



Queensland
Government

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Southern Moreton Bay Islands, Integrated Transport Plan Team
Redland City Council
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Dear Sir/Madam,

RE: Southern Moreton Bay Islands, Integrated Local Transport Review. Discussion Paper

Brisbane Southside Public Health Unit (BSPHU) welcomes the opportunity to provide comments on the discussion paper for the *Southern Moreton Bay Islands, Integrated Local Transport Review*. We recognise the importance of meaningful community engagement and planning for the future sustainability of the Redlands as a process to build and maintain the health and wellbeing of the community.

The Southern Moreton Bay Islands residents experience many unique challenges associated with living in Moreton Bay, with transport options being fundamental to addressing many issues and challenges. Demographics indicate the residents are of the lowest socioeconomic group in the Redlands, experience the highest levels of unemployment, have a higher percentage of disabilities and experience many of the social issues associated with living in small isolated communities. The highest level of schooling recorded in the 2006 census indicates the Redland Balance Statistical Local Area (which includes the Southern Moreton Bay Islands) has a lower rate of education compared to the Queensland average by ten percent; ease of access to schools may be a factor that impacts on this statistic.

In this context, we fully support many of the strategies explored in the discussion paper. We also have a number of comments we ask you to consider as part of the consultation. The comments are summarised below, and provided in more detail in the attached table.

With the view of creating equitable Redlands community public transport options, we consider updating plans and identifying current community priorities are integral steps in addressing the needs of these isolated communities. Planning based on projected population and their needs would be pertinent in addressing the future needs of the Island communities. The discussion document provides priorities from earlier community engagement and planning processes which may not be as relevant today; we advocate for the review of these plans to determine their current relevancy in the community. We also recommend providing clarity on the population number being considered within the review of the Southern Moreton Bay Islands integrated transport plan.

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The population projections for the Southern Moreton Bay Islands indicate that the population will be both growing and ageing and likely to have a heavy reliance on a public transport system that is accessible and affordable.

Reference is given to access to "higher level services" on page 22 of the discussion document; we require clarification on which services are considered to be higher level. In order to respond we assume these are specialist health and support services. However, assuming the projected ultimate population for SMBI is approximately 22,000 we would assume at some future stage a community of this size would have zoning appropriate to allow "higher level services" to be offered.

Shared or outreach service provision to the Moreton Bay Islands (including North Stradbroke Island) may be a viable consideration if a suitable island hopping transport service is provided. This will enable both residents and service providers' opportunities to obtain and provide service without travel to the mainland. We recommend further feasibility studies into the possibility of providing such a service.

In event of emergency evacuation, we ask for clarification on the arrangements for the Medivac service provided to Weinam Creek. To our knowledge the volunteer marine rescue is not a full-time paid service although we are aware that emergency evacuation can be obtainable at short notice. We seek clarification on whether this service is available by request on a 24/7 basis and if the time taken to alert the service and receive emergency medical assistance falls within the parameters for the best health outcomes.

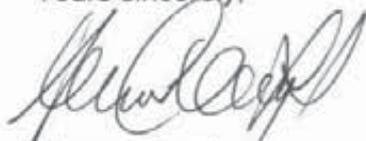
The STAR community transport system provides a valuable service to eligible residents on the mainland. We fully support Council's plans to advocate for this service to also be made available to eligible residents on the Islands. There are possible options available for running a tailored scheme for Island residents and we recommend a feasibility study to assess the STAR community transport system potential.

The potential for Community Based Transport (CBT) options may also exist both on and off the Islands, good examples of this system can be seen in other areas of Queensland (Link given in document two). This CBT framework may provide opportunities that go beyond purely providing transport, such as creating training opportunities related to operating, managing and co-ordinating this service, improving social contact for residents who are particularly isolated and improving overall community cohesion.

We are aware that there is a report being undertaken into the safety issues associated with postponed and cancelled ferry services to Coochiemudlo Island due to canal dredging problems. The safety of residents and especially school aged children is a major concern, with a suitable outcome to this situation based on mitigating risks and protecting the residents.

We would like to commend Council on their positive approach to planning for a thriving future for the residents of the Southern Moreton Bay Islands. Should you have any questions about the attached comments, they can be directed to Jenette Blake at jenette_blake@health.qld.gov.au or phone 3000-9148.

Thank you for considering our comments.
Yours sincerely,



Aleesa Clough
Director, Health Promotion
18 February 2011

**Southern Moreton Bay Islands
Integrated Local Transport Review 2011
Response Brisbane Southside Public Health Unit**

Page	Section/ point	Issue and evidence	Recommendations and comment
19	2.4.1	Redland 2016 Transport Plan priorities	We recommend the review of the 2002 Redlands Transport plan to assess the continued relevance of these priorities to the Southern Moreton Bay Islands (SMBI) residents.
19	2.4.2	Cycling and pedestrian strategy	We recommend this strategy is also reviewed, as above.
22	3.0	Reliance on the mainland for higher level services	<p>Please define "higher level services." Assuming these are services such as specialist health, employment, housing etc and inline with the comments made by council, access to higher level services must be given priority.</p> <p>Support and health services that can not provide an outreach service to the SMI should be made easily accessible to residents. This may include provision of transport services by changing existing frameworks, schedules and plans.</p>
25	4.1	Ultimate population, is the planning responding to this number of residents? Or the predicted 2016 number?	<p>Please indicate the population number being considered in the plan.</p> <p>The estimated population for Russel and McLeay Islands at June 2009 is approximately 5,689 people (OESR) This is higher than the estimated population RCC has quoted in the <i>Land Use Planning Group Issues Paper- Population & Dwelling Profile 2009</i>.</p>
26	4.2	Demographics	The demographic profile of the SMI indicates a need for additional support and health services or easy access to those services to accommodate the higher needs of the at-risk and vulnerable groups.
26	4.2.1	Aging population	The high percentage of older age residents require easy access to support and human services not provided on the SMI. These services need to be accessible with the minimum of inconvenience and cost.
27	4.2.2	Assistance and disabilities	The high percentage of residents with a severe disability living in SMI requires easy access to support and health services, as above.
28	4.2.3	Special Transport Assistance Redland	Advocacy by Council and community is necessary to see the STAR program extended to the residents of SMI in response to 4.2.1 and 4.2.2. We fully

Page	Section/ point	Issue and evidence	Recommendations and comment
		Association	support this advocacy.
29	4.2.4	Increasing percentage of lowest income group	We would assume that the perception of a cheaper and alternative lifestyle based on cheaper rental accommodation on the SMBI is a factor in low income people choosing to take up residence. However, low and fixed income groups may become entrenched in a cycle where they can not afford to get off the Islands to seek employment opportunities or purchase lower priced goods. We recommend considering providing an affordable transport system as part of a strategy to improve opportunities for lower income groups.
30	4.2.5	The unemployment rate for the Redland (S) Balance is considerably higher than the rate for the rest of Redlands	To allow the opportunity for the search of employment, unemployed SMBI residents require regular affordable transport to the Mainland and linking transport to locations other than, but also including Redlands.
34	6.0	Services and facilities to/ from and on the Islands	All residents in Redlands mainland locations have access to a regular, affordable public transport system. Equity issues arise when specific groups or individuals cannot access the same level of services. In the SMBI case, there is a high proportion of residents with lower or fixed income, who are older and/or have a disability. These groups often have a greater need to access support and health services. The provision of an equitable transport service is important to allow these groups every opportunity to participate in the broader community as do the mainland residents.
35	6.1	Passenger ferries	Transport costs may limit the ability of some residents to leave the Islands to access support and health services. Those at greatest risk are the ageing, income limited and those with disabilities. The higher cost of purchasing food and goods on the Islands due to additional transportation cost is also a limiting factor for those on low incomes. The amount of goods that can be brought onto the Islands using passenger ferry transportation is limiting for many and makes some more reliant on paying the higher prices for goods on the Island.

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			<p>Those reliant on the passenger ferry services are also subject to the schedules and operating hours; limiting opportunities for social and recreational contact and access to emergency out of hours services.</p> <p>It is suggested that the potential for shared service provision to the SMBI and North Stradbroke Island may be possible with an Island hopping transport service; allowing more options for residents and not just the necessity to access services on the mainland. This would give service providers and recipients options to travel efficiently between SMBI to North Stradbroke. Eg the Centrelink outreach service on NSI may then be accessed by SMBI residents.</p> <p>As reported in the Bayside Bulletin October 2010, the issues relating to the dredging of canals and the impact on school children and other residents with ferry cancelation and postponements needs to be resolved. The safety of the children and residents is a priority; we await the report on this matter and the proposed RCC solutions.</p>
39	6.2	Barges	The relative high cost of barge transport for residents limits their mobility and ability to carry goods onto the Islands. Car-pooling schemes may assist some residents to achieve greater access to staple goods.
40	6.3	On-island buses	<p>We support the consideration of a Community Based Transport (CBT) framework to investigate viable transport options both on and off the Islands. This CBT framework may provide opportunities that go beyond purely providing transport, such as creating training opportunities related to operating, managing and co-ordinating this service, improving social contact for residents who are particularly isolated and improving overall community cohesion. http://www.tmr.qld.gov.au/~media/18bc7694-21f7-42d0-8cf9-ea45c7746e0a/pdf_community_based_transport_guidelines.pdf</p> <p>Although an on-island bus service trial has taken place (2005), it may be possible to readdress this need and develop a more appropriate and viable on-island transport system. The potential for mini-bus,</p>

Page	Section/ point	Issue and evidence	Recommendations and comment
			people mover vehicle types may give a more practical and affordable option.
41	6.5	STAR community transport	We recommend a feasibility study to assess the potential for this service to be implemented on the Islands in view of the higher than average percentage of residents fitting the requirements for assistance. Options may exist for a service to operate from point of residence to destination on the Mainland, or from Ferry terminal to destination.
41	6.6	Mainland buses	We support investigation of the issues and solutions identified by the community to overcome barriers and maximise efficiencies for operators and users.
43	6.7	Cycle facilities	We commend the plans for an end of trip facility to be installed at the Weinam Creek ferry terminal. We acknowledge that it may not be practicable to provide these facilities at each Island and feel a suitable compromise may be possible through consultation with the community; with the provision of suitable lockable cycle storage on each Island.
47	6.11	Water ambulance	We recommend clarification on the extent of the service provided by the Volunteer Marine Rescue Service is needed. Queensland Health staff associated to SMI is unaware of the service provided and the conditions of provision.
49	7.1	Land use and transport integration	Please clarify what is meant by "higher level services", and which services are included by this term.