiations to include the Stradbroke Island and Southern Moreton Bay Islands Ferries under the Translink system
- Complete investigation into affordable solutions to deliver an integrated, effective and reliable public transport system, and encourage increased patronage

⁶³ Connecting SEQ 2031, cited above

- Address capacity constraints on Brisbane’s rail network, including resolving SEQ’s rail network into the CBD in the short, medium and long-term
- Develop policies and initiatives to address growing traffic congestion problems in South-East Queensland
- Re-align the Queensland Transport and Roads Investment Program (QTRIP) to fit with LNP investment priorities and accurately reflect the investment program.

Logan City’s *2012 – 2016 Economic Development Strategy* has improved transport infrastructure as a value that underpins the strategy.

Productivity and Economic Development

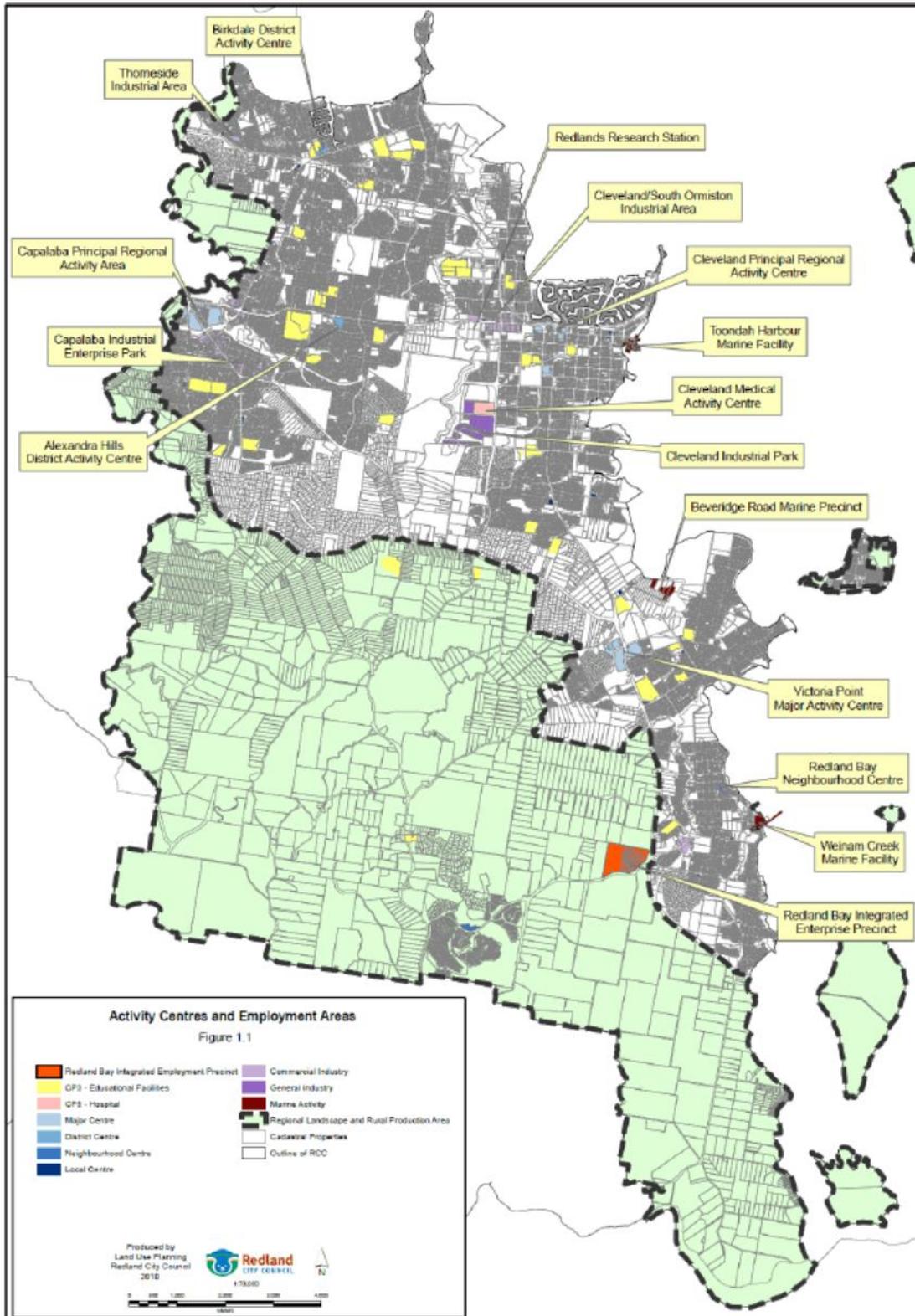
Redland City Council has recently produced its *Centres and Employment Strategy*⁶⁴ identifying a hierarchy of settlement intensity. The first four nodal levels adopted from the *South East Queensland Regional Plan* are:

- principal regional development centre
- major activity centre
- district centre
- neighbourhood centre.

The results of the Redland City urban centre analysis are shown in the figures *Redland City activity centres and employment areas (Mainland)* and *Redland City activity centres and employment areas (Islands)*. Capalaba and Cleveland are identified as principal regional centres, Victoria Point as a major activity centre, Birkdale and Alexandra Hills as district activity centres and Redland Bay as a neighbourhood centre. The island centres have an important role for the communities at a local and tourist level.

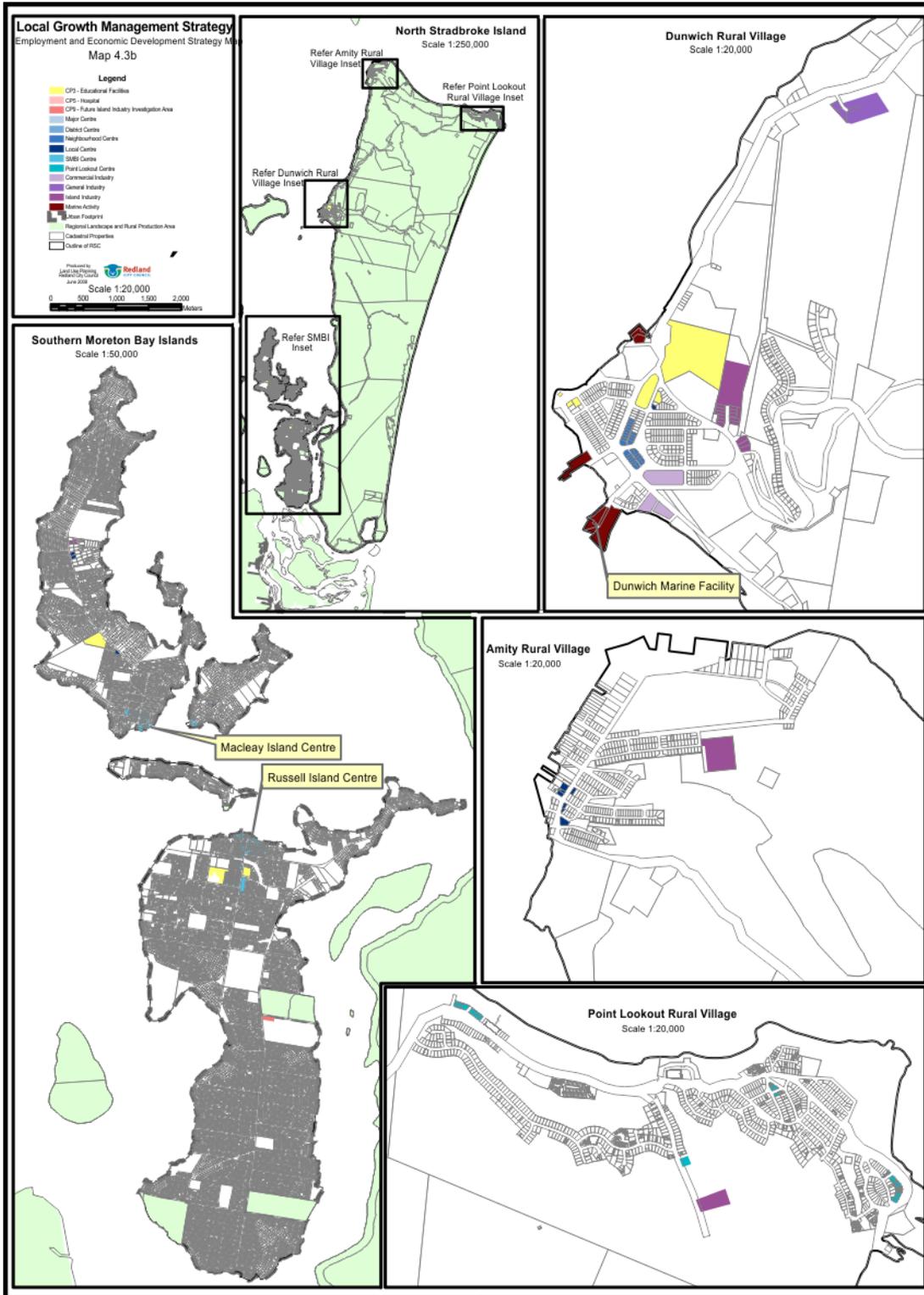
⁶⁴ Redlands City Council, 2010, ‘Redland City Centres & Employment Strategy’, Cleveland.

Redland City activity centres and employment areas (Mainland)



Source: Redland City Centres & Employment Strategy, Cleveland

Redland City activity centres and employment areas (Islands)



Source: *Redland City Centres & Employment Strategy, Cleveland*

The major activity nodes of Logan City have also been distinguished by function and hierarchy. Logan City urban development⁶⁵ is focused on:

⁶⁵ See Logan Economic Development, 2008, 'Logan City Economic Development Strategy 2008 – 2012', Logan City, p.11.

- Springwood – principal activity centre, commercial and retail
- Beenleigh – principal activity centre, commercial and retail
- Browns Plains – major activity centre, commercial and retail centre
- Logan Central – administration centre, proposed iconic mixed use transport orientated development
- Greater Flagstone – major activity centre in South-East Queensland, developing residential and commercial hub
- Meadowbrook – Griffith University Logan campus and Logan TAFE potential foundation of new innovation precinct
- Hyperdome – major activity centre, retail and commercial destination with potential to become important mixed use development area
- Yarrabilba – major activity centre, planned residential community with high degree of employment self-containment.

Logan City's *2012 – 2016 Economic Development Strategy* has future growth strategies around rural industries, tourism, property development and construction which align with three of the Queensland Government's four economic pillars.

Redland City's *2010 - 2014 Tourism Strategy* has a vision of Redlands as the most accessible, diverse and protected nature playground within Brisbane's Moreton Bay and Islands and aims to achieve this vision through:

- Partnerships and industry engagement and development
- A clear message and positioning
- Investing in economic growth through tourism
- A planned approach to growth and conservation
- Vibrant communities and tourism events.

The current Queensland Government's ministerial deliverables in relation to economic development are as follows:

- Grow a four pillar economy based on Queensland's strengths in tourism, agriculture, resources and construction
- Establish *DestinationQ* as part of a tourism strategy to ensure whole of government approach to tourism
- Develop a 20 year Strategic Plan to return Queensland tourism industry to Number 1
- Establish a 2020 Growth Target to increase overnight visitor expenditure in Queensland to \$30 billion
- Chair a Special Purpose Tourism Committee of Cabinet to specifically focus on achieving cross-agency coordination and deliver tourism growth through events and international education
- Establish a specialised tourism investment attraction unit to actively engage with commercial tourism and hotel agencies, State land management agencies and planning authorities to support new tourism investment and job creation opportunities
- Implement a regional tourism strategy that works with key areas around the State on growing tourism through cooperative marketing and new product development
- Commence consultation on a 30 year strategic plan for Queensland agriculture with the over-arching aim of doubling Queensland's food production by 2040.

Affordable Housing

The current Queensland Government's ministerial deliverables in relation to affordable housing are as follows:

- Audit all current Departmental processes and arrangements for provision of public housing with respect to their effectiveness and efficiency in meeting public housing needs
- Develop and implement a broad and integrated strategy to meet the need for public housing including arrangements with the private sector and utilising Commonwealth funding to best advantage.

The Redland City Council released a Housing Strategy at the end of 2011 to address housing challenges in the city. The strategy aims for future housing to be sufficient in number, well located, diverse in form, affordable and well designed and has attached specific targets to each of these outcomes.

Logan City Council are working with the Queensland Government to establish an independent, not-for-profit, charitable company (Logan Housing Company) to deliver affordable housing in the Logan region. It is envisaged that the company will perform a key role in revitalising existing social housing in Logan and developing new affordable homes for eligible households to rent or buy.

Liveability

All levels of government recognise liveability as a vital aspect of successful urban development. Community life is at its most vibrant when there is strong community interaction and where people are able to enjoy quality environments and landscapes. Quality design and development plays an important role in creating more liveable communities.⁶⁶

For Logan City Council quality design and development is about creating more attractive, accessible, safe and pedestrian friendly communities where destinations are brought closer to home and work ... quality design and development play an important role in creating more liveable communities.⁶⁷

RDA Logan & Redlands believes urban development should be attractive to look at and use, as well as integrated with the community, economy and environment. This aligns with the policies and plans⁶⁸ of the Logan City Council and Redland City Council.

The integration of residential areas with activity nodes is a fundamental necessity in the development of Logan & Redlands. The basis of this integration is a better system of active and public transport of employees to work, consumers to commercial centres and residents to services and community activities. The Queensland Government, through the Translink Transit Authority, is responsible for the planning of local area bus networks in the whole of South-East Queensland. Local area network planning is not a high priority for Translink and is modestly resourced. Many of the current routes were established prior to the Translink's creation and do not reflect the contemporary demand for well integrated and carefully planned public transport services. The realignment and reorganisation of local bus routes is often resisted by contracted providers and established users. Nevertheless, significant synergies could be achieved through the realignment in space and time of local bus

⁶⁶ Logan City Council, (2011), Quality design & development in Logan, Logan City.

⁶⁷ See www.logan.qld.gov.au/planning-and-building/planning/urban-design - accessed 12th April 2011.

⁶⁸ See Logan City Council, 2009, 'Greater Springwood Master Plan', Logan City.

networks. Any changes to bus services will need to integrate economic, community and environmental concerns. They will also need to move people to multiple destinations within the Logan & Redlands region rather merely the radial movement to Brisbane. Logan City Council and Redland City Council recognise the importance of such policy. Their input will be essential.

Cycling and walking have an important role to play in the integrated nodes of the future. Queensland Government and local planning for active transport is well established. Significant opportunities for active transport have been created. For example, the South-East Queensland integrated transport plan proposes to complete the bikeway network within five kilometres of principle and major activity centres.⁶⁹ RDA Logan & Redlands supports the policies of the Queensland Government, Logan City Council and Redland City Council for active transport.

Open space, health and recreation

Balancing open space with land use demand is a key role of government. The Council of Australian Governments, and various Australian and Queensland Government agencies have similar visions for the overall open space, health and recreation in Logan & Redlands. These shared goals include:

- building the capacity of the sport and recreation industry to service a growing population and provide opportunities for volunteering
- targeting sport and recreation opportunities to support social inclusion and the well-being of children and young people
- positioning Queensland as a premier sporting destination and maintaining our edge in developing elite athletes
- providing services to encourage more Queenslanders to participate in sport and recreation and lead an active lifestyle
- targeting obesity and chronic disease by increasing physical activity and proactive preventative health measures.

The draft *South-East Queensland Outdoor Recreation Strategy* provides a framework for coordinating the assessment, planning, delivery and management of outdoor recreation opportunities and facilities across South-East Queensland. It aims to foster a coordinated regional approach and partnerships between key stakeholders.⁷⁰

Planning for outdoor recreation is well established and significant opportunities for outdoor recreation have been created. Strategic priorities are outlined in Logan City Council and Redland City Council plans that underpin the Regional Roadmap's themes of economic development, social inclusion, growth management and infrastructure planning.

⁶⁹ The State of Queensland, 2010, Connecting SEQ 2031 – An integrated regional transport plan for South East Queensland, (draft) - Department of Transport and Main Roads, Brisbane, p. 4.

⁷⁰ Department of Local Government and Planning www.dlgp.qld.gov.au

Environment, climate change and disaster management

The Australian Government is committed to reducing Australia's emissions and adapting to climate change. The Disaster Management Act 2003 underpins disaster management at Queensland and local levels.

Logan City Council and Redland City Council recognise legislative requirements through their respective planning schemes. They also support community resilience in their corporate plans. Recent natural disasters in Queensland have tested these agendas. There is a renewed sense of community spirit and responsibility in the Logan & Redlands region which was fortunate not to have been flooded. These events have served to highlight economic opportunities for the Logan & Redlands region due to being less vulnerable to disaster.



The way forward

Outlined below are key actions required across the five themes identified by RDA Logan & Redlands in consultation with stakeholders.

Ongoing refinement and implementation of the RDA Logan & Redlands Regional Roadmap will be in partnership and close collaboration with other RDA Committees, universities, Logan City Council, Redland City Council, the Queensland and Australian Government, business, industry and the community.

In implementing the Regional Roadmap, RDA Logan & Redlands aims to be a key facilitator of change and development in the Logan & Redlands region by:

- working in partnership with other key agencies
- identifying and resolving barriers to development
- working with communities to enable new initiatives
- actively addressing issues raised that are relevant to identified regional priorities
- provide a direct link between the Australian Government, business and community by
- informing the community of available Australian Government programs and services
- working in close partnership with Griffith University, Queensland and Australian Government, Logan City Council and Redland City Council
- informing the Australian Government of regional issues identified through consultation with key stakeholders and proposed solutions to these issues
- working to improve sustainability and resilience of the community sector
- ensure all processes and decisions are transparent and open by keeping the Logan & Redlands region community informed of the activities of the organisation
- complying with all contractual and legal obligations.

Priority actions for 2012-2013

RDA Logan & Redlands will:

- partner with stakeholders to facilitate innovative development of new major urban areas Greater Flagstone and Yarrabilba
- participate in North Stradbroke Island Economic Transition Taskforce and Toondah Harbour Redevelopment
- support tourism and tertiary education development
- assist in regional digital economic evolution
- lobby for key transport infrastructure projects
- collaborate with South-East Queensland RDA committees to develop and participate in cross-regional initiatives
- strengthen relationships with Australian and Queensland Government agencies
- foster development of medical and education precincts, and the revitalisation of Beenleigh
- foster effective business, community and industry relationships
- encourage strong regional economic development
- focus government attention on social inclusion issues and understand local labour market
- encourage innovative regional art and culture programs
- celebrate our region's diversity and create social capital.

2012-2013 Government Funding

The Australian Government is seeking to build on record investment in transport, water, energy, health, education and communication infrastructure of regional Australia with an additional \$4.3 billion for major regional initiatives and around 200million for smaller initiatives from 1 July 2012.

Economic development and job creation

Our goal is to contribute to a growing, self-motivated regional economy that exceeds its residents' requirements.

POLICY	INITIATIVES AND PROJECTS	INFORMATION AND RESEARCH	COLLABORATION AND PARTNERSHIPS
<p>Work with all levels of government to achieve:</p> <ul style="list-style-type: none"> • regional economic development • Queensland economic recovery • successful implementation of priority agendas such as regionalisation, sustainable population, immigration, social inclusion strategy and National Broadband Network • regional workforce development • housing stimulus • urban growth management • investment attraction • centres development • technology uptake • supply chain development • exports development • sector development 	<p>Participate and support projects:</p> <ul style="list-style-type: none"> • to improve early, youth and adult learning • improved literacy and numeracy • overcome language barriers • improved trades, manufacturing and construction skills • improved knowledge based economic opportunities, for example, data centres • migrant and refugee settlement, housing and work programs • youth employment programs • development of tourism precincts and eco-tourism • development of education, sport and medical facilities and precincts • care service industry development • digital economic development • Greater Flagstone and Yarrabilba new development areas • North Stradbroke Island economic development • future sustainable and affordable housing expo • Loganholme Tourism Precinct, including relocation of Alma Park Zoo • Beenleigh revitalisation • Industry led workforce planning and development 	<ul style="list-style-type: none"> • development of digital economic development strategies • development of tourism strategies • development of North Stradbroke Island economic transition strategy • develop a method of measurement of regional product • develop a method of measurement for regional export-import ratio • gather baseline tourism data 	<ul style="list-style-type: none"> • Keep Australia Working committee • local employment coordinator • local Office of Economic Development • local, state and federal agencies • education and training providers • business and industry • community and community groups • South-East Queensland RDA committees • Queensland Regional Management Coordination Network • Queensland and local chambers of commerce • universities • local, state and federal elected members and ministers • parliamentary secretaries • senators • council of mayors and regional planning committee • schools, partnership brokers and non-government organisations • local Indigenous elders

Performance indicators may include:

- annual growth rate of regional economic product – this requires development of a suitable measure
- regional export-import ratio – this requires development of a suitable measure
- self-containment of labour
- increased job self-containment and number of jobs.

Transport

Our goal is to maximise the benefits of the region’s strategic location through transportation systems that link the region to its neighbours and promotes economic and social integration across the region.

POLICY	INITIATIVES AND PROJECTS	INFORMATION AND RESEARCH	COLLABORATION AND PARTNERSHIPS
<p>Work with all levels of government to achieve:</p> <ul style="list-style-type: none"> • advance integrated ticketing options for mainland and island public and private services • improved intra-island connections and connections to new development areas (Greater Flagstone and Yarrabilba) • improved public transport system • advance important road infrastructure projects, including upgrades • advance rail and marine infrastructure • advance port strategy (linking Bromelton to Brisbane and Coffs Harbour) 	<p>Participate and support projects:</p> <ul style="list-style-type: none"> • improve network of bike and pedestrian paths such as the Moreton Bay cycleway • train project – trans- regional amalgamated infrastructure project • island bus service provision • refer also to section 2 for specific rail, road, bus, and marine transport requirements for Logan Redland • State Public Transport Advisory Group participation • North Stradbroke Island economic transition taskforce participation • Toondah Harbour redevelopment 	<ul style="list-style-type: none"> • investigate innovative transport services to link island and mainland communities • investigate community transport model 	<ul style="list-style-type: none"> • local, state and federal agencies • transport providers and industry • community • South-East Queensland RDA committees • State Regional Management Coordination Network • Queensland and local chambers of commerce • universities • local, state and federal elected members and ministers • parliamentary secretaries • senators • council of mayors and regional planning committee • schools, partnership brokers and non-government organisations • Urban Land Development Authority and development

Performance indicators may include:

- increase in share of active transport trips such as walking and cycling as a percentage of all trips
- increase in share of public transport as a percentage of all trips
- reduce the share of trips taken in private motor vehicles
- reduce economic, environmental and social costs of congestion.

National Broadband Network

Our goal is to be recognised as region where the use of information technology is fundamental to a prosperous and equitable regional economy.

POLICY	INITIATIVES AND PROJECTS	INFORMATION AND RESEARCH	COLLABORATION AND PARTNERSHIPS
<p>Work with all levels of government to achieve:</p> <ul style="list-style-type: none"> • provision of high-speed internet access • improved internet access to islands, disadvantaged areas and new development areas • smart cities 	<p>Participate and support projects:</p> <ul style="list-style-type: none"> • in partnership with agencies, industry and chambers of commerce, create digital economy awareness and education opportunities • participate in National Broadband Network submissions, taskforces and leadership forums • Beenleigh joint venture with Energex • data centres 	<ul style="list-style-type: none"> • investigate digital social inclusion opportunities and strategies • service delivery innovation • pilot projects • solutions for islands • planning scheme enablement of National Broadband Network • tertiary and research opportunities 	<ul style="list-style-type: none"> • National Broadband Network • Australian Information Industry Association • Broadband Alliance • local, state and federal agencies • information and communication technology industry • businesses and community • South-East Queensland RDA committees • Queensland and local chambers of commerce • universities • local, state and federal elected members and ministers • parliamentary secretaries • senators • schools, partnership brokers and non-government organisations • Urban Land Development Authority and developers • Energex and Telstra

Performance indicators may include:

- small and medium business take up rates of internet-based technology exceeds state averages
- large and medium-sized businesses and government departments relocate offices into the region
- home-based use of internet matches or exceeds average levels for South-East Queensland.

Social inclusion

Our goal is that residents and workers in the Logan & Redlands region share in the economic growth and social prosperity of the region.

POLICY	INITIATIVES AND PROJECTS	INFORMATION AND RESEARCH	COLLABORATION AND PARTNERSHIPS
<p>Work with all levels of government to achieve:</p> <ul style="list-style-type: none"> improved public and private social services improved service delivery to high areas of social disadvantage and to new development areas improved public transport system improved service access for certain visa holders not currently able to access government support improved aged and disabled care improved indigenous care and youth development regional centres of sporting excellence and facilities improved health, medical and teaching facilities and services improved social capital and community pride sustainable migration and population management participation in Ripley Valley, Greater Flagstone and Yarrabilba integrated human service taskforces participate in North Stradbroke Island Economic Transition Taskforce 	<p>Participate and support projects:</p> <ul style="list-style-type: none"> community education and wellbeing hubs in new development areas of Greater Flagstone, Yarrabilba and Redland Bay Minjerribah Knowledge Centre, North Stradbroke Island development of sporting precincts, facilities and programs Sport Redlands and Redlands Alive and Kicking Initiatives Active Logan initiative community facility provision Ageing Well in Logan & Redlands social infrastructure strategy implementations housing – emergency, aged, refugees and disabled affordable housing regional arts and cultural program highlighting diverse multiculturalism and indigenous communities community safety housing companies migrant settlement and housing youth development language, education, literacy and numeracy disability awareness and opportunities social enterprise 	<ul style="list-style-type: none"> investigate models for successful, sustainable integrated service delivery through shared facilities investigate e-service delivery models research further information regarding refugee and migrant settlement needs and patterns including resettlement pilot programs day and outreach programs community transport intergenerational unemployment and disadvantage options for large scale events service hubs for migrants and homeless spatial distribution of social disadvantage youth homelessness 	<ul style="list-style-type: none"> local, state and federal agencies service providers/industry community and community groups South-East Queensland RDA committees State Regional Management Coordination Network Queensland and local chambers of commerce universities local, state and federal elected members and ministers parliamentary secretaries senators schools, partnership brokers and non-government organizations such as Multilink indigenous and multicultural groups sporting associations arts and cultural Urban Land Development Authority and Developers

Performance indicators may include:

- average periods of unemployment within the region are lower than the averages for South-East Queensland, and long-term unemployment beyond six months does not occur
- educational attainment levels for residents of the region match and then exceed average levels for South-East Queensland
- health outcomes for residents of the region match or exceed those for South-East Queensland.
- all residents of the region have access to secure and affordable housing
- households where English is not a first language are able to access the supports and services they require to fully participate in the economic and social life of the region
- residents of island communities are able to access essential health, education and safety resources in a timely and affordable manner.

Growth management and planning

Our goal is for regional growth to be supported through a pattern of interconnected urban, rural and coastal activity centres areas that maximize economic, social and environmental outcomes for residents, businesses and visitors.

POLICY	INITIATIVES AND PROJECTS	INFORMATION AND RESEARCH	COLLABORATION AND PARTNERSHIPS
<p>Work with all levels of government to:</p> <ul style="list-style-type: none"> ensure planning requirements for development within the region balance economic, social and environmental needs identify and implement appropriate policy responses to protect the natural resources of the region ensure sustainable population growth provide necessary infrastructure in education, health and transport to keep pace with current and future growth sustainable growth of new major urban developments expand Logan & Redlands Hospitals 	<p>Participate and support projects:</p> <ul style="list-style-type: none"> work with all levels of government and relevant private sector stakeholders to develop strategies for supporting sustainable economic growth on North Stradbroke Island work with local communities to ensure that local growth centres meet the needs of existing residents and businesses, as well as supporting broader regional priorities work with all levels of government and local communities to ensure the successful development of Greater Flagstone and Yarrabilba Tertiary education in Redlands 	<ul style="list-style-type: none"> promote the value and importance of the Logan & Redlands region environmental assets identify future priorities for research into issues affecting the Logan & Redlands region environmental assets support studies into environmentally sustainable urban design relevant to the needs of Logan & Redlands 	<ul style="list-style-type: none"> local, state and federal agencies transport providers and industry community service providers and industry community and community groups South-East Queensland RDA committees State Regional Management Coordination Network Queensland and local chambers of commerce universities local, state and federal elected members and ministers parliamentary secretaries senators council of mayors and regional planning committee schools, partnership brokers and non-government organisations Urban Land Development Authority and developers

Performance indicators may include:

- population and job growth outcomes meet projected demands in the *SEQ Regional Plan*
- biodiversity within the region is maintained at existing levels or increased
- The Logan & Redlands region is recognised within South- East Queensland as a desirable place to live, work and visit.

Review

The Regional Roadmap is reviewed at least annually by RDA Logan & Redlands taking into account:

- data updates from source agencies, partner organisations and key stakeholders
- economic conditions generally existing in the region, Queensland, Australia and globally
- shifts in community values and government priorities
- implemented or proposed initiatives since the last review
- any other factors considered relevant to the Regional Roadmap.

Review processes will be closely linked to the annual development of the RDA Logan & Redlands business plan and its key performance indicators.

RDA Logan & Redlands is monitored by its funding bodies – the Queensland Government through the Department of State Development, Infrastructure and Planning and the Australian Government through the Department of Regional Australia, Local Government, Arts and Sport.

RDA Logan & Redlands will continue to build relationships through day-to-day discussions and engaging with our partners and other stakeholders.

Comments are welcome and can be emailed to: secretariat@rdaloganandredlands.org.au or sent to our offices at PO Box 1030, Springwood QLD 4127.

If you would like a say in the future of your region, please refer to our website www.rdaloganandredlands.org.au.

Glossary

ABS	Australian Bureau of Statistics
ACC	Area Consultative Committee
AEMO	Australian Energy Market Operators
AIG	Australian Industry Group
AIIA	Australia Information Industry Association
ANZSIC	Australian and New Zealand Standard Industrial Classification
BITRE	Bureau of Infrastructure, Transport and Regional Economics
BVET	Board of Vocational and Educational Training
CBD	Central Business District
COAG	Council of Australian Governments
DEEWR	Department of Education, Employment and Workplace Relations
DET	Department of Education and Training
EDO	Economic Development Officer
EO	Executive Officer
GFC	Global Financial Crisis
GRP	Gross Regional Product
GSP	Gross State Product
ICT	Information Communication Technology
KAW	Keep Australia Working
LCC	Logan City Council
LGA	Local Government Area
NBN	National Broadband Network
NGO	Non-Government Organisation
NSI	North Stradbroke Island
RCC	Redland City Council
RDA	Regional Development Australia
ROC	Regional Organisation of Councils
RPC	Regional Planning Committee
RTIIP	Regional Tourism Infrastructure Investment Plan
RTO	Registered Training Organisation
SMBI	Southern Moreton Bay Islands
SME	Small to Medium Enterprise
TOD	Transport Orientated Development
TRAIN	Trans Regional Amalgamated Infrastructure Network
ULDA	Urban Land Development Authority
VET	Vocational Education and Training

Appendices

City centres and employment strategy

Logan City centre and employment strategy

Further detail on Logan City's infill and redevelopment opportunities is below.

Springwood

Springwood is designated as a principal activity centre under the *South-East Queensland Regional Plan*. The master plan identifies Springwood as the commercial centre and heart of Logan City with significant planned commercial and residential growth.

Beenleigh

Beenleigh is designated by the Queensland Government as a principal activity centre in the *South-East Queensland Regional Plan*. The master plan has been completed by the Logan City Council highlighting that a ring road through the showgrounds and the widening of the rail tunnel to four tracks is required to facilitate redevelopment of the town square. Beenleigh is the prime service centre for Yatala enterprise area. It is ideally located between Brisbane and the Gold Coast with very good transport linkages. The planned development of Bahr's Scrub and higher density development of Eagleby will also be serviced by Beenleigh.

Logan Central

Logan Central is designated as a major activity centre in the *South-East Queensland Regional Plan*. It is planned to become the true civic and administrative centre for Logan City. In the past, Logan Central hasn't attracted the same amount of investment as other activity centres such as Springwood. The local catchment has high levels of public housing and low income households with a high concentration of new immigrants to Australia. A number of initiatives are underway to strengthen links between fragmented precincts in close proximity to the rail station and the Logan City Council administration centre including the proposed relocation of Woodridge State School. In addition, Logan Central is the primary focus area of the proposed Logan Housing Company which aims to replace old public housing with a more diversified range of affordable multi-dwelling units to cater for changes in household composition and income levels.

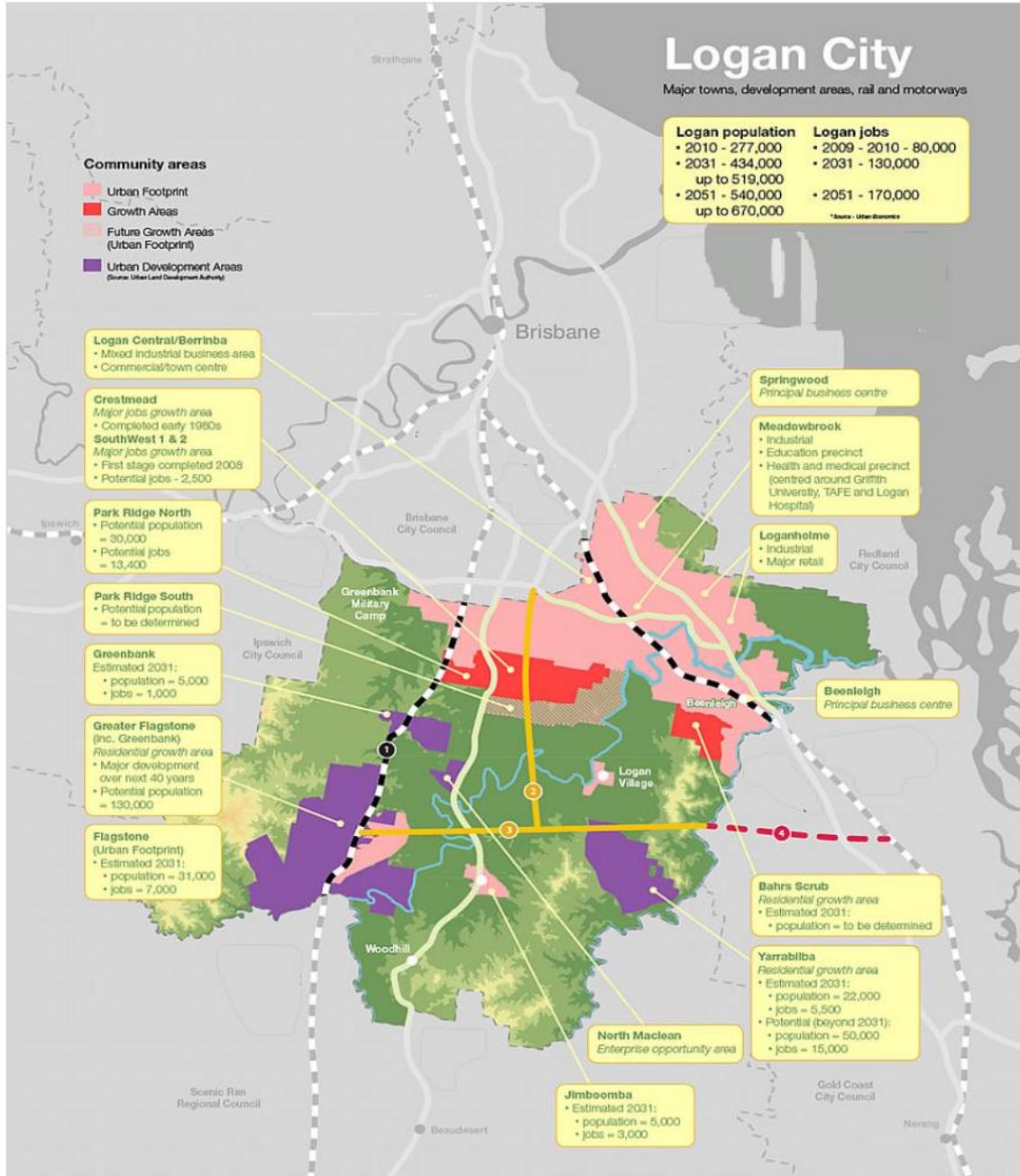
Jimboomba

Jimboomba will continue to play a centre service role for the surrounding area to the south of Logan City, notwithstanding the longer term development of two new cities to the west and east, Yarrabilba and Greater Flagstone. Jimboomba will provide a range of retailing, office, service industry, recreation and community uses for the surrounding area. A local plan has been completed for Jimboomba, guiding future land use and infrastructure investment.

Meadowbrook

Meadowbrook-Loganlea has the potential to become a major educational, health and research centre, comprising the Logan Hospital, Griffith University Logan campus and Logan TAFE. Additional transport infrastructure is critical to the area's development. The Loganlea Railway Station is on the Brisbane-Gold Coast railway line, adjacent to Logan TAFE and Logan Hospital. The plan is to provide fast, frequent and direct bus links to Logan Hyperdome through Griffith University Logan campus, to Browns Plains and Yarrabilba. This will substantially improve access to these regional education and health facilities.

Logan City 2013: spatial configuration 2031



Source: Logan Office of Economic Development

A Loganlea Neighbourhood Plan has been completed and is currently in public consultation. A Meadowbrook master plan is being developed. Both plans will seek to increase the population density, foster affordable housing and facilitate medical services located near regional hospitals. The Logan Housing Company will be active in this area to deliver affordable housing with health workers a potential target market.

Greenfield sites

Major **greenfield sites** and associated employment forecasts are listed below with further detail following.

Location	Forecast jobs 2031 – Logan City	Forecast jobs 2031 – ULDA
Park Ridge North	13,000	
Greater Flagstone	36,000–40,000	60,000-65,000
Yarrabilba	13,000	26,000
South West 1 Enterprise Park	1,750	
South West 2 Technology Park, Berrinba mixed industry business area	4,000	

Park Ridge

Park Ridge is forecast to become a regionally-significant employment area servicing the southern part of Logan City, which comprises a 650-hectare site forecast to accommodate 30,000 people over the next twenty years;

Greater Flagstone – new centre

The Greater Flagstone identified growth area has the potential to accommodate regionally-significant levels of residential and employment growth particularly once the Greater Flagstone development area has been established as a major regional activity centre. Greater Flagstone is ideally located to the west of Mount Lindesay Highway and includes the Brisbane-Sydney Rail line that runs north south through the centre of the designated regional development area. This provides the potential to facilitate a passenger rail service that will provide direct access to the Brisbane metropolitan network. Greater Flagstone, when fully developed, will provide for an integrated urban community and employment areas, catering for a population of 150,000 people and providing up to 36,000 jobs.

Yarrabilba – new centre

Since May 2010 the Urban Land Development Authority and Queensland Government have intervened in a number of key master planning processes in South-East Queensland, including Yarrabilba. Yarrabilba has since been declared an urban development area. Once fully developed, Yarrabilba will provide in the region of 20,000 dwellings and be home to over 50,000 people. It will aim towards a 60% self-containment rate. Yarrabilba is affected by major infrastructure and cultural heritage constraints.

South West 1 – SW1

This enterprise area provides for high-end technology and knowledge-based industries. By 2031 the area is forecast to provide employment opportunities for an additional 4000 workers to be shared between Berrinba mixed industry business area and SW1.

Greenbank

The Greenbank identified growth area includes land that borders the eastern side of Middle Road, extending approximately 1500 metres to the east and north of Mount Lindesay Highway. This area could be developed as both residential and employment precincts that would benefit from access to a passenger rail system based on

the existing Brisbane-Sydney interstate freight line. The area is predominantly characterised by rural residential lots. It is located just south-west of the Park Ridge Regional Development Area.

North Maclean

The North Maclean identified growth area includes land outside the urban footprint north of the Logan River, adjacent to the Mount Lindesay Highway and east of Greenbank Road. It is anticipated this area could accommodate a range of uses including an enterprise precinct for office, commercial, warehouse, retail services, and low-impact industrial uses. The area and its designated uses are dependent on existing biodiversity values, physical constraints and compliance with urban footprint principles.

Redland City and employment strategy

The *Redland City Centres and Employment Strategy 2007* was reviewed in 2010 and adopted by Redland City Council for planning purposes to ensure a policy framework consistent with the updated *SEQ Regional Plan and Redlands 2030 Community Plan*.

The strategy includes employment forecasts for 2006-2031 that suggest increased employment self-sufficiency consistent with the environmental qualities, character, lifestyle and high amenity of Redland City. These forecasts provide for the continued development of Redland City's economy as a lifestyle and knowledge-based economy. This includes the development of new growth sectors like education, finance, legal and property services, cultural and creative industries, marine and 90ayside businesses and home-based businesses. It also includes the development of traditional industries into new forms, including manufacturing and retailing, health and community services and construction. The tourism industry will also continue to grow and evolve.

Key findings of the strategy are as follows:

- 60% employment self-sufficiency – the percentage of residents in employment in local jobs
- 17,900 additional jobs forecast between 2006 and 2031 for Redland City
- 9250 of the forecast jobs are to be accommodated within the network of activity centres with over 5000 of these jobs in Capalaba and Cleveland principal regional activity centres
- 1750 additional jobs forecast for non-centre based retail and commercial, for example, large-format retailing and home-based business
- 3300 jobs forecast for traditional industry purposes to be accommodated on existing allocated industrial lands with no additional industrial land required to meet the forecast
- 3600 forecast jobs located across Redland City in sectors like health or education.

The strategy provides a range of employment strategies that facilitate planning and support the future forecast employment and economic development of Redland City.

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