



Appendix G
Social and Economic Impact Assessment





Weinam Creek Social and Economic Impact Assessment and Management Plan

For: Redlands City Council

MAY 31, 2011

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ABBREVIATIONS

ABS	Australia Bureau of Statistics
BITS	Bay Island Transport Service
CBD	Central Business District
CPTED	Crime Prevention Through Environmental Design
DRT	Demand Responsive Transport
DTMR	Queensland Department of Transport and Main Roads
Foreshore Master Plan	Redland Bay Centre and Foreshore Master Plan
GHD	Gutteridge Haskins and Davey
ILTP 2002	Southern Moreton Bay Islands Integrated Local Transport Plan (2002)
ILTR 2010	Southern Moreton Bay Islands: Integrated Local Transport Review: A community and stakeholder discussion paper (2010)
IMP	Impact Management Plan
IOSS	Integrated Open Space Services, Redland City Council
LGAQ	Local Government Association of Queensland
NBN	National Broadband Network
OPS	Our Parking Spot
PAG	Project Advisory Group
RCC	Redland City Council
RSC	Redland Shire Council
SBICI	Southern Bay Islands Community Initiative
SEIA	Social and Economic Impact Assessment
SMBI	Southern Moreton Bay Islands
SMBI PLUS	Southern Moreton Bay Islands Planning and Land Use Strategy (1999)
SMEC	Snowy Mountain Engineering Corporation

1 INTRODUCTION

1.1 Scope Of Works

SMEC Australia (SMEC) was commissioned by Redland City Council (RCC) to undertake a Social and Economic Impact Assessment (SEIA) of a 25c/hour parking charge at the Weinam Creek car park, Redland Bay. SMEC have partnered with economists Economic Associates; community engagement specialist R2S; and Laurel Johnson Planning Consultant.

In completing this SEIA the Project Team was tasked with providing RCC quality information to:

- *Guide decision making on the Weinam Creek car park pricing system and possible alternative strategies to improve transport for Island residents and visitors and the quality of the Redland Bay foreshore and thereby*
- *Inform both the development of the Southern Moreton Bay Integrated Local Transport Plan (2010) and the implementation of the Redland Bay Centre and Foreshore Master Plan (2009) [Project Brief 27 March 2010, p.3]*

The findings from the SEIA have the potential to influence the Southern Moreton Bay Islands (SMBI) Integrated Local Transport Plan Review: a Community and Stakeholder Discussion Paper (ILTR 2010) and the implementation of both the SMBI Integrated Local Transport Plan (once finalised) and the Redland Bay and Centre Foreshore Master Plan (Master Plan).

The Project Brief (27 March 2010) requested that the SEIA would be undertaken in five related and interrelated stages, namely:

- Scoping and Profiling;
- Stakeholder Engagement Strategy;
- Impact Prediction;
- Assessment and Evaluation; and
- Impact Management Plan.

These stages are discussed in further detail below, and are reflected in the structure of this report.

1.2 Project Background

The Weinam Creek car park provides parking for the passenger ferries that operate regular commuter services to the SMBI including Russell Island, Lamb Island, Macleay Island and Karragarra Island. SMBI residents travel by passenger ferry to the mainland for work, education, shopping, medical and other purposes.

The Weinam Creek car park provides pre-paid and secure car parking, as well as free, unsecured parking for residents and visitors.

Parking at Weinam Creek has been a contentious issue for some time, and most recently community dissatisfaction with the situation has resulted in formation of the group Our Parking Spot (OPS), who have raised concerns over both accessibility and cost of parking. Furthermore, the recently developed Master Plan which identifies a range of strategies for management of the Weinam Creek car park has created additional tension.

One short term (5 year) recommendation in the Master Plan included introduction of a car park pricing system at Weinam Creek, specifically:

- *Introduce a car parking pricing system for travel demand management. Pricing to be set at an hourly rate that reflects the costs of security, policing, ongoing maintenance and upgrade costs [p.33]*

This recommendation caused a high degree of concern for many of the SMBI residents, and resulted in mobilisation of sections of the community in protest against the plan for implementation of a pricing scheme. Sectors of the community are heavily dependent on parking at Weinam Creek because most of their mainland trips are made by private motor car, and the vehicle barge service is considered to be too expensive. Consequently, the SMBI residents raised concerns over the possibility of new or increased car parking charges at Weinam Creek.

As a result of community concerns RCC agreed to adopt the Master Plan with the following conditions:

- *The existing car parking fee structure will remain unchanged (other than annual budget adjustments) until options for parking and public transport improvements have been addressed in accordance with the Master Plan.*
- *The sequence for development and implementation of any new pricing structure will include all steps outlined in the Master Plan including but not necessarily limited to the following:*
 - *Review of the SMBI Integrated Local Transport Plan;*
 - *Assessment of the social and economic impact of the proposed pricing structure, in the context of broader strategic planning on the Southern Moreton Bay Islands.*

RCC's resolution was the impetus for completion of this SEIA.

1.3 Report Structure

This SEIA report is structured into three sections, namely the Introduction, Part 1 – Social and Economic Impact Assessment Report, and Part 2 – Impact Management Plan. The content of each of those sections is as follows:

- **Introduction:** this includes details on the scope of works, the project background and the methods behind the SEIA;
- **Part 1 – Social and Economic Impact Assessment Report:** this includes details on both the scoping and profiling, and impact prediction and assessment stages of the project; and
- **Part 2 – Impact Management Plan:** this details the mitigation measures and strategies which have been developed through the SEIA process.

2 METHODS

The method used to complete this SEIA was developed in consideration of the Project Brief (27 March 2011), being further refined through consultation with RCC. An overview of the method is provided in **Figure 1**, indicating the consecutive steps involved and inputs associated with each stage. Methods for each stage are provided below.

2.1 Scoping and Profiling

The two key tasks undertaken during the scoping and profiling stage were a literature review and a program of stakeholder engagement. Review of existing documentation and gathering of information through stakeholder engagement provided a consolidated base of information around which to build a profile of the SMBI community, as well as other groups relevant to this SEIA. The ultimate aim of the scoping and profiling stage was to identify *who* is likely to be impacted by implementation of a 25c/hour car parking charge. The scoping and profiling process is shown in **Figure 2**.

2.1.1 Literature Review

A list of the documents provided by RCC for the literature review is provided in **Appendix A**. Information reviewed included primary and secondary data sources, and was supplemented with findings from the stakeholder engagement program. Considering the scope of this study, two documents are referred to in more detail during this section; specifically the Master Plan and the Integrated Local Transport Plan (2002) (ILTP 2002). Information collected during the literature review was utilised in a number of ways, including:

- To develop a socio-economic profile of the broader SMBI community (and other relevant groups);
- To develop a profile of transport use for the SMBI community;
- To identify existing planning and development strategies within RCC of relevance to this study;
- To understand the historical context of development and transport planning within the SMBI and broader Redlands area; and
- To understand the scope and breadth of prior stakeholder consultation undertaken by the RCC, with a focus on development of the Weinam Creek precinct.

Further details on how the literature review process was integrated into the stakeholder engagement process, is included in **Section 2.1.2**.

Other information sources reviewed during later stages of the project, specifically to assist with development of recommendations included in the Impact Management Plan (IMP), are listed in the reference list.

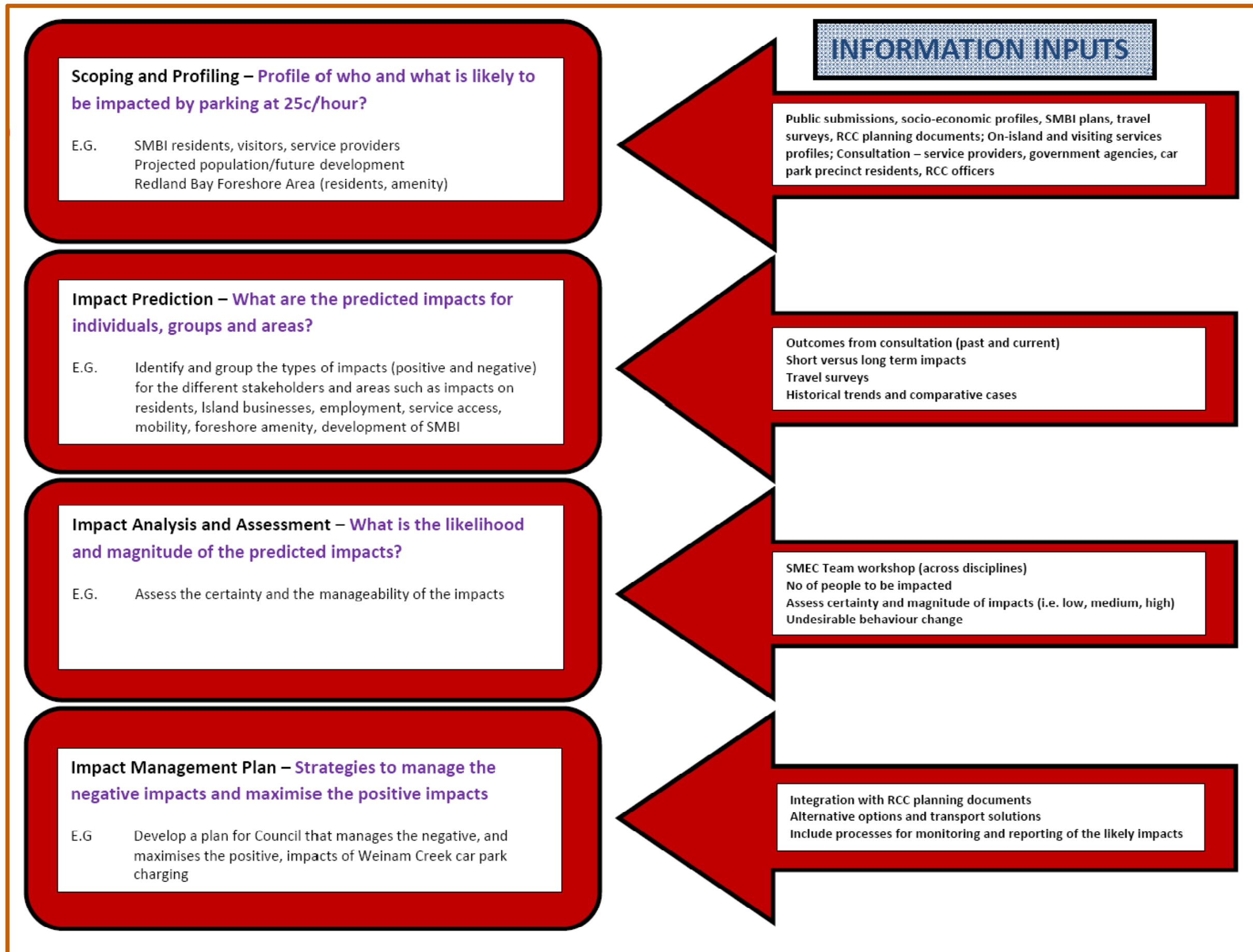


Figure 1 Social and economic impact assessment – overview of methods

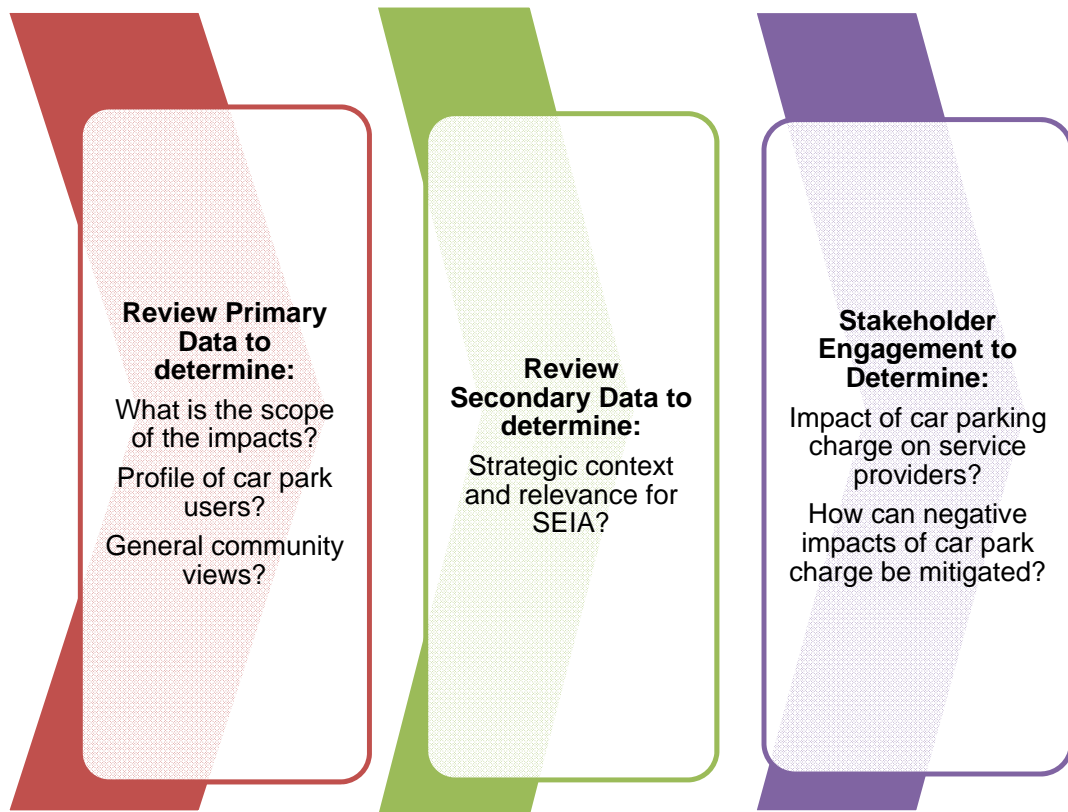


Figure 2: Scoping and profiling process

2.1.2 Stakeholder Engagement

The stakeholder engagement for this SEIA was completed in an environment where many stakeholder groups had already expressed high levels of concern about car park pricing at Weinam Creek. These concerns had been raised with RCC, through extensive written submissions and community research, prior to the Project Team commencing the SEIA. The submissions were reviewed by the Project Team as part of the literature review. Consequently, it was not considered necessary or appropriate to revisit the car park pricing issue through direct consultation with the broader community as part of this SEIA. However, it was important that this existing information was acknowledged as a key input into the scoping and profiling stage of the SEIA.

The objectives for the SEIA engagement process were:

- To document through a literature review of primary and secondary data sources, the scope of impacts on the broader SMBI community. Thereby further validating with peak community organisations and key stakeholders, who previously provided submissions on car park pricing, key issues, impacts and solutions;
- To determine the scope of impacts on key SMBI service providers, through targeted stakeholder interviews and attendance at service provider forums; and
- To explore likely impacts and identify mitigation measures that could be implemented to address these potential impacts.

In consultation with RCC officers, four broad stakeholder categories were developed for SEIA targeted consultation as follows:

- Community and Health Service Providers and Government Agencies;
- Broader Community (including Peak Community Organisations);
- Commercial Service Providers; and
- Mainland residents (Banana Street, Meissner Street and Outridge Street in the Weinam Creek locality).

A Stakeholder Engagement Strategy was developed to guide this process and is included in **Appendix B**.

2.2 Impact Prediction, Analysis and Assessment

The impact prediction, analysis and assessment process was completed in two stages, including: 1) analysis of the issues by the individual economic, social and engagement specialists; and 2) synthesis of ideas and findings through an integration workshop.

This process considered the *predicted impacts* for each of the stakeholders groups (or individuals) including the *likelihood* and *magnitude* of those impacts. This process allowed identification of an 'impact group', i.e. the portion of the SMBI community most impacted by implementation of a 25c/hour car parking charge.

2.2.1 Team Integration Workshop

The team workshop was structured to focus on the impact prediction, and impact analysis and assessment stages as shown in **Figure 1**. It provided a forum for the whole team to get together and for individuals to provide a briefing on findings to date, specifically relaying the outcomes from the stakeholder engagement and the economic analysis. Discussion then focused on answering the two questions posed in **Section 2.2**, which was considered in the context of the SMBI socio-economic profile and the *impact group* referred to above.

A 'brainstorming' session at the end of the workshop was used to commence the process of developing recommendations for inclusion in the IMP, examining opportunities for promoting positive impacts and mitigating negative impacts. Recommendations focused on targeting the aforementioned *impact group*, though recommendations addressing broader issues were also considered.

2.3 Economic Impact Assessment

The economic assessment considered the impact of the car park pricing proposal on the SMBI economy only, because, at the RCC area level, any impacts would be neutral if activity displaced from SMBI simply relocates to other parts of the RCC area. In forming judgements about how SMBI residents might react to changed car park charging arrangements this analysis has considered demographic, socio-economic and trip making information.

During the economic assessment process the estimation of impact emerges from conclusions about how SMBI residents will react to changes in the system of parking charges. Three secondary sources formed the basis the economic assessment research, namely:

- The 2006 Australian Bureau of Statistics (ABS) *Census of Population and Housing* was considered both directly and indirectly via Council background research documents;

- The *Southern Moreton Bay Islands Travel Survey Final Report* of January 2011, prepared for Council by Socialdata Australia Pty Ltd; and
- The *BITS Travel Survey Report*, prepared for Council 2009 as part of the Master Plan by Integrated Open Space Services.

Further details on the economic impact assessment process can be found in the Economic Impact Assessment report provided in **Appendix C**.

2.4 Social Impact Assessment

The social impact assessment process was based on a number of steps:

- Stakeholder consultation (primary targeted consultation (**Section 2.1.1**) and analysis of previous consultations);
- A social profile of the SMBI community (identification of the groups most likely to be impacted by Weinam Creek car park charging and insight into the broader community including mainland dependence);
- Identification of predicted social impacts (based on consultation and profiling);
- Assessment of the predicted social impacts based on the findings of the economic analysis and the *certainty* and *manageability* assessment; and
- Ranking the significance of the social impacts.

The information sources included both the ABS 2006 Census (2007) data and SMBI specific research (undertaken in a range of projects including research into social disadvantage on the islands, and most recently the Socialdata travel survey of 2010). The social impacts analysis (certainty and manageability assessment) required judgement based on this range of information sources.

2.5 Impact Management Plan

Potential recommendations for the IMP were first discussed during the integration workshop (**Section 2.2.1**), and were further developed and researched outside of that forum. The recommendations were developed to focus on the impact group, noting that the majority of solutions would also provide support to other groups within both the SMBI and the Redlands in general.

In developing potential recommendations, the following was considered:

- Opportunities for integration with the actions and strategies identified in the ILTP 2002 and the Master Plan;
- Opportunities for integration with other key RCC planning documents, and with findings from other RCC supported reports;
- Opportunities for integration with the “Bright Ideas” (resulting from the consultation undertaken during the ILTR 2010 process);
- Opportunities for both mitigating the negative impacts, as well as maximising any positive impacts; and
- Feedback from RCC, the Project Advisory Group (PAG), and individual councillors.

For each recommendation developed, the following information was provided; details on the recommendation; responsibility for development and implementation; comments around the opportunity or ease of implementation; and a set of potential actions towards implementation.

2.6 Limitations and Assumptions

Due to data limitations some assumptions were required to be made during the data analysis process. Specifically,

- The way in which Socialdata Pty Ltd collected the data, meant that it was not possible to cross tabulated between income and employment, and trip data.
- As cross-tabulation could not occur, the economic assessment had to draw on a number of different data sets. These data sets were not necessarily comparable at all levels.
- As a result some assumptions had to be made about the relationships between different socio-economic variables, i.e. income and employment and trip data.
- This is discussed further in the impact assessment chapter (**Section 4.1**), with full details provided in the Economic Impact Assessment report (**Appendix C**).

PART 1 – SOCIAL AND ECONOMIC IMPACT ASSESSMENT REPORT

3 SCOPING AND PROFILING

3.1 Literature Review

The literature review involved review of the documents listed in **Appendix A**. These documents are referred to where relevant throughout this SEIA, however a summary of the ILTP 2002 and the Master Plan is provided below. These two documents have been considered in more detail given their importance to the SEIA process, specifically to the Part 2 of this report which deals with management and mitigation measures.

3.1.1 RCC Planning Documents

Southern Moreton Bay Islands Integrated Local Transport Plan 2002

The ILTP 2002 provides general guidance and transport planning principles for the SMBI. It addresses issues relating to both water-based and land-based transport, detailing on-island, between-island and island-to-mainland transport. The document provides an overview of the key transport issues on the islands, including the relationship and linkages with the mainland transport hub at Weinam Creek, and includes a series of recommended actions and a priority implementation strategy to address these issues.

Recommendations and action stemming from the ILTP 2002 are grouped into a number of issues areas, namely; land use and transport integration; public transport; walking and cycling; road network; travel demand management; transport and environment; and recreational boating. For each issue area, the goals are identified, and a series of actions are recommended to achieve that goal.

Some of the key actions for issues areas relevant to this study are as follows:

- Land use and transport integration → Provisions to be made for land uses on the islands which foster a greater level of self containment, i.e. manage island-to-mainland trip making
- Public transport → Aim for a fully integrated public transport system that includes bus, ferry and barge services and related facilities.

This document is further considered in **Section 5.4** where actions detailed in the ILTP 2002 are compared to recommendations from this SEIA.

Redland Bay Centre and Foreshore Master Plan 2010

The Master Plan was developed to provide a coordinated vision for the Redland Bay Centre and Foreshore Area. The plan aims to address some of the issues stemming from what RCC see as being an 'ad-hoc' development process in the past. It seeks to create an improved set of outcomes for the centre and foreshore area. The area covered under the Master Plan extends from Boundary Street in the north to Moore Street in the south, and encompasses portions of Peel Street, Pitt Street and Salisbury Street to the east.

During the public display period in 2008, the RCC received extensive public comment on the Master Plan. During this process concerns were raised regarding proposed car park pricing fees at Weinam Creek.

This document is broken into two broad issue areas namely, land use and transportation. Land use issues addressed include: Urban planning and design; Open spaces; Commerce and industry; Settlement patterns and population projections; and Community facilities and development. Transportation issues addressed include: Public Transport; Water Taxi Services and Facilities; Vehicular Ferry Services and Facilities; Boat Ramps; Motor Vehicle Parking; Bicycle Circulation; Pedestrian Circulation; and Demand Management.

Some of the key actions for each of the issues areas relevant to this study are as follows:

- Public transport → Work with Department of Transport and Main Roads (DTMR), TransLink and ferry operators to achieve the timetable integration of ferry and bus public transport modes.
- Motor vehicle parking → Introduce a car parking pricing system for travel demand management. Pricing to be set at an hourly rate that reflects the costs of security, policing, ongoing maintenance and upgrade costs.

This document is further considered in **Section 5.4** where actions detailed in the Master Plan are compared to recommendations from this SEIA.

3.2 Outcomes of Stakeholder Engagement

Outcomes from the stakeholder engagement process were categorised into the following key themes using Social Impact Categories:

- Demographic change;
- Community cohesion;
- Accessibility;
- Employment and economy;
- Groups with particular needs;
- House and land values;
- Trust in Council; and
- Visual amenity.

Table 1 details the key engagement outcomes for each Social Impact Category, identifying the potential social impact for each item. In summary, a number of the issues that emerged from the stakeholder engagement process were not new, having been raised in previous consultations with RCC. However, the stakeholder engagement process did serve to reiterate the feedback previously received by RCC. The key issues raised related to:

- Car park pricing;
- Certainty of car park spaces;
- Loss of community cohesion, resulting from reduced visitation by service providers, family and friends; and
- The need for an integrated transport solution which addresses public and private transport, safety, amenity, and accessibility.

Table 2 provides a summary matrix of the predicted Social Impact Category against the range of stakeholder groups.

Table 1: Summary of engagement outcomes

Social Impact Category	Key Engagement Outcomes	Source	Potential Social Impact
Demographic Change	<ul style="list-style-type: none"> ▪ Increase in unemployment – residents discouraged from seeking work ▪ Residents that can afford/choose to relocate from SMBI if they are provided with no certainty of car parking will result in negative impact on socio-economic profile of SMBI community and loss of social capital 	SBICI Network, OPS, SMBI Forum, Literature Review	Change to SMBI Social Profile
Community Cohesion	<ul style="list-style-type: none"> ▪ Further disconnection with 'Mainland' for social/family and work/economic purposes 	OPS, SMBI Forum, SBICI Network, Literature Review & Speak Out	Community Cohesion
Accessibility	<ul style="list-style-type: none"> ▪ Patient health service affected - need car on 'mainland' for x-ray, radiology, physiotherapy services etc. ▪ May limit opportunities for students to attend excursions if parents can't afford parking ▪ Public transport is not a viable option for SMBI residents to access 'mainland' services 	Macleay Island Primary, SBICI Network, Bay Island Medical Practice, OPS, SMBI Forum & Literature Review	Service Access Employment Access General Access
Employment and Economy	<ul style="list-style-type: none"> ▪ Visitors and tourism will be discouraged. ▪ Attraction and retention of staff (i.e. schools) will be a problem with additional travel costs 	Macleay Island & Russell Island Primary Schools, SBICI Network, Various health, community and government agencies, OPS, SMBI Forum & Literature Review, Speak Out	SMBI economy

Social Impact Category	Key Engagement Outcomes	Source	Potential Social Impact
	<ul style="list-style-type: none"> ▪ Greater difficulty in attracting staff to islands who are willing to commute and pay fees ▪ Fewer day trippers and visitors - less income generation for SMBI ▪ Without a secured car park on the 'mainland', many houses become difficult to sell. This is a selling point. 		
Groups with Particular Needs	<ul style="list-style-type: none"> ▪ Concerned over ageing population of SMBI and increased frequency and need to access 'mainland' health services ▪ Currently subsidising ferry and public transport cost for SMBI Clients. Added costs will limit ability to support clients ▪ Likely to reduce service provision to SMBI e.g. Lifeline ▪ Cumulative effect of limited funding - cost of ferry tickets, the whole travel package is expensive. Costs are preventing other services from going to SMBI e.g. Boystown ▪ Reduced frequency of trips to SMBI to provide services 	SBICI Network, various health, community and government agencies.	Service Access General Access
House & Land Values	<ul style="list-style-type: none"> ▪ SMBI land values are likely to decrease further ▪ Increased cost and demand for illegal 	OPS, SMBI Forum, Literature Review & Speak Out	House and Land Values SMBI Future Development

Social Impact Category	Key Engagement Outcomes	Source	Potential Social Impact
	private car parking		
Trust in Council	<ul style="list-style-type: none"> It's not like a park and ride facility, it's our garage. Short term parking costs show a lack of understanding of the function of the Weinam Creek car park as a long term car park, effectively a garage. Community has designed a detailed private/public solution for the Weinam Creek precinct. Why has RCC not considered the community solution which is an integrated mixed use development that will improve amenity and provide car parking. 	OPS, SMBI Forum, Literature Review & Speak Out	SMBI and Council relations
Visual Amenity	<ul style="list-style-type: none"> Car park overspill makes the area unattractive. It's more than a car park infrastructure issue Existing car park attracting vandals and reducing property values Visual amenity impacts - extending car parks and building new car parks creates another eyesore for residents. 	Banana Street, Outreach Street, Meissner Street residents, Queensland Police	Redland Bay Foreshore Amenity

Table 2: Social impacts stakeholder type

Stakeholder Type					
Social Impact Category	Broader Community	Govt. Agency	Community and Health Services	Commercial Services	Mainland 'local residents', i.e. Banana Street
Demographic change					
Community cohesion					
Accessibility					
Employment & economy					
Groups with particular needs					
Land and house values					
Visual amenity					
Trust in RCC & broader SMBI issues					

3.3 Profiling

The following sections build a profile of the SMBI community, SMBI visitors and SMBI community services and service providers. These profiles are needed to allow analysis of potential impacts during the economic impact assessment and social impact assessment stages of the study.

3.3.1 SMBI Community Profile

There are a number of key elements which make up the SMBI profile, and which are relevant to this study. Considered below is information on the demographics, socio-economic and employment status, and transport use of the SMBI community. The information included in this section has been taken from a number of sources, including some of those listed in **Appendix A**. A more detailed picture of these characteristics, along with further data analysis, is provided in the Economic Impact Assessment (Economic Associates 2011) included as **Appendix C**.

Demographics and Socio-economic Status

Some key demographic and socio-economic information about the SMBI is as follows:

- The SMBI had an estimated population of 4,232 persons at the 2006 Census;
- There is a higher proportion of aged and single parent household families than for the whole of Redland City (RCC 2010a);
- A large proportion (39.9%) of residents in the SMBI are in the lowest individual income quartile, i.e. the annual income range is Nil to \$11,744 (RCC 2010a);

- There are high levels of socio-economic disadvantage as measured by the Socio-economic Indexes for Areas (SEIFA¹);
- There is a high percentage of rental stress, unemployment and disability (Uniting Care, 2010, in RCC 2010a);
- The 2006 Census found that island residents were three times as likely as Redland City residents to be in receipt of a Centrelink payment (ABS 2007, in Economic Associates 2011);
- Workforce participation in SMBI (34%) is just over 50% of that of the RCC area (64%) (ABS 2007, in Economic Associates 2011);
- Median house prices are significantly lower than in Redland City (Property Data Solutions Database 2010); and
- The SMBI are characterised by comparatively low house and land prices, with relatively low rates of occupancy (77%) consistent with SMBI being a second home, or holiday home destination for many.

Transport Use and Parking Behaviour

Details on car ownership and parking behaviour were taken from three key sources; 2006 ABS Census of Population and Housing (2007); the Southern Moreton Bay Islands Travel Survey Final Report (Socialdata 2011); and the BITS Travel Survey Report (IOSS 2009). As such, some of the information is provided as a range, thereby reflecting the variety of sources.

- Over 40% of SMBI households do not have a mainland car (Socialdata 2011);
- Between 9% (Socialdata 2011) and 13% (ABS 2007) have no car at all;
- Of those SMBI residents who have a car or cars parked on the mainland, 89% use Council-provided off street parking all or part of the time, 8% park off street, and 21% use other parking, presumably private lots near the ferry terminal (Socialdata 2011);
- Approximately 42% of car park users at Weinam Creek park on average for more than 21 hours, with 31% parking for 11 to 20 hours (IOSS 2009); and
- According to the IOSS (2009) survey 88% of respondents were not willing to use either car pooling or car rental as an alternative to private mainland car parking.

Trip Making

The information on trip making as provided below has been sourced from the Southern Moreton Bay Islands Travel Mobility Survey (Socialdata 2011):

- The largest single employment destination for SMBI residents was one of the SMBI islands (39%), with 17% of SMBI residents had destinations elsewhere in the RCC area, and only 4% of SMBI residents workers travelled to the Brisbane Central Business District (CBD);
- According to the Socialdata (2011) survey 29% of SMBI resident work trips, 41% of shopping trips and 56% of leisure trips have destinations in the SMBI;
- The majority (90%) of mainland transfers are by ferry, 7% by vehicular barge and 3% by private boat;
- SMBI residents make an average of 1.2 mainland trips per day with the average travel time per trip being 56 minutes and the average distance 26 km;
- Nearly a quarter of mainland trips made by SMBI residents are work trips or work-related trips (24%);

¹ The SEIFA is a measure developed by the ABS using 2006 Census data to explore different aspects of socio-economic conditions, and to assess the comparative welfare of different Australia communities.

- Most mainland trips made by SMBI residents (81%) are made by car (either as driver or passenger) and 15% of trips are made by public transport; and
- Public transport is used for relatively high proportions of education, shopping and personal business trips on the mainland, and is more highly used for RCC destinations.

Willingness to Pay

The OPS (2010) survey asked respondents to identify their willingness to pay for parking, including unallocated parking and open air allocated parking. The results are provided in **Table 3**. According to this survey, 66% of respondents said they would not be prepared to pay for an unallocated open air parking space and 45% said they would not pay for an allocated open air parking space. However, almost 19% percent said they would pay 10c/hour for an unallocated parking space and 18% said they would pay (what amounts to the equivalent of equivalent of) 11.4c/hour for an allocated parking space.

Table 3: Willingness to pay for a public car parking space at Weinam Creek

Parking change		Unallocated open air car park		Open air allocated space	
Per Year	Per Hour	No.	%	No.	%
Nil	Nil	324	66.5%	200	44.7%
\$600	6.9c			107	23.9%
	10.0c	92	18.9%		
\$800	11.0c			8	1.8%
\$1,000	11.4c			79	17.8%
\$1,200	13.7c			35	7.8%
\$1,400	16.0c			10	2.2%
\$1,600	18.3c			4	0.9%
	20.0c	36	7.4%		
\$1,800	20.6c			1	0.2%
\$2,000	22.8c			3	0.7%
	>22.8c	35	7.2%		0.7%
Total		487	100.0%	447	100.0%

Source: Information derived from the OPS (2010) survey; Note: excludes non-response.

3.3.2 Visitor Profile

Limited profiling of SMBI visitors was undertaken as part of the SEIA, with past surveys failing to capture the extent or type of visitation to the SMBI. The significance of visitors (family and friends as well as commercial, non-government and government service providers) to the SMBI communities was ascertained through interviews with key stakeholders including resident representatives, commercial, government and non-government service providers and a review of submissions concerning the impacts of car park pricing on these groups.

There are limited short stay accommodation options available on the Islands and this implies that tourist visitation preferences day trippers (who would use the car park for short term parking) rather than short and long stay visitors.

A number of non-government service providers who travel to the SMBI indicated that they would review their service provision to the islands, as travel costs (by ferry) were already impacting the service and additional car parking charges could limit island visits.

3.3.3 Community Services Profile

There are no essential facilities located on Lamb Island or Karragarra Island. Macleay Island has the largest variety of services but still has gaps in services requiring residents to travel to the mainland. Although Russell Island has a larger resident population than Macleay Island its range of services is narrower.

None of the islands has a Centrelink office, only one island has formal childcare, and none of the islands appear to have a motor mechanical business. Only Macleay Island has a bank. Russell Island, Lamb Island and Macleay Island all have some form of supermarket.

In terms of community infrastructure, the Southern Moreton Bay Islands Planning and Land Use Strategy (SMBI PLUS) (GHD 1999) and supplementary study (GHD 2002) states that SMBI community infrastructure is unlikely to be provided to the same level available on mainland. The mainland will continue to provide high order social infrastructure due to the low population on the SMBI and service provision limitations (including transport to, on and between the Islands).

In a report on the Southern Redland and Southern Bay Islands Place Project it was noted that currently infrastructure includes over 30 groups and associations on SMBI (Wyeth Planning Services 2008). In addition to this the Department for Communities fund Bay Island Community services for a community development worker and operating costs. This assists with operation of community based centres on Russell and Macleay Islands, which also provide a venue for a number of visiting services and groups.

A list of commercial and community facilities, current and planned, is provided in **Appendix D**.

The Community Profile Project (completed by Moreton Institute of TAFE in 2005) identified the following social issues: access to health facilities; emergency services on the islands; domestic violence; mental health; aged care; community support; affordable housing; youth support; Centrelink; adult leisure; and childcare.

Engagement undertaken for the SEIA has further confirmed the need to address and improve SMBI resident access to a range of community and health related services.

3.4 Cost And Availability Of Travel And Transport Options

3.4.1 Buses And Ferries

The Bay Islands Transit ferry service from SMBI to Weinam Creek is privately operated and outside the Translink network. The weekday timetable provides services between (approximately) 4 am and midnight. Service frequency is broadly half hourly with some additional services provided in peak periods. Trip times from Weinam Creek are eighteen minutes to Macleay Island and thirty minutes to Russell Island.

Bus services operate regularly from Weinam Creek to centres in Redlands and Brisbane with travel times of 38 minutes to Cleveland and 61 minutes to Capalaba. Comparative car travel times are 18 minutes and 22 minutes respectively.

Combined bus and ferry fares ex-SMBI to mainland destinations are high relative to other Translink destinations in South-east Queensland. **Table 4** lists key destinations visited by SMBI residents, and provides a comparison between car and bus travel times. This table illustrates, using paper single tickets, the SMBI-Brisbane CBD ferry-bus fare is more expensive than Brisbane CBD-Nambour and only 80 cents cheaper than Brisbane CBD-Coolangatta. For Go Card users, a Brisbane CBD-SMBI trip would be just over \$2 dearer than Brisbane CBD-Coolangatta.

Table 4: Mainland bus and car travel times ex Weinam Creek

Destination	Car	Bus		
	Travel time	Travel time	Frequency (Off peak)	Other travel times
Redland Bay	5 min	5 min (Route 250)	30 min	
Victoria Point	9 min	15 min (Route 250)	30 min	20-26 min (Route 280 local)
Cleveland	18 min	38 min (Route 250)	30 min	
Capalaba	22 min	61 min (Route 250)	30 min	
Mater Hospital	40 min	106 min (Route 250)	30 min	
Brisbane CBD	40 min	113 min (Route 250)	30 min	51 min (Route 281 peak)
University of Queensland	51 min	80 min (2 bus changes)*	Subject to connections	
Griffith University	37 min	75 min (2 bus changes)*	Subject to connections	
PA hospital	38 min	72 min (2 bus changes)*	Subject to connections	
Royal Brisbane Hospital	44 min	90 min (3 bus changes)*	Subject to connections	
Greenslopes Hospital	43 min	88 min (3 bus changes)*	Subject to connections	
Prince Charles Hospital	48 min	120 min (3 bus changes)*	Subject to connections	
Yatala Industrial Estate	28 min	93 min (3 bus changes)*	Subject to connections	

* Fastest bus travel time shown

Source: Translink timetables for bus trip times, www.whereis.com for car trip time

3.4.2 Vehicular Barge

Use of the vehicular barge would obviate the need for resident car parking at Weinam Creek however, even the lower resident return, standby and weekend special fares would for many residents preclude frequent use of the service.

3.5 Zones of Impact

The zones of impact (spatial reach) of proposed car park pricing at Weinam Creek include all of the SMBI and the Weinam Creek precinct.

While there is potentially a direct negative impact for approximately 33% of SMBI households due to proposed car park pricing at Weinam Creek, this impacted population represents a low number of residents in the context of the broader Redlands community and the mainland economy. In this case, the spatial reach, that is the possible economic flow on effects, is limited to the immediate impact zones of the SMBI and the Weinam Creek precinct. Significant impacts beyond these primary zones are unlikely.

3.6 Benchmarking Against A Comparable Community

This study considered whether to benchmark SMBI against comparable island communities in Queensland but found this not to be possible because of the uniqueness of the SMBI geographically and demographically. A number of possible communities were considered:

- Magnetic Island: Magnetic Island's residential population is located on one island rather than four. In addition the mainland Magnetic Island ferry terminal in Townsville is close proximity to the Townsville CBD.
- Moreton Island: One island with a predominantly non-commuter trip focus;
- Fraser Island: as for Moreton Island;
- North Stradbroke Island: Population contained on one island. Important tourism location in south east Queensland with up until now significant on-island employment opportunities in mining and tourism.

In the absence of a suitable island benchmark, the study used the Redland City Council area as a benchmark in the analysis of data describing the demographic and economic characteristics of SMBI.

4 IMPACT PREDICTION, ASSESSMENT AND EVALUATION

Completion of the scoping and profiling stages began the process of identifying groups within the SMBI community with the potential to be impacted by changes to the car parking at Weinam Creek. Characteristics of importance to this study, and therefore considered above, included demographics, socio-economic status, transport use, and trip making behaviour. This information is used below to examine two elements: 1) the potential for economic impacts on the SMBI resulting from behavioural changes; and 2) the potential for direct and indirect social impacts on the SMBI community.

4.1 Economic Impact Assessment

The economic impact assessment sought to identify the extent or incidence of economic impact of the proposed parking charges on SMBI residents. As noted earlier the datasets available did not adequately bundle usage of the Weinam Creek car park with demographic and employment characteristics of SMBI households. This has resulted in the economic impact analysis having to draw on diverse and disparate data sets to; a) identify the likely groups impacted by the proposed charges; and b) analyse the extent to which those impacts are likely to manifest in behavioural changes. Consequently, the economic impact analysis was unable to establish a definitive impact on specific SMBI community groups. Further information is provided in the Economic Impact Assessment report provided in **Appendix C**.

4.1.1 Behavioural Change In Response To Parking Policy Changes

As discussed in **Section 2.3** Council's proposed changes to car parking (price, availability and reliability/certainty) will have economic impacts if they result in changes in behaviour. The responses of SMBI residents to changes in parking supply characteristics are likely to be the dominant source of economic impact because the islands are not large generators of employment or visitor activity.

Two factors will tend to mute the impacts of parking changes. Firstly, a large proportion of SMBI households (42%) do not have a car on the mainland, and therefore will not be directly impacted by the proposed changes. Secondly, slightly less than 40% of SMBI resident workers work within SMBI and would generally not need a mainland car for work purposes (noting that some workers, such as tradesman and professionals, might need a mainland car if they have mainland clients). Some of these workers or their family members might also retain a mainland car for non-work purposes.

Unlike the SMBI population as a whole, which has a very low average income, average incomes of SMBI resident workers are not greatly different from those on average in the RCC area. The occupational profile of SMBI resident workers is also similar to that of RCC resident workers. Countering lower incomes for SMBI workers are lower house prices and rents. While this group is unlikely to willingly embrace more expensive parking, the increase in parking costs itself is unlikely to cause workers to change place of work or place of job when the costs and uncertainties of relocation and the relatively weak SMBI housing market are taken into account. Workers are much more likely to respond negatively to the reduced availability and certainty of parking. Survey data and parking data indicate that SMBI workers who work on the mainland are car reliant, which is consistent with relatively high public transport fares, uncompetitive public transport trip times and the wide distribution of work destinations which do not have correspondingly distributed bus services. As such, uncertainty that a parking space would be available on the homeward bound trip to Weinam Creek would be much more likely to prompt a change in work or home location.

The data does not allow strong conclusions to be reached about the response of non-worker households to parking changes. Average SMBI household incomes are only 50% of those of the RCC average, and the incidence of reliance on Centrelink payments in the SMBI is more than three times that in the RCC area, that is, SMBI residents are more than three times as likely to be receiving Centrelink payments as are RCC residents. In combination, these factors would suggest that large proportions of SMBI residents would be unable to afford a mainland car. Against that, services, particularly higher order services, including secondary schooling are very limited or unavailable on the SMBI so that some degree of mainland trip making for non-workers will be necessary.

However, it is not possible from the available data to determine the relationship between SMBI household income and mainland car ownership. The proportion of households that have at least one mainland car (58%) is considerably higher than the proportion of households in which one or more member works. With less than 20% of the SMBI population working full time or part time, and 58% of households having at least one mainland car, there could be 30% to 40% of households that do not contain a worker but which do have a mainland car.

The relevant proportions for impact assessment purposes could be as follows:

- 42% of households have no mainland car;
- 20% to 25% of households have a mainland worker and a mainland car;
- 30 to 40% of households do not have a worker but have a car on the mainland.

By way of comparison the IOSS (2009) survey of ferry users found that approximately 40% of users park at Weinam Creek for periods in excess of 21 hours, which is consistent with the behaviour of non-workers. Workers on the other hand would park for around 12 hours or less, and they accounted for 30% of ferry users in the IOSS (2009) survey.

SMBI residents who park at Weinam Creek but who do not work are more likely to be negatively impacted by a change to the car parking at Weinam Creek because:

- a) They will be price sensitive given their likely retiree or Centrelink status; and
- b) They will be more exposed to hourly parking charges because they make the most use of the parking (that is their length of stay at Weinam Creek is long because their cars aren't driven every day to mainland work destinations).

In summary:

- 42% of SMBI households would not be affected by proposed parking changes at Weinam Creek;
- 20% to 25% of households could be sensitive to the availability and certainty of parking but less so to the cost, although the balance between availability and cost in each case would also be a function of income;
- Say 30 to 40% of households could be sensitive to parking cost but because their parking is not work related they would be more adaptable to options such as reducing the number of cars they leave at Weinam Creek and relying on friends for mainland transport. Because of the unfavourable cost and quality characteristics of public transport from Weinam Creek, their scope to adapt through greater reliance than currently on non-car transport might be limited. The data suggests that the types of trips this group is likely to undertake (i.e. shopping, leisure and personal business) already have relatively high public transport mode shares, at least for key RCC area destinations.

The impact profiling process is shown schematically in **Figure 3** and **Figure 4**, demonstrating the relationship between sensitivity to parking availability versus parking cost, against income.

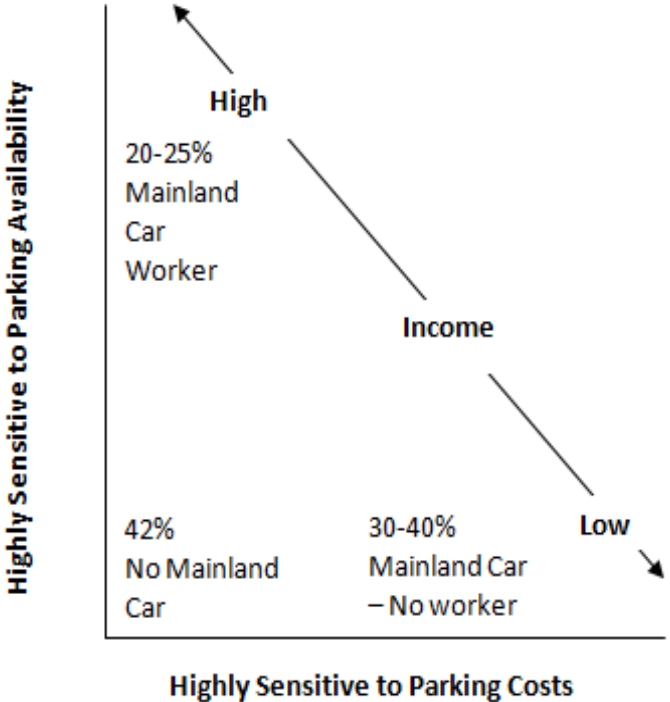


Figure 3: Schematic representation of the division between sensitivity to parking availability versus cost

	Mainland Car		No Mainland Car
Higher Income Worker	Availability	Cost	= no direct impact
Lower Income Worker	Availability	Cost	= no direct impact
Non - worker	Availability	Cost	= no direct impact

Figure 4: Schematic representation of the division between sensitivity to parking availability versus cost

4.1.2 Short Term Impact

While SMBI residents might object to the proposed car parking changes at Weinam Creek the extent of economic impact from those car parking changes will be a function of the resulting changes in resident behaviour.

Decisions to live at SMBI appear to be motivated by a combination of lifestyle and economic factors. Car parking at Weinam Creek allows SMBI residents to enjoy the benefits of island living and low cost housing while remaining in practicable proximity to the mainland. Theoretically, increased car parking charges are a means for RCC to recover some of that housing price relativity. Simultaneously, the SMBI property market appears to be soft relative to the RCC area generally. In terms of how residents react to parking changes in the short term, these factors are likely to be reinforcing. On the one hand, many residents will have invested time and money in living in SMBI which they will not want to lose, but at the same time the scope to leave the SMBI in response to more expensive and constrained parking is limited by the softness of the property market. For some residents the steep gradient between SMBI and mainland housing prices will close off any locational response to parking changes. For others the choice will be whether the cost and inconvenience of relocation are justified by the expected increase in parking cost and reduced parking convenience.

On balance, the short term behavioural impact of the parking changes is unlikely to be great and accordingly the *economic* impact is also unlikely to be great. Notably, there might well be undesirable social impacts if parking changes exacerbate locational disadvantage for those whose incomes limit their work and residential location choices, and is discussed further in **Section 4.2**.

4.1.3 Medium To Long Term Impact

The medium to long term impact is more likely to be negative although by how much is difficult to determine. Even if existing residents remain in SMBI because of inertia and weakness in the property market, some potentially new residents will be deterred from relocating to the SMBI by the shortage of parking. If SMBI property prices continue to fall, the total cost of SMBI living might not change, even with higher parking costs. The effects would be a dampening of investment in the SMBI and the loss of opportunities that would otherwise be available. The extent to which that investment and those residents locate elsewhere in the RCC area, there might be no loss to the Redlands, but there would certainly be a loss to the SMBI that is difficult to quantify. Some of this impact could be felt through reduced interest in the SMBI for weekender housing but the large number of unoccupied housing already in the SMBI (30%) suggests that factors such as transport constraints have already affected that market.

4.2 Social Impact Assessment

The above economic analysis indicates that the socially disadvantaged residents will not be directly impacted by car park pricing at Weinam Creek because they are likely to be in the 42% of households that do not own a mainland vehicle (Socialdata 2010). However, the socially disadvantaged households will experience indirect impacts of car park pricing. The indirect impacts are associated with reduced visitation to the SMBI by friends, family and service provider and support networks. These indirect impacts can compound existing vulnerability, though they may be marginal compared to the impacts on the approximate 33% of SMBI households that are sensitive to car park pricing.

While the social impacts on the no-car households may be marginal, RCC's responsibility to promote "Strong & Connected Communities" as set out in their Corporate Plan Strategic Priorities could be compromised by further reducing SMBI access and potential negative impacts on SMBI community cohesion.

Corporate Plan Strategic Priority 7 states:

Our health, wellbeing and strong community spirit will be supported by a full range of services, programs, organisations and facilities, and our values of caring and respect will extend to people of all ages, cultures, abilities and needs (Redland City Council Corporate Plan 2010-2015, p.25)

Whilst Corporate Plan Strategy Priority 7.3 refers to the need to:

Provide access to quality services, facilities and information that meet the needs of all age groups and communities, especially disadvantaged and vulnerable people (p.25).

Based on the community engagement outcomes and economic analysis findings, predicted impacts have been further assessed and a more definitive range of social impacts have been identified. These are summarised in **Table 5** and assessment has been made of the likelihood (*certainty*) and *manageability* of these impacts. A rating of low, medium or high is provided. It should be noted that these ratings are graduated i.e. Change to SMBI profile is rated as 'High Low'.

The *certainty* and *manageability* analysis indicates that the most significant social impacts of the proposed car park charges will be on community cohesion, general access, (casual) employment access, service access for the most impacted group, future development of the SMBI and importantly, the relationship between the Council and the SMBI community. Mitigation measures have been developed that seek to address these most significant social impacts (refer to **Section 5.5**).

Table 5: Overview of social impact assessment – certainty and manageability analysis

Potential Social Impacts	Assessment Comments	Low	Medium	High
Change to SMBI Social Profile	The group most vulnerable to Weinam Creek car park pricing (SMBI households with mainland vehicle/s at Weinam Creek and no resident worker) may already pay for parking at Weinam Creek (there are 434 paid Council car parks and several private car parks in the Weinam Creek area). The depressed SMBI housing market (sale and rental) will limit the relocation options for the SMBI home owners in this category. Therefore, despite resident concerns, in the short term, the SMBI social profile may not be significantly impacted by Weinam Creek car park pricing. However, in the medium and long term, uncertainty of car parking at Weinam Creek may deter future residents with mainland vehicles from locating to the SMBI.	–		
Community Cohesion	The car parking charges impact community cohesion- the proposal is destabilising to the community. Visitors pay to travel to the SMBI (ferry costs). Additional travel costs (such as car park charges) may deter visits from family and friends. The SMBI residents with mainland vehicles are likely to be more affluent and, according to anecdotal evidence, potentially more active in SMBI community organisations. If members of this resident group choose to relocate due to car park charging at Weinam Creek (despite the depressed SMBI housing market) this could undermine the social capital on the SMBI.		–	
Service Access	Selected non-Government human service providers indicate a potential reduction in SMBI service provision due to proposed Weinam Creek car park charges. The service access for the approximate 33% of households sensitive to car park charges could be compromised if they choose to dispose of the mainland vehicle or if parking charges reduced their expenditure on services and support. This 33% of households is likely to be an ageing population (non-working households with a mainland vehicle) with existing and increasing need for mainland medical and specialist services.	–		
Employment Access	The employment destinations of working SMBI residents are varied. Mainland public transport services are not timely and have limited destinations. Working SMBI residents need a vehicle to conveniently access employment. Many already pay to park at Weinam Creek and may not be seriously impacted by car park charge increases, though the reduced certainty of car park availability will be an issue for this group. The casual mainland workers will be more seriously impacted by car park charges as they park for longer periods (hence, they will pay more for parking) and this		–	

	group most likely need a vehicle to conveniently access casual employment (particularly jobs with no-standard working hours).			
General Access (shopping, recreation)	Of the SMBI households, approximately 42% do not have a mainland vehicle parked at Weinam Creek. Some of these households may share ride with other SMBI residents parked at Weinam Creek and use public transport. The general access to mainland shopping and recreation for the approximate 33% of SMBI households that is sensitive to car park charging will be impacted by reduced access to shopping and recreation if they dispose of the mainland vehicle and instead rely on public transport.		-	
SMBI economy	Car parking charges could discourage the development of the SMBI economy. The car parking charges could discourage residential development of SMBI and is likely to negatively impact existing property prices. The direct impact on Island retailers is not certain. There will be less disposable income for the highly impacted residents (33% of households) who choose to maintain the mainland vehicle and thereby pay for parking at Weinam Creek though if members of this group dispose of the mainland vehicle, then they may shop more frequently at Island outlets.	-		
House and Land values	The certainty (via the reserved parking area) of car parking at Weinam Creek is reported by residents to be a desired feature of a SMBI home. The SMBI house market is different to the broader Redlands market and it is not certain that car park charging at Weinam Creek will, in the short term, further compound the depressed nature of that market.	-		
SMBI Future Development	The uncertainty of car parking at Weinam Creek (quantity and costs) could impact the medium to long term development and resident profile of the SMBI if Weinam Creek remains the major portal to the Islands.		-	
Redland Bay Foreshore Amenity	The impact on foreshore amenity of a car park charge may be low as SMBI residents and visitors will still park their cars at Weinam Creek as there is no other option. In the medium to long term, more strategic car park solutions could provide an opportunity for foreshore renewal.		+	
SMBI and Council Relations	The Weinam Creek car park charging proposal has seriously impacted the relationship between many SMBI residents and the Redland City Council. Levels of community trust in Council are low.			-

Note: (-) = negative impact; (+) = positive impact

PART 2 – IMPACT MANAGEMENT PLAN

5 MITIGATION MEASURES AND STRATEGIES

5.1 Recommendations

From this SEIA process 12 key recommendations have emerged which are targeted at the stakeholder groups defined above, with a focus on the impact group, i.e. the 33% of the population which have a mainland car, but have no worker. As expected the majority of these recommendations are transport-orientated, focusing on improvements to the existing car park and the public transport system servicing Weinam Creek. However there are also a number of solutions which address the car parking problem at Weinam Creek indirectly by reducing the need for car parking; firstly through provision of on-island services allowing self-containment (i.e. establishment of a broadband network); and secondly through development of a hub of community services at Weinam Creek which can be easily accessed from the ferry terminal. Such recommendations match well with the ILTP 2002 to encourage self-containment of the SMBI. Lastly, one of the recommendations discusses the opportunities behind developing an improved relationship between Council and the SMBI community.

Key recommendations coming out of this SEIA can be grouped into issue areas similar to those given within the ILTP 2002 that is: land use and transport integration; public transport; walking and cycling; road network; travel demand management; transport and environment; and recreational boating. The two ILTP 2002 issue areas most relevant to the recommendations stemming from the SEIA are land use and transport integration and public transport. It could be argued that a number of the solutions also fall under the heading of travel demand management, as they aim to better match transport supply and demand. In addition, there are a number of recommendations which fall outside of the issue areas in the ILTP 2002, and as such are considered under the heading of *non-transport solutions*.

The recommendations given below have not been assessed nor analysed in any detail, other than to compare them where possible with existing recommendations and actions given in key RCC planning documents. Whilst a detailed feasibility assessment is outside of the scope of this report, some commentary around the implementation for each recommendation is provided. In addition, **Table 6** links the recommendations with the target or stakeholder groups, and **Table 7** provides a direct comparison of the SEIA recommendations against actions and strategies listed in the ILTP 2002 and Master Plan.

Finally, it should be noted that given the complexity surrounding the transport issues faced by the SMBI, implementing any one of these recommendations would be insufficient to solve the car parking problems at Weinam Creek. Moreover, the breadth of the recommendations provided should reinforce the understanding that the transport constraints being experienced by the people of the SMBI are about more than just a car park, and as such solutions need to focus on providing an integrated transport solution for the area.

5.2 Impact Management Plan

The 12 recommendations are now discussed in some detail, forming the basis of the Impact Management Plan. Where possible, examples demonstrating the application of each recommendation are given, with information sources provided where available. In addition *responsibility* for implementation is specified, and a brief statement is made with respect to the *potential for implementation* of each recommendation.

The recommendations identified in this SEIA are as follows:

- Recommendation 1: Taxi-transit / hail-and-ride
- Recommendation 2: Community shopper service
- Recommendation 3: Barge vouchers for retirees and pensioners
- Recommendation 4: Short-term car / bicycle rental
- Recommendation 5: Improvements to mainland public transport
- Recommendation 6: Free parking – new car park
- Recommendation 7: Free parking – offset and subsidised parking
- Recommendation 8: Participatory planning (SMBI PLUS and Weinam Creek Precinct)
- Recommendation 9: Weinam Creek and SMBI Economic Development Strategy
- Recommendation 10: Redland Bay Community Wellbeing hub
- Recommendation 11: CPTED – Car Parking Design Audit and Priority Implementation
- Recommendation 12: National Broadband Network.

5.2.1 Recommendation 1: Taxi-Transit / Hail-And-Ride

Taxi-transit and hail-and-ride are demand responsive transport (DRT) solutions which could be implemented at Weinam Creek.

DRT describes any form of transport that is provided on request or demand from users, i.e. a taxi service. In such instances the commuter is able to contact the transport provider and request or book a journey for a particular time on a particular day. In some circumstances such as rural areas and during off-peak hours, such transport models have been shown to be more cost effective than running a regular hourly bus on a particular route utilised by only a few passengers (MRTU undated). DRT has commonly been used to provide service for health related transport and transport for disadvantaged groups.

DRT within the Weinam Creek area could service frequent users who have some commonality of destination, or could service a range of destinations within a defined area. For example, a 10-15 km radius around Weinam Creek, which would include Cleveland, Victoria Point and Capalaba, destinations which were all high priorities on the travel destination surveys (IOSS 2009).

Whilst not common in Australia, such services are widely used overseas, becoming popular in Europe and the United Kingdom from the late 1990's (MRTU undated).

However, an example of a successful DRT system in south-east Queensland is the taxi-transit system implemented at Boreen Point, 20km north of Tewantin on the Sunshine Coast. This service operates between Boreen Point and Tewantin, Monday to Saturday, departing three times a day. Bookings are required to be made 2 hours in advance through the local taxi booking service, SunCoast Cabs. The service has a set route and designated set-down locations. The vehicle type used is flexible, depending on the user needs (i.e. wheelchair access) and the number of bookings per trip (i.e. four seater versus maxi-taxi). The service costs \$2/adult or \$1 for concessional users. In 2006 the service was providing 57 to 67 trips for 140 to 231 passengers over a month, which is high level patronage given the 280 person population of Boreen Point (Zwart and Welsby 2006). This service was a Noosa Council (now Sunshine Coast Regional Council) initiative with some financial support from DTMR (25% cost).

Another potential solution is a shuttle service which meets the ferries at peak travel times. There is a working example of this method of DRT operated by Stradbroke Ferries between Toondah Harbour and Cleveland Centre.

Two other Australian examples include: a) Wide Bay Transit – Offers two routes with hail-and-ride services in Maryborough, and another along the Kango route in Hervey Bay (DTMR 2011); and b) Smartlink – Studies on DRT funded by the Smartlink project have been completed by the Western Sydney Community Forum (Falzon 2009).

Responsibility

As identified in a number of the RCC's planning document, not least the ILTP 2002, ILTR 2010 and Master Plan, discussions with DTMR regarding support and funding for transport solutions would be necessary.

Comments on Implementation

As noted above in some circumstances DRT has been shown to be more cost effective than regular timetabled buses, and where it does require financial support, the resultant service is often better though equivalent in cost.

Further analysis of trip destination data, against use of current bus services, may provide an indication of whether DRT may be suitable for the SMBI and Redlands community. Though there are few examples in Australia, discussions with other councils or organisations which have implemented such scheme would also provide further guidance.

Actions

- RCC to extend upon existing travel survey data to identify common pick up and destination points for a potential DRT service.
- RCC to discuss options for support from DTMR, including administrative and financial support.

5.2.2 Recommendation 2: Community Shopper Service

A community shopper service could fall under the DRT model described above or could constitute a regular/timetabled service which simply targets a particular service-user group, i.e. shoppers. Such a service could potentially be run by a community group, or volunteer organisation. Such services are generally not uncommon, often focusing on access to health and medical services, for example the STAR transport service already provided to SMBI residents.

QT (now DTMR), in conjunction with the Local Government Association of Queensland (LGAQ), has jointly developed two documents to address transport disadvantages confronting communities. The Community Based Transport Guidelines are specifically designed to assist local governments in assessing community transport needs (Zwart & Welsby 2006). This guideline explores solutions which other governments have produced in order to manage transport issues in communities across Australia. The Community Based Transport Toolbox provides local governments with a practical, hands-on reference point to assess which transport options are available (Helen Ferrier and Associates, 2006).

Examples of equivalent services within south-east Queensland include Brisbane City Council and Gold Coast City Council which have both established council-supported taxi services, at around a cost of \$1-\$3 per trip.

- Brisbane City Council: <http://www.brisbane.qld.gov.au/traffic-transport/public-transport/special-taxi-services/council-cabs/index.htm>
- Gold Coast City Council: http://www.goldcoast.qld.gov.au/t_standard2.aspx?pid=4395

In addition, DTMR currently supports three community transport services in the Wide Bay Burnett region (Zwart & Welsby 2006), namely:

- In the Mundubbera Shire Council (now Wide Bay Burnett Regional Council) area Jena Boran Aboriginal and Torres Strait Islander Corporation is contracted to provide a weekly community bus service from Mundubbera to Bundaberg
- Eidsvold Shire Council (now Wide Bay Burnett Regional Council) in collaboration with Wakka Wakka Aboriginal and Torres Strait Islander Corporation operates the Eidsvold to Bundaberg community bus service. The service operates on a bookings basis on Thursdays, providing smaller communities in the region such as Mt Perry and Gin Gin with a vital link to Bundaberg
- G&S Shultz operate a service from Monto that connects with the Eidsvold-Bundaberg service at Ceratodus Park.

Mackay Regional Council has a well established taxi-transit service, which is detailed in the Mackay Area Integrated Transport Plan 2002-2025 (DTMR 2002).

Responsibility

Such a service could be supported through combined funding from Council and the relevant shopping centres. Notably, a similar funding model was previously used by Westcourt Plaza in Cairns, whereby the shopping centre provided a service for a nearby senior citizens centre to increase daytime patronage. Another avenue for funding may be through a community grant scheme, similar to the Wide-Bay Burnett services referred to above which received funding from the Blueprint for the Bush scheme.

Comments on Implementation

As noted in the recommendation above, further analysis of trip destination data, against use of current bus and taxi services, may provide an indication of whether a community shopper service would be suitable for the SMBI and Redlands community, and specifically whether the level of patronage would be sufficient to support such a system. The service would service multiple pick up points, including the ferry terminal and Meissner Street car park, and would transport patrons to both the Redland Bay shops and Victoria Point shopping centre. The taxi shopper services provided by Brisbane City Council and Gold Coast City Council provide good examples of successfully implemented services.

Actions

- RCC to investigate frameworks for operating a community shopper service, including: potential community or volunteer organisations to run a service; options for DTMR support; and, potential funding grants that may be sought.

5.2.3 Recommendation 3: Barge Vouchers for Retirees and Pensioners

The vehicular barge is an underutilised resource. Given the price of a barge trip, it is cheaper (or perceived to be cheaper) to keep a car permanently on the mainland, than it is to transport a car on and off the island via the barge. This is despite existing subsidies. This results in increased levels of car ownership, and therefore a greater number of cars being kept on the mainland for extended periods.

The impact group identified above are made up of infrequent or irregular car users, and could be targeted through a voucher system for the vehicular barge. Users could be given a number of vouchers per annum, which would encourage use of the barge and discourage long-term parking on the mainland. Were vouchers able to be gifted or sold, those SMBI residents who do not own a car or who use the car park at Weinam Creek infrequently could share in the benefits of parking provision. Transferrable vouchers are equitable in that all residents benefit from their provision and efficient in that they are accessible (via inter-resident transfer or sale) to those who need them most. A barge voucher scheme allows SMBI residents to assist their mainland visitors in securing island access for day or weekend visits.

Responsibility

Implementation of a barge voucher scheme would require involvement from a number of parties including DTMR, the Queensland Department of Communities and Bay Island Transit (the current operator). Given the wholly public nature of the barge, Council should not be responsible for funding.

Comments on Implementation

Given the underutilised nature of the barge, the supply side of the supply management chain is present, though given the currently privatised nature of barge transport it may be difficult to strike an agreement between the various parties.

Actions

- RCC to conduct focus groups with target stakeholder group to determine likely take-up and success of a barge voucher system.

5.2.4 Recommendation 4: Short-term Car / Bicycle Rental or Share

Short-term car and bicycle rental and share schemes are present throughout a number of cities and towns in Australia.

Implementation of a short-term car rental or share scheme would be targeting those who are infrequent users of their mainland car and/or can afford to pay for the convenience of an easily accessible car needed for short-term. Short-term rentals could be targeted at the impact group, in which case there would have to be a cost saving between renting a car for short-term use and maintaining a second car/garaging a car on the mainland in the long term. Alternatively, short-term parking could target users who are less price sensitive, with profits from the scheme used to fund other transport solutions at Weinam Creek, though the portion of the population which could afford short-term rentals is relatively small.

A car share system is generally member-based, or based on part ownership of the vehicle, and an annual fee is paid to share a car parked on the mainland with other participants.

Provisions for a short-term bicycle rental scheme would similarly target the above group, however the focus would be on short trip-making compared with the car rental. Bicycle hire schemes have now been introduced into a number of cities in Australia, including Brisbane, Melbourne and Adelaide. Users need to register to be able to hire the bikes, and are charged for use on an hourly basis.

These schemes are only a recent introduction into Australia, and are still in the process of getting established. Whilst these programs have experienced varying levels of uptake, the success of similar programs overseas is well proven.

Implementation of these recommendations would aim to take pressure off car parking at Weinam Creek by reducing the need for a mainland car.

Responsibility

Implementation of this scheme could be facilitated by Council, and could involve a PPP with a car or bicycle hire company.

Comments on Implementation

Further assessment of trip-making (destination and frequency) would be required to better understand the appropriateness of this recommendation. Planned integration of commercial uses with housing in mixed-use buildings as identified in the Master Plan, may allow for introduction of a central and accessible car hire facility. In addition, the interim car parking solution recently announced by Council has some provision for car rental/car sharing spaces.

With respect to a bicycle hire scheme, this may be undertaken as a pilot scheme with minimal outlay. At this stage the main constraints on implementation of such a program would be the limited availability of a good cycle network. Notably, both the ILTP 2002 and the Master Plan include scope for vast improvements to both the on-island and mainland cycle networks and facilities (i.e. bike storage), and therefore introduction of a bicycle rental scheme would be best synchronised with these future upgrades.

Actions

- RCC and DTMR to jointly run a pilot bicycle hire scheme to determine potential success. Survey users of pilot scheme to gather further information on travel patterns and interest in a short term car hire facility.

5.2.5 Recommendation 5: Improvements to Mainland Public Transport

As highlighted throughout the current and previous stakeholder consultation, inefficient and costly mainland public transport is a substantial problem for many of the SMBI residents. Whilst it has also been highlighted that improved public transport will not solve all car parking problems, it would vastly improve the situation. For the mainland public transport to be improved in the eyes of the SMBI residents, there will need to be increased route coverage to key trip destinations, improved frequency, reduced trip times and regulation of services, integrated ticketing with the Translink system, and improved connectivity between the Translink bus services and the privately run/operated ferry and barge services. Dedicated and direct bus circuits could be established for common destinations, for example a free shuttle bus to Victoria Point as previously suggest by the SMBI CAC. Inclusion of the ferry service in the Translink network would result in potentially cheaper ticketing, greater certainty of bus-ferry co-ordination and reduced overall travel time.

Improved public transport, including transport infrastructure and facilities, are clearly identified as high priorities throughout the ILTP 2002 and Master Plan.

Responsibility

Funding of improvements to public transport should be the responsibility of DTMR, as identified in the Master Plan.

Comments on Implementation

The opportunities for implementation of improvements to public transport within the Weinam Creek area are many and varied, and as such the potential for implementation is high. Further assessment of trip-making (destination and frequency) should be undertaken in order to best target introduction of improved public transport, however a cursory view of the available data identifies Cleveland, Redland Bay, Victoria Point and Brisbane as being the top four destinations for SMBI residents (IOSS 2009). Unfortunately the IOSS data not differentiate between respondents who are travelling to work versus travelling for other reasons, and so further analysis would be required to identify the top destinations for the impact group.

Actions

- RCC to extend travel survey to determine further trip making information, including travel destination and frequency.
- Investigate options with Translink and private ferry operators for integrated ticketing options, and phase in of an improved system.

5.2.6 Recommendation 6: Free Parking for Impacted Group – New Car Park

The existing Weinam Creek car park is inadequate in terms of meeting current demand, and as a temporary solution, free parking within the area could be expanded to accommodate these needs. This would target the impact group who cannot afford to pay for the planned car park charge. Space which could be utilised in the short-term includes the Sea Scouts parking lot, the current overflow car park on Meissner Street, and currently underutilised boat² and trailer parking spaces.

Reconfiguration of existing informal car parking areas would both increase the number of spaces available and improve the personal and vehicular security. Any solution would need to take into consideration the needs and capacities of the different user groups, for example long term users (some willing to pay a premium for a guaranteed space), short term users, and infrequent users. Locating free car parking distant to the Weinam Creek ferry terminal (in order to free up closer parking for a user-pay system) may require introduction of a courtesy bus to transport users between the car park and the ferry terminal.

Responsibility

Development of a new car park, or reconfiguration/formalisation of existing car parks, would be the responsibility of the Council.

Comments on Implementation

Reconfiguration or formalisation of existing parking to increase space would be a fairly low-cost (though temporary) solution. It is noted that such works have already been announced by Council as part of the interim car parking solution.

Actions

- Investigate options for a voucher system to define user groups for each type of car park, for example means testing to ensure low socio-economic groups are allocated free car parks.

² There is a 50% utilisation rate of the 108 spots currently dedicated to boat and trailer parking (RCC 2009).

5.2.7 Recommendation 7: Free Parking – Offset and Subsidised Parking

Implementation of a premium user-pays system for the portion of the population who value availability over cost, could be used to offset or subsidise free parking. This could happen in a number of ways, either through increasing the charges at the most convenient and accessible parking areas (i.e. Weinam Creek car park), or through introduction of a secure valet system. A valet system would reduce pressure on the Weinam Creek car park by moving more regular and long-term users to an off-site compound. A valet system would also make better use of space, as cars would be able to be parked more tightly than in a conventional car park. Metered parking could then be implemented within a portion of the Weinam Creek car park for the medium, to short-term users who can afford to pay, and users within the impact group could be provided with parking vouchers to be used in the metered parking area (subsidised by the user-pays valet parking service). The overall aim of this recommendation is to provide a private car park solution which raises capital, which can in turn be used to offset or subsidise free parking for the impact group.

Responsibility

Introduction of a valet parking or metered parking system would be the responsibility of the Council. Council may also consider entering into a PPP once the metered parking system is established.

Comments on Implementation

As with the above recommendation, this could be implemented at minimal cost.

It is noted that such works have already been announced by Council as part of the interim car parking solution. Notably, elements of this recommendation are included in the interim car park solution announced by Council, specifically inclusion of valet parking bays, and consideration of providing car rental/car sharing spaces.

Actions

- Commence interim car parking recommendations and monitor success to determine long term viability.

5.2.8 Recommendation 8: Participatory planning (SMBI PLUS and Weinam Creek Precinct)

Participatory approaches to planning at both Weinam Creek (a planning strategy for the entire precinct) and for the renewed SMI Plus (as part of the current SMI PLUS review) would assist in positively mobilising the SMI community towards a 'shared vision' with the mainland community for Weinam Creek.

Comments on Implementation

The Council has a recent history of participatory planning with its Island communities as evidenced by the Redland 2030 Community Plan engagement program, Quandamooka Aboriginal Community Plan Implementation and the Coochiemudlo Island Strategic Planning Project. The Council officers are experienced in participatory approaches and the SMI PLUS review provides an opportunity to work with the SMI communities in identifying both vision and strategies for the SMI and to rebuild trust. In addition to the SMI PLUS review, Council should undertake a participatory spatial design exercise at Weinam Creek to address car parking and broader planning issues at the Weinam Creek precinct.

Responsibility

The Council has commenced the SMBI PLUS review. It is important that the review is guided by participatory planning processes. The planning strategy for the Weinam Creek precinct will also be undertaken by Council, through its planning officers guided by participatory principles and practices.

Actions

- RCC to undertake a participatory spatial design exercise at Weinam Creek to address car parking and broader planning issues at the Weinam Creek precinct.
- RCC to incorporate participatory planning activities within the already commenced SMBI PLUS review.

5.2.9 Recommendation 9: Weinam Creek & SMBI Economic Development Strategy

The Island Vision developed with the community during SMBI PLUS incorporates a desire for employment opportunities including providing services to residents, island based education and research activities and catering for day tourism plus the recreational boating industry.

Consultations have identified that the SMBI community is interested in understanding the potential opportunities and limitations of developing a sustainable economic base for SMBI residents that will reduce dependency on mainland travel for work, employment and education opportunities. There is an opportunity as part of the SMBI PLUS review and the Master Plan to revisit economic development opportunities on SMBI and at Weinam Creek surrounds that could support local SMBI resident employment.

This recommendation ties closely with Recommendation 10 and Recommendation 12, balancing between encouraging self-containment of the islands where possible, whilst at the same recognising that it is more economically feasible to provide some services on the mainland.

Comments on Implementation

Due to the relatively small population, restricted island infrastructure and constrained access to the SMBI, there is limited potential to grow the SMBI economic base. However, some opportunities have been identified and they should be pursued in partnership with the SMBI community, Council and private operators.

Responsibility

Council should continue to work with the SMBI community to identify economic development opportunities both at Weinam Creek and SMBI. This can be pursued through the RCC Economic Development Strategy, allowing development of partnerships that facilitate tourism and service sector growth and promote and support research and education activity on the SMBI.

Actions

- RCC to highlight already identified opportunities for growing the SMBI economic base, and commence planning and implementation.

Investigate opportunities, as part of the SMBI PLUS review, the Master Plan and RCC Economic Development Strategy, for growing economic and employment opportunities on SMBI and in the Weinam Creek area through consultation with Council and community, and key private sector stakeholders to identify options and programs for economic and employment growth.

5.2.10 Recommendation 10: Redland Bay Community Wellbeing Hub

There is an opportunity for service providers, both government and non-government to provide services to the SMBI residents more efficiently. It was noted in the SEIA consultations that there are some services deterred from visiting the SMBI because of servicing costs (both travel and time costs). There is an opportunity to develop a community hub at Redland Bay that could provide a facility for service providers to service both the growing community of Redland Bay and SMBI residents. Location of such a community hub near the Weinam Creek ferry facility would allow SMBI residents to coordinate visits with other visits to the mainland and could take pressure of demand for car parking at Weinam Creek.

The facility would be intended to service the entire Southern Redlands community, and could provide access to higher order medical services and allow better coordinated outreach models from the hub for service delivery to the SMBI.

A short term solution to assisting service providers to efficiently service SMBI, would be to offer free car parking or reserved/allocated spaces at Weinam Creek.

Comments on Implementation

There is an opportunity to further advance Council's community and social planning strategies in securing higher order social infrastructure in Redland Bay, and to provide a facility that also services the SMBI community.

Responsibility

Council has identified through its Social Infrastructure Strategy (2009) the need to provide a 'Community Wellbeing Hub' that will provide a one-stop shop for key community, health (government and non-government) services to SMBI and Redland Bay residents. Development of the facility in proximity to Weinam Creek would provide effective access to the services for all SMBI residents, and particularly that approximately 33% of households identified as the most sensitive to car park pricing and in most need of the currently dispersed mainland health services.

Council is working with Queensland Health to ensure development of the Community Wellbeing Hub. This recommendation supports Council's leadership in the ongoing negotiations with the State Government and private sector for the Community Wellbeing Hub.

Actions

- RCC to identify a certain number of reserved and free parking spaces at Weinam Creek for service providers.
- RCC to identify opportunities for trialling wellbeing hub options. For example, locate a temporary Queensland Dental Van at the Weinam Creek area for use by SMBI residents to determine if a Community Wellbeing Hub would be successful if fully implemented.

5.2.11 Recommendation 11: CPTED – Car Parking Design Audit & Priority Implementation

Vehicular and personal safety and security were a high concern for the users of Weinam Creek car park consulted during the Master Plan, the current ILTR 2010 processes and the SEIA. Improvement to pathways for pedestrians and cyclists, lighting and sheltered areas would substantially improve the function and useability of Weinam Creek for all users.

It is also recommended that an on-site car park manager (i.e. caretaker) be appointed to provide additional surveillance and safety of the Weinam creek car park. This also provides an employment opportunity for SMBI residents.

Comments on Implementation

A Crime Prevention Through Environmental Design (CPTED) audit should be undertaken to determine where key areas of safety and security could be addressed through urban design elements of the Master Plan. User satisfaction survey results undertaken on a bi-annual basis for 6 years could then be used to further improve the function of Weinam Creek for all users.

Responsibility

Council could undertake a CPTED audit in association with the Queensland Police Service and the Weinam Creek car park users and nearby residents in association with the implementation of the Master Plan.

Actions

- RCC to conduct a CPTED audit to determine key safety and security issues at the Weinam creek car park that can be addressed through the Master Plan process.
- RCC to employ an on-site car park manager to provide additional surveillance and safety of the Weinam creek car park.

5.2.12 Recommendation 12: National Broadband Network Provision

The National Broadband Network (NBN) is an Australian Government initiative to provide an efficient, open access, high-speed broadband network to the entire Australian population (DBCDA 2010). It will represent a significant improvement in communications capabilities in Australia, providing improved access to services and information for communities such as the SMBI.

The provision of an efficient internet service to the SMBI will facilitate information, goods and service access for residents. The Commonwealth Government's NBN rollout is underway with second release sites under construction this year (2011). It is important that Council advocate to the Commonwealth Government that the SMBI is part of the NBN roll out (preferably the provision of fibre optic cable).

Comments on Implementation

There is high potential for implementation due to the commitment of the Commonwealth Government to the NBN. The Australian Government through NBN Co Limited has identified that all of Australia will receive improved connection to the internet. Nevertheless, the small community of the SMBI will require an advocate (Redland City Council) to ensure their needs are met by the program.

Responsibility

The responsibility for the National Broadband Network obviously rests with the Commonwealth Government. Council and the Queensland Government should proactively communicate with the Australian Government and NBN Co Limited to remain informed of NBN rollout for the SMBI.

Actions

- RCC to identify an advocate to work with a key contact at the NBN Co for continued liaison to ensure rollout of the NBN at SMBI meets local needs.

5.3 Targeting Solutions To Stakeholder Groups

Table 6 below shows the contribution of the suite of recommended measures to the stakeholder groups identified as potentially impacted by car park pricing at Weinam Creek. The impact group is identified as the approximate 33% of SMBI households with a mainland vehicle and no working household members (retirees, pensioners etc). Whilst the recommendations have been developed to target the impact group, some of the measures will benefit the wider community.

Table 6 Targeting Solutions to Stakeholder Groups

Solutions	Stakeholder Groups					
	Impact Group (Mainland car/no worker)	Other SMBI Residents	Govt Agency	Non-Govt Community and Health Services	Commercial Services	Mainland 'local residents', i.e. Banana Street
Taxi-transit / Hail-and-Ride	x	x				x
Community Shopper Service	x	x				x
Barge vouchers for retirees and pensioners	x	x				
Short-term car/bicycle rental	x	x				
Improvements to mainland public transport	x	x				x
Free parking through: <ul style="list-style-type: none"> • provision of car park 	x	x	x	x	x	
Free parking through: <ul style="list-style-type: none"> • Offset paid parking • Subsidised/concessional parking 	x	x		x		
Participatory planning (SMBI PLUS and Weinam Creek Precinct)	x	x				
Weinam Creek and SMBI Economic Development Strategy	x	x	x	x		

Solutions	Stakeholder Groups					
	Impact Group (Mainland car/no worker)	Other SMBI Residents	Govt Agency	Non-Govt Community and Health Services	Commercial Services	Mainland 'local residents', i.e. Banana Street
Redland Bay Community Wellbeing Hub	X	X	X	X		X
CPTED – Car Parking Design Audit & Priority Implementation	X	X				X
National Broadband Network (NBN) Provision	X	X	X	X		

5.4 Integration With Existing And Other Strategies

The above strategies have been developed through the SEIA process and are informed by:

- Review of available information (including existing reports and socio-economic data)
- Consideration of outcomes from stakeholder consultation
- Discussion and analysis across the disciplines within the Project Team.

These strategies are now reviewed in the context of the ILTP 2002, the Foreshore Master Plan and the “Bright Ideas” collected during the SMBI ILTP 2002 consultation processes. The Project Team has assessed the various recommendations and opportunities for potential synergies, which are further reflected in **Table 7**.

The ILTP 2002 and Master Plan have been discussed in detail earlier in this report, however the “Bright Ideas” as collected by Council are introduced at this point as a new piece of information which may guide transport planning. The 80 “Bright Ideas” have been grouped under 29 categories most of which interrelate to the ILTP 2002 issue areas discussed above, and subsequently also the solutions recommended by this SEIA. Those “Bright Ideas” which link in with the SEIA recommendations are given below.

Table 7 Opportunities for Integration between SEIA Recommendations and other Stakeholder Strategies

SEIA Recommendation	ILTP 2002 Actions	Master Plan Strategies	"Bright Ideas" from ILTR 2010 Consultation
Taxi-transit / Hail-and-Ride	N/A	N/A	<ul style="list-style-type: none"> Introduce a demand responsive mini or coaster bus service. <p><i>Whilst this item refers to on-island provisions, it is also relevant to services on the mainland.</i></p>
Community Shopper Service	N/A	N/A	<ul style="list-style-type: none"> Establish a demand responsive shopper bus service between Weinam Creek and Victoria Point during peak shopping periods.
Barge vouchers for retirees and pensioners	<ul style="list-style-type: none"> Public Transport Action Task 11: Develop a submission to Queensland Transport supporting the regulation of barge services. Issues to be addressed include frequency of services, level of fares, hours of operation, QT[MR] price support. <p><i>Note: This is a Priority 1 action; Council is the lead and funding agency.</i></p>	<ul style="list-style-type: none"> Public Transport: Council to advocate for the implementation of measures by state agencies which increase public transport patronage (through services improvement, subsidy opportunities and <u>other innovative options</u>, as determined). <p><i>Note: this strategy is not identified in the Implementation Plan.</i></p>	<ul style="list-style-type: none"> Seniors rate for barge services Government and/or the Redland City Council to heavily subsidise and regulate the vehicular barge service to make it a better option for travel. Low unit cost for small car on barge.
Short-term car/bicycle rental	N/A Whilst there are no strategies specifically targeting short-term bicycle rental, there are plans for improvements to the on-island cycle network. The majority of the actions relating to improvement to the cycle network are Priority 2 actions.	N/A Whilst there are no strategies specifically targeting short-term bicycle rental, there is plans for improvements to the cycle network. Improvement to this network would assist with the success of any rental scheme which was implemented. The major of the actions around the cycle network are Short Term actions.	<ul style="list-style-type: none"> Establish a mainland car-sharing scheme for occasional travellers. Schemes can give members access to a vehicle for less than the cost of private vehicle ownership. Investigate the feasibility and practicality of a car hire/share program. Car rental scheme based at Weinam

SEIA Recommendation	ILTP 2002 Actions	Master Plan Strategies	"Bright Ideas" from ILTR 2010 Consultation
			<p>Creek Terminal. Car rental services operating out of Weinam Creek would suit people who want to hire a car for a longer period – say two to three days – for trips away from Brisbane.</p> <ul style="list-style-type: none"> ▪ Carpooling program based at Weinam Creek Terminal, allowing sharing of vehicle and cost of travel. ▪ Investigate models and programs that encourage cycling, i.e. courses in cycling confidence, bike maintenance activities, <u>bike hire facilities with optional shopping bikes</u>. <p><i>Whilst this item is referring to on-island provisions, it is also relevant to cycling on the mainland and demonstrates SMBI interest in such an initiative.</i></p>
<p>Improvements to mainland public transport</p>	<ul style="list-style-type: none"> ▪ Public Transport Action Task 15: Integrate with the Shire-wide ILTP for the provision of coordinated bus services. <p><i>Note: This is a Priority 1 action; Council is the lead and funding agency.</i></p> <ul style="list-style-type: none"> ▪ Public Transport Action Task 16: Monitor Demand Responsive Bus patronage and establish the likely timing for the introduction of designated bus-routes. <p><i>Note: This is a Priority 2 action; Council is the</i></p>	<ul style="list-style-type: none"> ▪ Public Transport: Work with DTMR, TransLink and ferry operators to; achieve the timetable integration of ferry and bus public transport modes; implement measures that enhance line-haul bus routes between Redland Bay and Brisbane CBD via Victoria Point; investigate bus priority measures on Victoria Point – Capalaba Road Corridor to provide fast and reliable bus services to Capalaba and further west to Brisbane CBD; incorporate bus priority measures 	<ul style="list-style-type: none"> ▪ Have direct routes to Capalaba and Carindale shopping centres. ▪ Improve the public transport timetables and services to improve the patronage through integrated ferry and barge and bus timetables. ▪ Extend 'go card' network to incorporate the islands; integrated ticketing system. ▪ Investigate island public transport options in conjunction with DTMR/TransLink.

SEIA Recommendation	ILTP 2002 Actions	Master Plan Strategies	"Bright Ideas" from ILTR 2010 Consultation
	<p><i>lead and funding agency.</i></p> <ul style="list-style-type: none"> Public Transport Action Task 17: Continue to review maintained bus operator contract with respect to routes and integration with Island ferry services as well as impacts on other public transport services on the Islands. <p><i>Note: This is a Priority 3 action; Council is the lead and funding agency.</i></p>	<p>on Cleveland – Redland Bay Road and on the bus link to the Weinam Creek Ferry Terminal; provide a free (or subsidised) shuttle bus service connection from Weinam Creek Ferry terminal to Victoria Point bus interchange.</p> <p><i>Note: these strategies are not identified in the Implementation Plan.</i></p> <ul style="list-style-type: none"> Advocate for the immediate inclusion of the Moreton Bay ferry services into TransLink's integrated ticketing system. <p><i>Note: this strategy is identified as a short term action in the Implementation Plan.</i></p> <ul style="list-style-type: none"> Investigate transport opportunities and implement Demand Responsive Transport for the SMBI in line with TransLink's Network Plan (as extended to SMBI). <p><i>Note: this strategy is not identified in the Implementation Plan.</i></p>	<ul style="list-style-type: none"> Express services to mainland hospital; express buses from Weinam Creek to key destinations including Victoria Point shops and Cleveland. <p><i>Whilst these items are referring to improvements to mainland public transport, just as many "Bright Ideas" related to improvements to integration and infrastructure associated within on-island public transport.</i></p>
<p>Free parking through:</p> <ul style="list-style-type: none"> provision of car park 	<p>N/A</p>	<ul style="list-style-type: none"> Improve the current overflow parking area with a temporary gravel surface and increased capacity to accommodate in excess of 100 car parking spaces. (Exact number and configuration subject to investigative analysis and further detailed design). 	<ul style="list-style-type: none"> Upgrade mainland parking facilities particularly at Weinam Creek Sea Scouts Hall. Purchase additional land at Weinam Creek. Council could purchase the nine lots on the south-west side of Banana Street to expand current formalised

SEIA Recommendation	ILTP 2002 Actions	Master Plan Strategies	"Bright Ideas" from ILTR 2010 Consultation
		<p><i>Note: this strategy is identified as a short term action in the Implementation Plan.</i></p>	<p>parking.</p> <ul style="list-style-type: none"> ▪ Parking should be available on the mainland for free. It could be a distance from ferry terminal with shuttle vans transporting people from terminal to parking space.
<p>Free parking through:</p> <ul style="list-style-type: none"> ▪ Offset paid parking ▪ Subsidised/concessional parking 	N/A	N/A	N/A
<p>Participatory planning (SMBI PLUS and Weinam Creek Precinct)</p>	N/A	<p><i>Note: Community participation was sought by Council during the development of the Master Plan. As a result of this participation the master plan was revised, and a number of key actions were incorporated into the plan.</i></p>	N/A
<p>Weinam Creek and SMBI Economic Development Strategy</p>	<ul style="list-style-type: none"> ▪ Land Use and Transport Action Task 1: Limit the extent of Island development to protect the environment, and control transport demand. <p><i>Note: This is a Priority 1 action; Council is the lead and funding agency.</i></p> <ul style="list-style-type: none"> ▪ Land Use and Transport Action Task 2: Develop policies that would encourage the development of the businesses and services on the island to improve self-containment. 	<ul style="list-style-type: none"> ▪ Pursue commitment (contributions, joint public/private use of facilities) from new developments to the provision of community facilities. 	<ul style="list-style-type: none"> ▪ Any future revisions of the Redland City Council Planning Scheme will continue to foster land uses that encourage establishment of businesses on the islands (encouraging on-island rather than mainland trip making) and protect the environment.

SEIA Recommendation	ILTP 2002 Actions	Master Plan Strategies	"Bright Ideas" from ILTR 2010 Consultation
	<p><i>Note: This is a Priority 1 action; Council is the lead and funding agency.</i></p> <ul style="list-style-type: none"> Land Use and Transport Action Task 3: Work with State Government Agencies to locate community services on the Islands. <p><i>Note: This is a Priority 1 action; Council is the lead and funding agency.</i></p>		
Redland Bay Community Wellbeing Hub	N/A	<p><i>Note: whilst development of a wellbeing hub was not specifically listed within the strategies under the Master Plan, it was referred to within the report, i.e. in discussions around the Council's Draft Redlands Social Infrastructure Strategy (2009) the need for a wellbeing hub was recognised given the future increase in demand for community services, including: child-care services, youth, sport, recreational facilities, health services, local employment, accommodation, and support services.</i></p>	N/A
CPTED – Car Parking Design Audit & Priority Implementation	<ul style="list-style-type: none"> Public Transport Action Task 9: Investigate measures to improve security around ferry terminals. <p><i>Note: This is a Priority 2 action; Council is the lead and funding agency with support from Queensland Transport.</i></p>	<ul style="list-style-type: none"> Apply CPTED Principles in creating public and semi-public spaces that are not obscured from public view/surveillance; Improving the amenity of public places, through landscaping, street furniture and lighting. Provide appropriate shelter from sun, rain and wind. Improve and maintain the ferry and bus 	<ul style="list-style-type: none"> The ferry and bus interchange at Weinam Creek should be collocated under one roof to protect passengers from the weather and to shorten interchange times. Have secure parking facilities with good lighting and CCTV cameras. Work with operators to improve the safety of public transport, including Crime

SEIA Recommendation	ILTP 2002 Actions	Master Plan Strategies	"Bright Ideas" from ILTR 2010 Consultation
		<p>transport interchange terminal, to increase and meet future public transport patronage and demand.</p> <ul style="list-style-type: none"> ▪ Provide equitable access for the physically disabled and elderly. <p><i>Note: improvements to the ferry and bus transport interchange are identified as a short term action in the Implementation Plan, although specific actions related to those improvements are not listed.</i></p>	Prevention Through Environmental Design (CPTED).
National Broadband Network (NBN) Provision	N/A	N/A	Improved broadband access, computer provision and training at community facilities aiming to increase internet connection rates and usage.

5.5 Monitoring and Review Process

5.5.1 Monitoring Economic Impacts

Assessment of the economic impact of implementation of the revised parking scheme presents some challenges, including collection of a suitable baseline data set to allow monitoring. Key challenges include, collection of data in a way that facilitates cross-tabulation of demographic data with behavioural responses, and collection of potentially sensitive data relating to income which can be attributed to a household or individual.

To assess the economic impacts to the impact group (and the broader SMBI community), as well as identifying any resultant behavioural changes, a number of factors should be considered:

- Sensitivities around issues relating to income and expenditure can be circumvented through the use proxy questions, such as:
 - What is their employment status, i.e. full time, part time, retired, etc.
 - What is their occupational status, i.e. management position, administration, etc.
- It is critical to collect data in a way that allows cross-tabulation of respondent demographics and behavioural responses (something which was not achieved with the travel data collected by Socialdata). The above income and employment questions would then need to be cross tabulated with trip data, e.g. journey start point and destination (street), top 3 destinations and frequency of visitation, purpose of travel (e.g. work, recreation, shopping, etc.). Cross-tabulation allows more definitive profiling of the group in question (the impact group in this instance), e.g. Respondent One lives on Macleay Island, travels to the mainland two days per week, has a car on the mainland, is retired and receives the pension.
- To build a profile of changes to the SMBI population over time, review of a number of secondary sources could be considered. For example, new dwelling approvals, however given the excess of ready and available housing on the SMBI, this measure would not work in this instance. Alternative data sets which may prove useful could include:
 - Lodgement of residency tenancy bonds (a measure of new leases executed)
 - Ferry volumes
 - Monitoring of concessional status via the metered parking scheme, noting that it would necessary to link this data to SMBI residence, and duration of car parking intervals.

5.5.2 Monitoring Social Impact

Following implementation of the revised car parking arrangements at Weinam Creek, a survey of key stakeholder groups, including local residents (Weinam Creek and SMBI) and car park users (visitors, commercial services, government and non-government service providers) should be undertaken to:

- Determine the level of satisfaction with car park safety and security
- Understand perceived benefits provided from using metered/paid car parking
- Satisfaction with visual and aesthetic improvements
- Satisfaction with facilities provided.

Appropriate socio-demographic questions and additional questions about travel patterns could also be included in this survey (as discussed above) so that Council would have a baseline data set for future planning in this area, particularly in relation to public transport planning.

5.5.3 Ongoing Monitoring and Review

The economic and social research should initially be undertaken every 2 years after implementation for 6 years to gauge behavioural responses, user satisfaction, and identify where further improvements should be undertaken. The Weinam Creek car park monitoring tool should be integrated with other measures, monitoring and reporting processes in Council's Performance Management Framework.

In addition to this survey, it is also recommended that key service providers (similar to those interviewed for this SEIA) be re-interviewed 1 year after implementation to determine their satisfaction with car parking arrangements, and what impact (if any) the new car park arrangements are having on the service level to the SMBI residents.

6 CONCLUSION

The Project Team was engaged to provide RCC with quality information to:

- *Guide decision making on the Weinam Creek car park pricing system and possible alternative strategies to improve transport for Island residents and visitors and the quality of the Redland Bay foreshore and thereby*
- *Inform both the development of the Southern Moreton Bay Integrated Local Transport Plan (2010) and the implementation of the Redland Bay Centre and Foreshore Master Plan (2009) [Project Brief 27 March 2010, p.3]*

In completing this SEIA the impact group directly affected by the proposed charges to parking at Weinam Creek has been identified, that is, those within the SMBI community who have a mainland vehicle and no resident worker. It has also been suggested that the most socially disadvantaged group within the SMBI community, and who are unlikely to own mainland cars, will likely be indirectly impacted through a reduction in access or provision of services to the islands.

In the short term it is unlikely that the proposed car park charges will result in behavioural change of the SMBI residents, however over the medium to long term the potential for negative economic impacts becomes less clear.

To assist with managing or mitigating effects of changes to the car parking scheme on the impact group a number of recommendations have been made, noting that implementation of these recommendations would potentially benefit the broader SMBI community, and also mainland residents.

Recommendations focus on a number of key issue areas, including: ways to minimise long term car parking on the mainland through increased utilisation of the vehicle barge, and improved public transport; options for offsetting costs of providing free or subsidised parking through PPP's, valet services and short-term rental or share systems; ways to improve the existing infrastructure to increase patronage; and optimising the use of the social capital available on the SMBI.

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APPENDIX A – LITERATURE REVIEW LIST

Document Title	Author	Year
Bay Island Blueprint, A Partnership Approach. [Newsletter]	SMBI Community Advisory Committee, Redlands City Council	2009
Concept Layout (Interim): Weinam Creek Car Park Review.	Design Services, Redland City Council	Undated
Corporate Plan 2010 – 2015.	Redland City Council	2009
Economic Development Strategy. 2008 – 2012.	Pacific Southwest Strategy Group	2008
Economic Development Strategy (Appendices). October 2008.	Pacific Southwest Strategy Group	2008
Feasibility Planning And Concept Design For The Upgrade Of The Weinam Creek Ferry Terminal Bus Stop.	Arup	Draft
Issues Paper: Population And Dwelling Profile. Southern Moreton Bay Islands. Covering The Islands Of Macleay, Lamb, Karragarra And Russell.	Land Use Planning Group, Redland City Council	2009
Our City Our Culture: A Cultural Plan For The Redlands 2008 – 2019.	Redland City Council	2008
Our Parking Spot: A Paper Detailing Important Matters Affecting The Present Redland City Council Integrated Local Transport Plan Review And Social And Economic Impact Assessment.	Our Parking Spot Group	2010
Island Library Strategic Plan 2004 – 2014.	Redland City Council	2005
Queensland Island Ferry Satisfaction Survey Report (Bay Islands Transit System).	The Nielson Company	2008
Redland Bay Centre And Foreshore Master Plan.	Redland City Council	2009
Redland Bay Centre And Foreshore Master Plan: Submission Review Report.	Redland City Council	2009
Redland Bay Centre And Foreshore Master Plan: Supporting Information.	Redland City Council	2009
Redland Shire Council Queensland Department Of Local Government And Planning, Southern Moreton Bay Islands Planning Study, Report On Planning And Land Use Strategy.	Gutteridge Haskins And Davey	1999
Redlands 2030 Community Plan.	Redland City Council	2010
Redlands Social Infrastructure Strategy 2009.	Redland City Council	2009
Revised Projected Resident Population, Redland City, By Statistical Local Area.	Department Of Planning	2009

Document Title	Author	Year
SMBI – Integrated Local Transport Plan Review. Transport Speak Out. Macleay Island Progress Association Hall – 13 March 2010.	N/A	Undated
SMBI CI Directory, Southern Moreton Bay Islands Community Initiative Network, Contact Directory.	SMBI	2010
SMBI Forum. Submission From SMBI Forum To The Integrated Local Transport Plan Review.	Forum Of The Organisations Of The Southern Moreton Bay Islands	Undated
SMBI ILTP Review Speak Out – Saturday 13 March 2010. Macleay Island Progress Association Hall.	N/A	Undated
SMBI Sport And Recreation Strategy – Part A. Background Research.	Strategic Leisure Group, Redlands City Council	2008
SMBI Sport And Recreation Strategy – Part B. Implementation Plan.	Strategic Leisure Group, Redlands City Council	2008
Social Disadvantage On The Southern Moreton Bay Islands, 2010.	N/A	Draft
Southern Moreton Bay Islands Background Paper: A Report For Southern Redland And Southern Bay Islands Place Project.	Wyeth Planning Services And 99 Consulting	2008
Southern Moreton Bay Islands Integrated Local Transport Plan.	Gutteridge Haskins And Davey	2002
Southern Moreton Bay Islands Travel Mobility Survey. Final Report.	Socialdata Australia Pty Ltd	2011
Southern Moreton Bay Islands Travel Survey Report.	Integrated Open Space Services (IOSS), Redland City Council	2009
Southern Moreton Bay Islands Water Transport Alternative Route Study.	Gutteridge Haskins And Davey	2011
Southern Moreton Bay Islands, Background Paper. A Report For Southern Redland And Southern Bay Islands Place Project	Wyeth Planning Services And 99 Consulting	2008
Southern Moreton Bay Islands: Integrated Local Transport Review: A Community And Stakeholder Discussion Paper.	Redland City Council	2010
Southern Moreton Bay Islands: Report On Supplementary Planning Study.	Gutteridge Haskins And Davey	2002
Southern Moreton Bay Place Project. Macleay Island Jetty Research.	Metropolitan South Institute Of TAFE	2007
Speak Out Full Data Travel Details Activity.	N/A	Undated

Document Title	Author	Year
Weinam Creek And Victoria Point Bus Stop Upgrades.	Arup	2010

APPENDIX B – STAKEHOLDER ENGAGEMENT STRATEGY



Stakeholder Engagement Strategy

For: Redland City Council

MARCH 10, 2011

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1 INTRODUCTION

SMEC was appointed By Redland City Council (RCC) in February 2011 to undertake a Social and Economic Impact Assessment (SEIA) Weinam Creek Ferry Car Parking Pricing Strategy. The proposal to introduce a car park pricing system at Weinam Creek passenger ferry terminal is a strategy of the Redland Bay Centre & Foreshore Management Plan. This plan seeks to achieve a coordinated vision for the Redland Centre and Foreshore Area.

The proposed car park pricing charge for travel demand management is to be set at \$0.25 per hour. This pricing reflects the cost of security, policing, ongoing maintenance and upgrade of the facility.

1.1 Engagement Scope & Objectives

This plan details how SMEC will:

- Use inputs provided by the community to Council to undertake a literature review of issues documented to date from the broader community; and
- Explore the impact of the car park pricing system with key service providers to the Southern Moreton Bay Islands (SMBI).

The car park pricing issue has caused a high level of concern for many residents of the SMBI who use the free and pre paid car parking at Weinam Creek. Their concerns have been raised with RCC (through both extensive written submissions and community research) and these will be reviewed by SMEC as part of the primary data review. As extensive material has been submitted by the community, it is not considered necessary or appropriate to revisit the car park pricing issue through direct consultation with the broader community as part of this project.

This engagement plan makes provision for targeted consultation to build understanding of the SEIA process and to confirm and validate issues and impacts only with peak SMBI community organisations through SMBI Forum and 'Our Parking Spot'.

The key engagement objectives for the SEIA process will be:

- To document through a literature review of primary and secondary data sources, the scope of impacts on the broader SMBI community. Thereby further validating with peak community organisations and key stakeholders, who previously provided submissions on car park pricing, key issues and impacts.
- To determine the scope of impacts on key SMBI service providers, through targeted stakeholder interviews (and a focus group, if preferred by service providers).
- To explore likely impacts and identify mitigation measures that could be implemented to address these impacts.

Figure 1 summarises the issue mapping process for the social impact assessment aspect of this project.

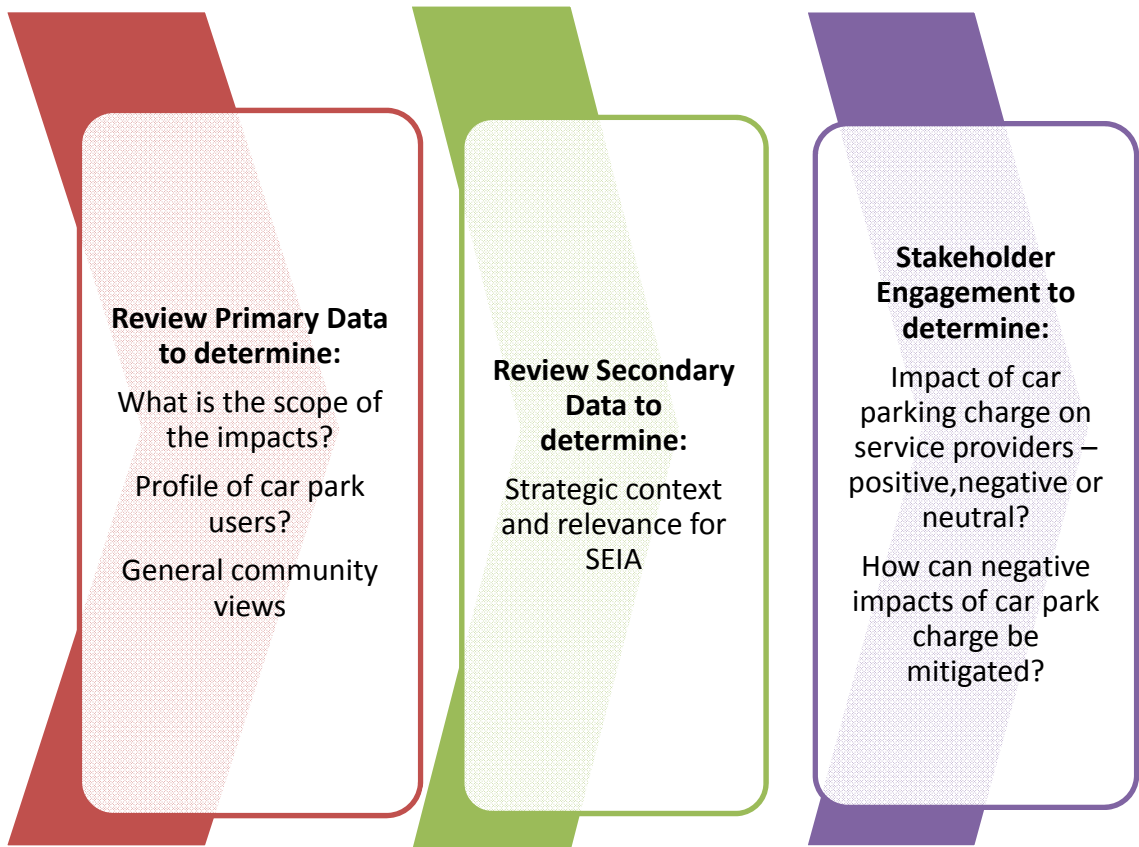


Figure 1: Scoping Impact Issue Mapping

1.2 Literature Review

RCC has provided both primary data and secondary data sources that will inform this SEIA. These sources will be reviewed by the project team and will be a critical input into informing the scope of issues/impacts and user profiling phase of the project.

A number of these primary data sources (e.g. Integrated Local Transport Plan (ILTP) discussion paper submissions) reflect the fact that the SMBI community have already provided substantial input into issues and impact identification through their detailed submissions. The project team takes this into consideration, by not going back to these groups and ‘re-asking’ the issues. The project team, through their engagement with these organisations will use contact with these organisation to validate understanding of issues and impacts, and build understanding of the SEIA process.

For the review of primary data as outlined in **Table 1** below, the main purpose of this review will be to better scope and define impacts from those various stakeholder groups, using the following framework:

<i>Document Description</i>	<i>Stakeholder Group</i>	<i>Issues/Impacts</i>	<i>Suggested Mitigation (if provided)</i>

From a review of previous surveys undertaken by RCC, a profile of car park users will be built using the framework below.

<i>Car park user</i>	<i>Type of travel (e.g. work, recreation, service provision)</i>	<i>Geographic location (e.g. Island location or to/from defined mainland location)</i>
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Table 1: Primary Data Sources

Title	Author	Date
Southern Moreton bay Place Project. Macleay Island jetty research.	Metropolitan South Institute of TAFE	2007
Queensland Island Ferry Satisfaction Survey Report (Bay Islands Transit System)	The Nielson Company	2008
Revised projected resident population, Redland City, by Statistical Local Area (SLA)	DIP	2009
Redland Bay Centre and Foreshore Master Plan: Submission review report.	RCC	2009
Southern Moreton Bay Islands Travel Survey Report	RCC prepared by Integrated Open Space Services	2009
Issues Paper - Population & Dwelling Profile Southern Moreton Bay Islands. Covering the Islands of Macleay, Lamb, Karragarra and Russell.	Land Use planning Group, RCC	2009
Our Parking Spot: A Paper Detailing Important Matters Affecting the Present Redland City Council Integrated Local Transport Plan Review and Social and Economic Impact Assessment.	Our Parking Spot Group	2010
SMBI Forum Submission to ILTP. Discussion Paper	Forum of the Organisations of the Southern Moreton Bay Islands	2010
Southern Moreton Bay Islands Travel Mobility Survey. Final Report.	Socialdata Australia	2011
Redland City Council - Evaluation Form	RCC	N/A
Speak Out full data travel details activity	N/A	N/A
SMBI - Integrated Local Transport Plan Review. Transport Speak Out. Macleay Island Progress Association Hall - 13 March 2010.	N/A	N/A
SMBI ILTP Review Speak Out - Saturday 13 March 2010. Macleay Island Progress Association Hall	N/A	N/A

A review of Secondary Data will also be undertaken to assist the SMEC project team in determining the strategic context of these documents to the SMBI communities, and their relevance for SEIA.

2 STAKEHOLDER ANALYSIS

In consultation with RCC officers, the following list of key stakeholders has been identified. **Table 2** provides a summary of the key stakeholder contact, the role of their organisation and/or services provided to SMBI. A series of consultation questions which forms part of an Interview Guide (contained in **Appendix A** and **Appendix B**) has been developed that would be used in discussions with stakeholders (where specified) in the table below

Table 2: Stakeholder Summary

Stakeholder Type	Name	Area of Interest	Engagement Method
Broader Community (Peak Community Groups & General Community)	SMBI Forum & Our Parking Spot (OPS) (Review of consultation submissions/ feedback)	<ul style="list-style-type: none"> Issue is of high concern for these peak community organisations 	<ul style="list-style-type: none"> RCC to organise key contacts with peak community organisation representatives. SMEC will undertake individual briefings with key representative from these organisations that will be limited to: <ul style="list-style-type: none"> ➤ Communicating a summary of SEIA process; ➤ Validating issues and impacts identified through literature review and targeted engagement ; and ➤ Recording of information gaps identified by these organisations. <p>NB: The literature review of key submissions provided to RCC will provide the basis of discussion with these organisations.</p>
	RCC Open House Event	<ul style="list-style-type: none"> Opportunity for general community members with an interest in the car parking issue to understand SEIA study process and provide some input on issue prioritisation process for 	<ul style="list-style-type: none"> For this Open House Event on 26/3/11 SMEC will provide RCC with: <ul style="list-style-type: none"> ➤ A single-sided Information Sheet in a suitable format to inform the broader community via

Stakeholder Type	Name	Area of Interest	Engagement Method
		SEIA.	RCC Open House Event on 26/3/11. <ul style="list-style-type: none"> ➤ A series of questions (similar to the questions identified in the Interview Guide) to be made available to interested community members. NB: This event will be coordinated and resourced by RCC.
Health & Community Services	Bay Island Community Service Alisa Harding Ph: 3488 2533	<ul style="list-style-type: none"> ▪ Provides a range of community services including emergency relief payments getting locals to and from mainland 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	Bay Island Medical Practice Laurinda Dewytt Ph: 3409 1151	<ul style="list-style-type: none"> ▪ Health and medical services 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	Bluecare Jody Wright JodyW@drugarm.com.au	<ul style="list-style-type: none"> ▪ Nursing and personal care services including respite 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	Drug Arm Ela Partoredjo Ph:3620 8854	<ul style="list-style-type: none"> ▪ Programs to assist with reduction in harm from alcohol and other drugs. 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	Lifeline Dr Jenifer Smith Ph: 3823 9400; Mobile: 0408 780 620	<ul style="list-style-type: none"> ▪ Counselling services 	Phone & Email Contact Telephone Interview Guide Questions 1 -8

Stakeholder Type	Name	Area of Interest	Engagement Method
	Margaret Smeaton/ Nikki Jermyn Ph: 3823 9400		
	Save the Children Australia Sue Perkins Ph: 3844 3699; Mobile: 0411 422 886	<ul style="list-style-type: none"> Playgroup and family support services 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	Redlands Health Service Elaine Wade Ph: 3488 4222	<ul style="list-style-type: none"> Health and medical services 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	Redland Bay Child and Family Health Support Hub – Playgroup Debbie Morgan Ph: 3488 0600	<ul style="list-style-type: none"> Playgroups 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	BABI Gradi Tramp Ph: 3393 4176	<ul style="list-style-type: none"> Youth support for transition from primary to secondary Island women’s group support 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
Government Agencies	Qld Police Macleay Is Brad 2409 4722	<ul style="list-style-type: none"> Police and law enforcement 	Phone & Email Contact Telephone Interview Guide Questions 1 -8

Stakeholder Type	Name	Area of Interest	Engagement Method
	Russell Is Michael Verry Ph: 3409 1244 Redland Bay Police – Child Protection Investigation Unit Det. Noel Stehben Ph: 3829 4179		
	Macleay Is & Russell Is Primary Principals & Behaviour Support teacher (contact to be provided by RCC)	<ul style="list-style-type: none"> Education provider 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	CentreLink Nadine Jennings, Tracey Barnes Ph:3483 8472	<ul style="list-style-type: none"> Supports SMBI clients from Cleveland office 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	Dept of Communities – Child Safety Claire Rodwell 3884 8800/0421 616 408	<ul style="list-style-type: none"> Child protection response and planning 	Phone & Email Contact Telephone Interview Guide Questions 1 -8
	Dept of Communities – Community Participation David Shellshear 3287 8374/0459 808 313		Phone & Email Contact Telephone Interview Guide Questions 1 -8
Commercial Service Providers	Tradespersons servicing Bay Islands	<ul style="list-style-type: none"> Provide commercial services to SMBI 	Phone Contact with a range of commercial services to

Stakeholder Type	Name	Area of Interest	Engagement Method
	Refer to Bay Island Directory overleaf	residents	SMBI residents including: plumbers, building and maintenance, electricians, painting, pest control and plasterers etc. Telephone Interview Questions 1 -4a & 5 (Minimum of n=15)
Redland City Council	CEO & Mayor Councillor Barbara Townsend	<ul style="list-style-type: none"> General interest in issues affecting SMBI residents 	Briefing date to be finalised by RCC.
	Southern Bay Island Community Initiative Network Meeting	<ul style="list-style-type: none"> Informal network of service providers who meet on monthly basis to discuss issues affecting SMBI and matters of service coordination. 	Meeting scheduled for April 7 2011 at 1pm <ul style="list-style-type: none"> RCC to organise attendance at this meeting) SMEC will attend meeting to provide a summary of issues sourced to date through stakeholder contact. Validate and discuss findings to date.
	SMBICAC Workshop	<ul style="list-style-type: none"> Advisory committee appointed by Council to receive information, deliberate and advise Council on SMBI community development and to assist with dissemination of information to communities. 	Meeting scheduled for 13/4/11 <ul style="list-style-type: none"> RCC to organise attendance at this meeting) SMEC will attend a one on one briefing meeting with key representative from these organisations to will be limited to : <ul style="list-style-type: none"> ➤ Communicating a summary of SEIA process; ➤ Validating issues and impacts identified through literature review and targeted engagement ; and ➤ Recording of information gaps identified by these organisations.

Stakeholder Type	Name	Area of Interest	Engagement Method
Banana, Meisner & Outreach Street Residents		<ul style="list-style-type: none"> ▪ Residents currently using their property to provide temporary and permanent car parking for SMBI residents 	<ul style="list-style-type: none"> ▪ SMEC will develop telephone survey questions (example questions provided in Appendix C) for Banana, Meisner and Outreach Street residents to gain indication of: <ul style="list-style-type: none"> ➤ Private property car parking demand , and ➤ Level of Income generation from private car parking activity. ➤ Positive or Negative impacts of car parking charge and suggested mitigation. <p>NB:</p> <ul style="list-style-type: none"> ▪ Survey will be undertaken to guarantee anonymity/privacy of survey respondents in order to gain participation. ▪ Telephone databases for target area will be sourced By SMEC.

3 CONSULTATION METHODOLOGY

Given that the stakeholder engagement for this aspect of the project will be targeted, it is likely that only phone and some limited face to face contact/briefings will be required. We acknowledge that many of the services providers that we wish to gather feedback from are 'stretched' already in terms of time and human resources in their delivery function. Hence, the most efficient means to determine if they have any feedback on the car park pricing strategy will be to contact them by phone and if appropriate forward interview guide questions to them by email for review, prior to a follow up interview (via phone) at a mutually agreed time.

There is also an option to undertake a focus group discussion with service providers if that is a preferred method for them to provide additional feedback. The option to participate in a focus group discussion will be offered to all government and non-government service agency providers, as part of the phone interview.

Key briefings are provided for in Table 2 that will be focused on building understanding of SEIA process with peak community organisations. *However, SMEC would recommend that RCC also provide information about the SEIA process, using existing established SMBI communication channels (i.e. local newspapers and newsletters). This communication would be the responsibility of RCC, with input from SMEC.*

An indicative timeline to undertake this engagement is outlined in **Table 3** below.

Table 3: Engagement Timeframe

Activity	Approximate Timing
Finalise Engagement Plan (approved by RCC)	14 March 2011
CEO, Mayor & Cr Townsend briefing	Week beg 21 March
In accordance with Work Program Tasks 2.4-2.7:	
<ul style="list-style-type: none"> ▪ OPS & SMBI Forum representative briefing* 	TBC
<ul style="list-style-type: none"> ▪ Contact stakeholders – phone and/or face to face interviews 	14 March - 1 April 2011
<ul style="list-style-type: none"> ▪ Southern Bay Island Community Initiative Network (SBICIN) Meeting 	7 April 2011
<ul style="list-style-type: none"> ▪ SMBICAC Workshop 	13 April 2011

APPENDIX A: PRIMARY AND SECONDARY DATA

Document Title	Author	Year
Southern Moreton bay Place Project. Macleay Island jetty research.	Metropolitan South Institute of TAFE	2007
Queensland Island Ferry Satisfaction Survey Report (Bay Islands Transit System).	The Nielson Company	2008
Revised projected resident population, Redland City, by Statistical Local Area (SLA).	DIP	2009
Redland Bay Centre & Foreshore Master Plan: Submission Review Report.	RCC	2009
Southern Moreton Bay Islands Travel Survey Report.	RCC prepared by Integrated Open Space Services	2009
Issues Paper - Population & Dwelling Profile. Southern Moreton Bay Islands. Covering the Islands of Macleay, Lamb, Karragarra and Russell.	Land Use planning Group, RCC	2009
Our Parking Spot: A Paper Detailing Important Matters Affecting the Present Redland City Council Integrated Local Transport Plan Review and Social and Economic Impact Assessment.	Our Parking Spot Group	2010
Southern Moreton Bay Islands Travel Mobility Survey. Final Report.	Socialdata Australia	2011
Redland City Council - Evaluation Form.	RCC	N/A
Speak Out Full Data Travel Details Activity.	N/A	N/A
SMBI - Integrated Local Transport Plan Review. Transport Speak Out. Macleay Island Progress Association Hall - 13 March 2010.	N/A	N/A
SMBI ILTP Review Speak Out - Saturday 13 March 2010. Macleay Island Progress Association Hall.	N/A	N/A
SMBI Forum. Submission from SMBI Forum to Integrated Local Transport Plan Review.	Forum of the Organisations of the Southern Moreton Bay Islands	N/A
Redland Shire Council Queensland Department of Local Government and Planning, Southern Moreton Bay Islands Planning Study, Report On Planning and Land Use Strategy.	RCC & Dept of Local Government and Planning Prepared by Gutteridge Haskins & Davey Pty Ltd.	1999
Southern Moreton Bay Islands: report on Supplementary Planning Study.	RCC & Dept of Local Government and Planning Prepared by Gutteridge Haskins & Davey Pty Ltd.	2002

Document Title	Author	Year
Southern Moreton Bay Islands, Background Paper. A report for Southern Redland and Southern Bay Islands Place Project	Wyeth Planning Services and 99 Consulting	2008
Redland City Council. Economic Development Strategy. 2008 – 2012.	Pacific Southwest Strategy Group	2008
Redland Economic Development Strategy (Appendices). October 2008.	Pacific Southwest Strategy Group	2008
Southern Moreton Bay Islands Background Paper, A report for Southern Redland and Southern Bay Islands Place Project.	RCC & Dept of Local Government and Planning, prepared by Wyeth Planning Services and 99 Consulting	2008
SMBI Sport and Recreation Strategy – Part A. Background Research.	Strategic Leisure Group Redlands City Council	2008
SMBI Sport and Recreation Strategy – Part B. Implementation Plan.	Strategic Leisure Group Redlands City Council	2008
Bay Island Blueprint, a partnership approach.	Redlands City Council (SMBI Community Advisory Committee)	2009
Redland Bay Centre & Foreshore Master Plan.	RCC	2009
Redland Bay Centre and Foreshore Master Plan: Supporting Information.	RCC	2009
Redland City Council: Corporate Plan 2010 – 2015.	RCC	2009
Redlands Social Infrastructure Strategy 2009.	RCC	2009
SMBI CI Directory, Southern Moreton Bay Islands Community Initiative Network, Contact Directory.	SMBI	2010
Weinam Creek & Victoria Point Bus Stop Upgrades.	Arup	2010
Redlands 2030 Community Plan.	RCC	2010
Southern Moreton Bay Islands: Integrated Local Transport Review - a Community and Stakeholder Discussion paper.	RCC	2010
Southern Moreton Bay Islands Water Transport Alternative Route Study.	RCC & Dept of Local Government and Planning Prepared by Gutteridge Haskins & Davey Pty Ltd.	2011
Our City Our Culture, A Cultural Plan for the Redlands 2008 – 2019.	RCC	2008?
Social Disadvantage on the SouthernMoreton Bay Islands, 2010 Draft.	N/A	DRAFT

Document Title	Author	Year
Feasibility planning and concept design for the upgrade of the Weinam Creek ferry terminal bus stop.	Arup	DRAFT
Concept Layout - Interim: Weinam Creek Car Park Review.	RCC (Design Services)	n.d.
Redland City Council. Economic Development Strategy. 2008 – 2012.	RCC	N/A
Social Disadvantage on the Southern Moreton Bay Islands, 2010.	N/A	N/A
Island Library Strategic Plan 2004-2014,	RCC	

APPENDIX B: INTERVIEW GUIDE

Introduction

Redland City Council have appointed SMEC to undertake a Social and Economic Impact Assessment (SEIA) of the proposal to introduce a car park pricing system at Weinam Creek passenger ferry terminal, which is a strategy of the Redland Bay Centre & Foreshore Master Plan. This plan seeks to achieve a coordinated vision for the Redland Bay Centre and Foreshore Area. The proposed car park pricing charge proposed at \$0.25 per hour. This pricing reflects the cost of security, policing, ongoing maintenance and car park upgrade costs.

To assist SMEC with undertaking this impact analysis, we need feedback from key service providers that are regularly servicing the Southern Moreton Bay Islands (SMBI). We have worked with Redland City Council to identify key SMBI government and non-government service providers.

We need to understand from you:

- if this car parking charge would affect either your service provision or how your services are accessed by your Clients (i.e. SMBI residents), and
- how your organisation would manage the impact of this car parking charge.

This will help us to recommend mitigation and or management measures for Council to minimise the impact of car park charges at Weinam Creek passenger ferry terminal on your organisation and or your clients.

Questions

Please consider and provide feedback to the following questions.

1. What is the frequency of travel by members of your organisation/business to the Southern Moreton Bay Islands?

Location	Frequency (Daily/weekly /monthly/irregular/never)	Number of Staff /Clients travelling to SMBI	Comment
Russell Island			
Macleay Island			
Karragarra Island			
Lamb Island			

2. Would your service provision be impacted by the proposed car parking charge for Weinam Creek ferry car park of \$0.25 per hour? (if Yes, discuss how?)
3. What would your organisation/business do in response to this car parking charge? (Describe)

4. Do you believe that this car parking charge would impact (positively, negatively or no impact) on:
 - a) your service provision?
 - b) your clients travel costs to receive your service?
5. What measure would your organization/business need to put in place to manage or mitigate the car parking charge for your staff and/or clients?
6. Are there any other service providers that your organisation works with on a regular basis that travel to the Southern Moreton Bay Islands? If YES, please identify them.
7. Do you have any other feedback relating to the car park pricing charge for Weinam Creek ferry terminal car park?
8. Would you be interested in attending a focus group discussion with other service providers to further discuss the impact of the car parking charge and possible measures to minimise possible negative impacts?

APPENDIX C: SURVEY QUESTIONS – BANANA STREET, MEISNER STREET & OUTREACH STREET

Questions for phone survey of Banana, Meisner & Outreach Streets	
1. Do you currently provide car parking for Southern Moreton Bay Island residents?	<p>Yes (go to question 2)</p> <p>No (got to question 6)</p>
2. How many car parking spaces do you provide?	
3. What do you charge per car parking space? (please specify if it is a daily, monthly or annual charge)	
4. Do you believe your current car parking arrangements will either positively or negatively impacted by the proposed Council car parking charge of \$0.25 per hour at the Weinam Creek ferry terminal car park? Please describe	
5. (If negative) Are there any measure you believe Redland City Council should put in place to mitigate/minimize these negative impacts?	
6. Before today were you aware of Redland City Council proposal to charge \$0.25 per hour for car parking at the Weinam Creek ferry terminal car park?	<p>Yes</p> <p>No</p>
7. (If yes) Do you support this charge?	<p>Yes</p> <p>No</p>
8. (Ask All) Do you have any general feedback that you would like to provide to Redland City Council about this proposed car park charge?	

APPENDIX C – ECONOMIC IMPACT ASSESSMENT

**Economic Impact Assessment:
Proposed Weinam Creek
Passenger Ferry Terminal - Car
Park Pricing System**

Final Report

May 2011



ECONOMIC ASSOCIATES

Economic Impact Assessment: Proposed Weinam Creek Passenger Ferry Terminal - Car Park Pricing System

Final Report

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May 2011

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1 BACKGROUND

Redland City Council commissioned SMEC Australia Pty Ltd to prepare a social and economic impact assessment of Council's proposal to change the system of charging for parking at its car parks at the Weinam Creek ferry terminal, Redland Bay. SMEC in turn commissioned Economic Associates to prepare the economic assessment component of the SEIA.

The Weinam Creek ferry terminal services passenger ferries that operate regulator commuter services to the southern Moreton Bay islands (SMBI) including Russell Island, Lamb Island, Macleay Island and Karragarra Island. SMBI residents travel by passenger ferry to the mainland for work, education, shopping and other purposes. The large majority of SMBI to mainland trip are made by ferry. High levels of parking activity occur at Weinam Creek in the Council operated car park, on street and on private residential properties that operate commercial parking businesses. Council-provided car parking includes pre-paid secure parking and free parking.

Following recommendations of its *Redland Bay Centre and Foreshore Master Plan*, Council proposes to introduce a system of hourly charging at its car park, replacing the current pre-paid/secure and free parking.

Islanders are heavily dependent on parking at Weinam Creek because most of their mainland trips are made by private motor car and because they appear to regard the vehicle barge service from the SMBI to Weinam Creek as being too expensive.

2 STUDY APPROACH

2.1 Methodology

Economic impact can be described as the consequence of a change in economic arrangements. The development of a new resource project or commercial office precinct for example may create jobs, economic output and income in the area which the project is developed.

The Weinam Creek proposal has some potential to change the way in which SMBI residents go about their daily lives and those changes could in turn induce economic impacts. Some residents might choose to cease working, others might relocate from the islands and there may be consequent changes in retail expenditures and property values on the islands as people move away. Offsetting those potential negative impacts, an increase in the price of parking could allow SMBI businesses to capture a greater share of SMBI resident expenditure leading to a positive impact on the SMBI economy.

This report considers the impact of the car park pricing proposal on SMBI economy only, because, at the Redland City Council area level, any impacts would be neutral if activity displaced from SMBI simply relocates to other parts of the RCC area. In forming judgements about how SMBI residents might react to changed parking charging arrangements this analysis has considered demographic, socio-economic and trip making information.

The potential for changes in parking arrangements to generate economic impacts in SMBI arises from several direct factors (in addition to the particular historical circumstances of the islands):

- There are no ready substitutes for the passenger ferries for SMBI-mainland travel at prices in the vicinity of the ferry fare plus the existing cost of parking, which in some cases is free;
- Even though a high proportion of SMBI resident trips are destined for Redland City destinations, public transport is time-uncompetitive with private transport from Weinam Creek, not suitable for carting bulky and heavy shopping items and lacks the ability of the private car to service dispersed trip destinations at relatively low out of pocket cost to the user;
- Ferry and car park users have built their mobility decisions around the anticipated availability of free or at least inexpensive permanent parking at Weinam Creek;
- The populations of the individual islands are too small to support sustainable employment levels and levels of service provision (retail, personal business, educational, medical) that would reduce the need for ferry access and large scale parking provision at Weinam Creek.

In this study the estimation of impact emerges from conclusions about how SMBI residents will react to changes in the system of parking charges. The research uses principally secondary sources:

- The 2006 ABS *Census of Population and Housing* both directly and indirectly via Council background research documents;
- The *Southern Moreton Bay Islands Travel Survey Final Report* of January 2011, prepared for Council by Socialdata Australia Pty Ltd;

- The *BITTS Travel Survey Report*, prepared for Council 2009 as part of the Foreshore Master Plan by Integrated Open Space Services.

Other data sources were also used as noted throughout this report.

2.2 Benchmarking against a comparable community

The study considered whether to benchmark SMBI against comparable island communities in Queensland but found this not to be possible because of the uniqueness of the SMBI geographically and demographically. A number of possible communities were considered:

- Magnetic Island: Magnetic Island's residential population is located on one island rather than four. In addition the mainland Magnetic Island ferry terminal in Townsville is close proximity to the Townsville CBD.
- Moreton Island: One island with a predominantly non-commuter trip focus;
- Fraser Island: as for Moreton Island;
- North Stradbroke Island: Population contained on one island. Important tourism location in south east Queensland with up until now significant on-island employment opportunities in mining and tourism.

In the absence of a suitable island benchmark, the study used the Redland City Council area as a benchmark in the analysis of data describing the demographic and economic characteristics of SMBI.

3 COUNCIL'S PARKING PROPOSAL

Redland City Council proposes that public parking provision at Weinam Creek (off-street and on-street) be capped at 1,310 spaces out to 2021, up from 1,236 as at 2009. The proposal is ambiguous as to whether 169 (paid) parking spaces on private land in the vicinity of Weinam Creek will be allowed to continue. Council's proposal shows these spaces as being available in 2009 but not in the 'proposed future short term' in Table 2. Assuming these spaces will not be available, parking supply would fall from 1,405 currently to 1,310 out to 2021 if the proposal is adopted. The SMBI population over broadly the same period (2008 to 2021) is forecast by Council to grow by 52% from 5,200 to 7,930 persons.

Parking charges are envisaged to be \$0.25 per hour. Council's proposal envisages that by 2021, 50% of additional parking demand relative to 2008 levels will be absorbed by a combination of demand management (parking charges and controls) and enhanced public transport provision so that by 2021 parking demand will be constrained to 1,167 spaces (compared with 1,164 spaces provided). Table 1 summarises the growth in parking demand at Weinam Creek as envisaged by Council. Table 2 provides more detail about existing and proposed parking provision at Weinam Creek. Table 3 summarises Council's assessment of the impacts of demand management on parking demand.

Table 1 Current and forecast parking demand at Weinam Creek

	Current	Proposal to 2021
Secure	435	830
Public	617	253
12 hour on-street	42	46
Total	1,094	1,164

The number of proposed spaces shown does not add to the proposal's stated total of 1,164. The number of spaces shown is 35 short of the stated 1,064 total.

Source: Derived from Redland City Council briefing note to Mayor and Councillors 16 June 2009, amended 7 August 2009

Table 2 Existing and proposed parking at Weinam Creek

	Existing spaces	Proposed Future Short Term*
Barge terminal	126	126
Temp overflow area near war memorial	92	0
Free time-limited area	299	27
Fenced compound	435	830+
Temp grass overflow area - Meissner St	100	135
Banana Street East Side - 12 hr zone	42	46
Totals - light vehicles	1,094	1,164
Marina precinct	65	65
Boat/trailer area	77	81#
Currently available private parking	169	-
Total	1,405	1,310

Intended to accommodate demand until 2021. The Council briefing note assumes parking charges and improved public transport provision will reduce the rate of parking demand growth to below the rate of SMBI population growth
 +Proposed user-pays area #Proposed to release up to 50 bays for light vehicle user-pays parking Monday-Friday excluding public holidays. Marina precinct parks are existing user pays

Source: Derived from Redland City Council briefing note to Mayor and Councillors 16 June 2009, amended 7 August 2009

Table 3 Proposed absorption of additional parking demand

Year	SMBI population (persons)	Parking demand with no demand management (spaces)	Additional demand for spaces with no demand management or additional public transport (Base=2008)	Additional demand with demand management and additional public transport provision	% of additional demand absorbed by demand management and additional public transport
	(Persons)	(Spaces)	(Spaces)	(Spaces)	%
2008	5,200	918	-	-	-
2011	5,830	1,029	111	66	40%
2016	6,880	1,215	297	134	45%
2021	7,930	1,400	482	241	50%
2026	8,980	1,585	667	366	55%

Source: Derived from Redland City Council briefing note to Mayor and Councillors 16 June 2009, amended 7 August 2009

4 MAINLAND PUBLIC TRANSPORT

4.1 Buses and ferries

The Bay Islands Transit ferry service from SMBI to Weinam Creek is privately operated and outside the Translink network. The weekday timetable provides services between (approximately) 4 am and midnight. Service frequency is broadly half hourly with some additional services provided in peak periods. Trip times from Weinam Creek are eighteen minutes to Macleay Island and thirty minutes to Russell Island.

Bus services operate regularly from Weinam Creek to centres in the Redlands and Brisbane but provide unattractive travel times of 38 minutes to Cleveland and 61 minutes to Capalaba. Comparative car travel times are 18 minutes and 22 minutes respectively.

Table 4 Mainland bus and car travel times ex Weinam Creek

Destination	Car		Bus	
	Travel time	Travel time	Frequency (Off peak)	Other travel times
Redland Bay	5 min	5 min (Route 250)	30 min	
Victoria Point	9 min	15 min (Route 250)	30 min	20-26 min (Route 280 local)
Cleveland	18 min	38 min (Route 250)	30 min	
Capalaba	22 min	61 min (Route 250)	30 min	
Mater Hospital	40 min	106 min (Route 250)	30 min	
Brisbane CBD	40 min	113 min (Route 250)	30 min	51 min (Route 281 peak)
University of Queensland	51 min	80 min (2 bus changes)*	Subject to connections	
Griffith University	37 min	75 min (2 bus changes)*	Subject to connections	
PA hospital	38 min	72 min (2 bus changes)*	Subject to connections	
Royal Brisbane Hospital	44 min	90 min (3 bus changes)*	Subject to connections	
Greenslopes Hospital	43 min	88 min (3 bus changes)*	Subject to connections	
Prince Charles Hospital	48 min	120 min (3 bus changes)*	Subject to connections	
Yatala Industrial Estate	28 min	93 min (3 bus changes)*	Subject to connections	

* Fastest bus travel time shown

Source: Translink timetables for bus trip times, www.whereis.com for car trip time

Combined bus and ferry fares ex-SMBI to mainland destinations are high relative to other Translink destinations in SEQ. As Table 5 illustrates, using paper single tickets, the SMBI-Brisbane CBD ferry-bus fare is more expensive than Brisbane CBD-Nambour and only 80 cents cheaper than Brisbane CBD-Coolangatta. For Go Card users, a Brisbane CBD-SMBI trip would be just over \$2 dearer than Brisbane CBD-Coolangatta.

Table 5 Public transport fare comparisons

Trip pair	Full peak fare one way	
	Paper single	Go Card
Brisbane CBD to Cleveland	\$7.70	\$5.29

Trip pair	Full peak fare one way	
	Paper single	Go Card
Redland Bay	\$9.10	\$6.21
SMBI (bus-ferry)	\$17.90	\$15.01
Nambour	\$17.70	\$12.19
Coolangatta	\$18.70	\$12.88
Gympie North	\$24.60	\$16.91
	One way trip	One way trip on 40 trip Multi ticket
SMBI-Weinam Creek	\$8.80	\$6.80

Note: The paper single and Go Card fare distinction applies only to the bus (Translink) component of bus-ferry fares. Ferry fares current from 17 April 2011

Source: Translink and Bay Islands Transit web sites, accessed 17 April 2011

4.2 Vehicular barge

Use of the vehicular barge would obviate the need for resident car parking at Weinam Creek but as Table 6 illustrates, even the lower resident return, standby and weekend special fares would for many residents preclude frequent use of the service.

Table 6 Trends in barge fares - SMBI to Weinam Creek

Adult fares	2004	2005	2006	2007	2008	2009	2011*
Nominal return	\$58	\$65	\$85	\$89	\$95	\$101	\$105
Resident return	na	na	\$69	\$72	\$78	\$84	\$87

* other standby fares (\$52) and weekend specials (\$60) are available for island residents

Source: Redland City Council (2010) *SMBI Integrated Local Transport Review*, November' www.stradbrokeferries.com.au, accessed 17 April 2011.

5 ECONOMY

The SMBI like other coastal destinations in Queensland provide a place to live for the retired, for workers who prefer a relaxed low key lifestyle and for the less well off who are attracted by relatively low rents and property prices. Aside from retailing and some tourism rental B&B activity there is little economic activity on the islands. Although the recent Redland Economic Development Strategy saw the Bay Islands more generally as an element in Redland's competitive advantage¹ Council in its *Bay Island Blueprint* identified characteristics of the SMBI that will constrain development and sustain islanders' dependence on the mainland for employment and services:

- Of 272 km of streets, only 57 km are sealed;
- No secondary school;
- No hospital;
- No sewerage;
- Basic drainage system;
- Constrained transport links;
- Limited social infrastructure;
- No developers' contribution to infrastructure².

On the one hand, the availability of parking at Weinam Creek limits the scope for development of the SMBI economy because it facilitates ready access to the mainland. On the other hand, the small and dispersed SMBI population is too small support additional and higher order services in the absence of substantial population growth. That growth will itself be constrained by limits on access between SMBI and the mainland..

5.1 Property market

5.1.1 House sales

The volume and median price of house sales in Macleay Island, Russell Island, Lamb Island, Karragarra Island and Redland City are shown in Table 7, Table 8 and Figure 1 below. Between 2001 and 2010, there were 23,520 house sales in Redland City with the SMBI accounting for approximately 7% of sales, including:

- 624 sales on Macleay Island;

¹ Pacific Southwest Strategy Group (2008) *Redland Economic Development Strategy*

² See Redland City Council (March 2009) *Bay Island Blueprint: A partnership approach*.

- 862 sales on Russell Island;
- 131 sales on Lamb Island; and
- 60 sales on Karragarra Island.

In the ten years to 2010, the median house sales price was significantly lower in the SMBI than in Redland City.

Table 7 Volume of house sales, Redland City Council

	Macleay Island	Russell Island	Lamb Island	Karragarra Island	Total SMBI	Redland City Council	SMBI as % of RCC
2001	43	64	11	4	122	2,711	4.5%
2002	86	122	15	8	231	3,049	7.6%
2003	99	122	20	7	248	3,123	7.9%
2004	55	76	9	3	143	1,982	7.2%
2005	27	56	9	6	98	1,943	5.0%
2006	55	86	18	6	165	2,351	7.0%
2007	114	122	24	11	271	2,877	9.4%
2008	52	72	10	7	141	1,727	8.2%
2009	54	87	9	3	153	2,181	7.0%
2010	39	55	6	5	105	1,576	6.7%
Total	624	862	131	60	1,677	23,520	7.1%

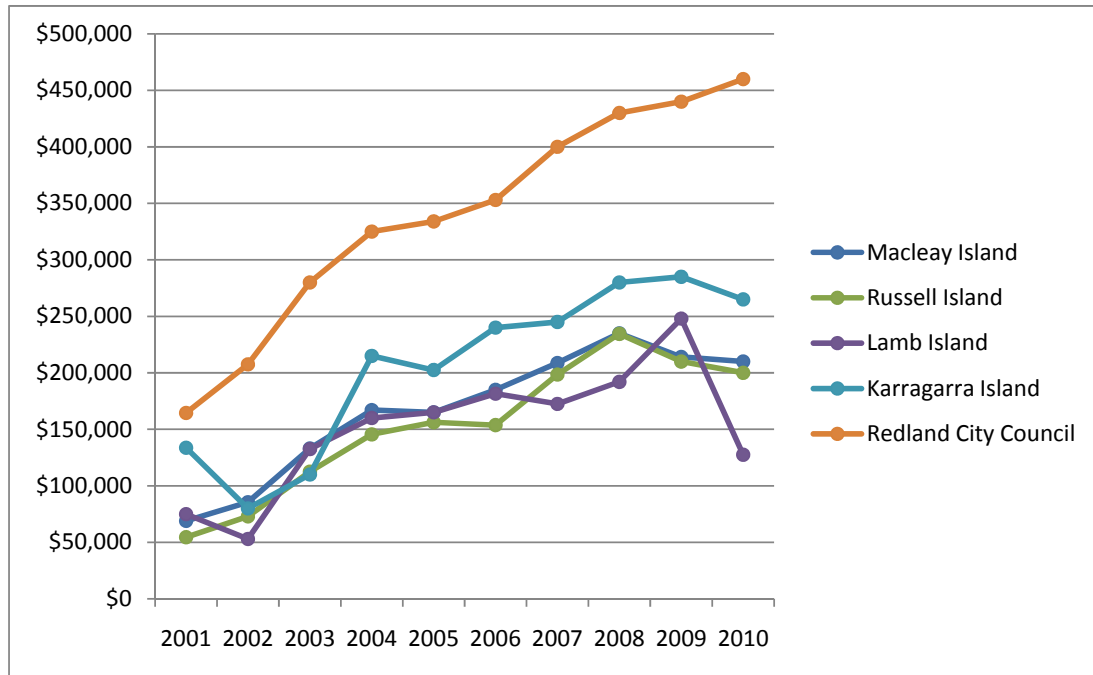
Note: Data is based on allotments of 800m² or less
Source: Property Data Solutions Database (2010)

Table 8 Median price of house sales, Redland City Council

	Macleay Island	Russell Island	Lamb Island	Karragarra Island	Redland City Council
2001	\$69,000	\$54,500	\$75,000	\$133,750	\$164,500
2002	\$85,500	\$73,000	\$53,000	\$80,000	\$207,500
2003	\$133,000	\$112,500	\$132,500	\$110,000	\$280,000
2004	\$167,000	\$145,500	\$160,000	\$215,000	\$325,000
2005	\$165,000	\$156,250	\$165,000	\$202,500	\$334,000
2006	\$185,000	\$153,750	\$181,500	\$240,000	\$353,000
2007	\$208,750	\$198,500	\$172,500	\$245,000	\$400,000
2008	\$235,000	\$234,500	\$192,000	\$280,000	\$430,000
2009	\$214,000	\$210,000	\$248,000	\$285,000	\$440,000
2010	\$210,000	\$200,000	\$127,500	\$265,000	\$460,000

Note: Data is based on allotments of 800m² or less
Source: Property Data Solutions Database (2010)

Figure 1 Median house prices, Redland City Council



Source: Property Data Solutions Database (2010)

5.1.2 Vacant land sales

The volume and median price of vacant land sales in SMBI and Redland City are shown in Table 9, Table 10 and in Figure 2 below. Between 2001 and 2010, there were 12,181 vacant land sales in Redland City with the Southern Moreton Bay Islands accounting for approximately 54% of sales, including:

- 1,448 sales on Macleay Island;
- 4,695 sales on Russell Island;
- 281 sales on Lamb Island; and
- 108 sales on Karragarra Island.

Between 2001 and 2010, the median sale price of vacant land in Redland City fluctuated between \$35,000 (2004) and \$240,000 (2009). The median price of vacant land was generally lower in the SMBI than in Redland City. The median price of vacant land in the SMBI peaked in 2007 at \$69,000 on Macleay Island, \$58,000 on Russell Island, \$75,000 on Lamb Island and \$120,000 on Karragarra Island.

Table 9 Vacant land sales (number), Redland City Council

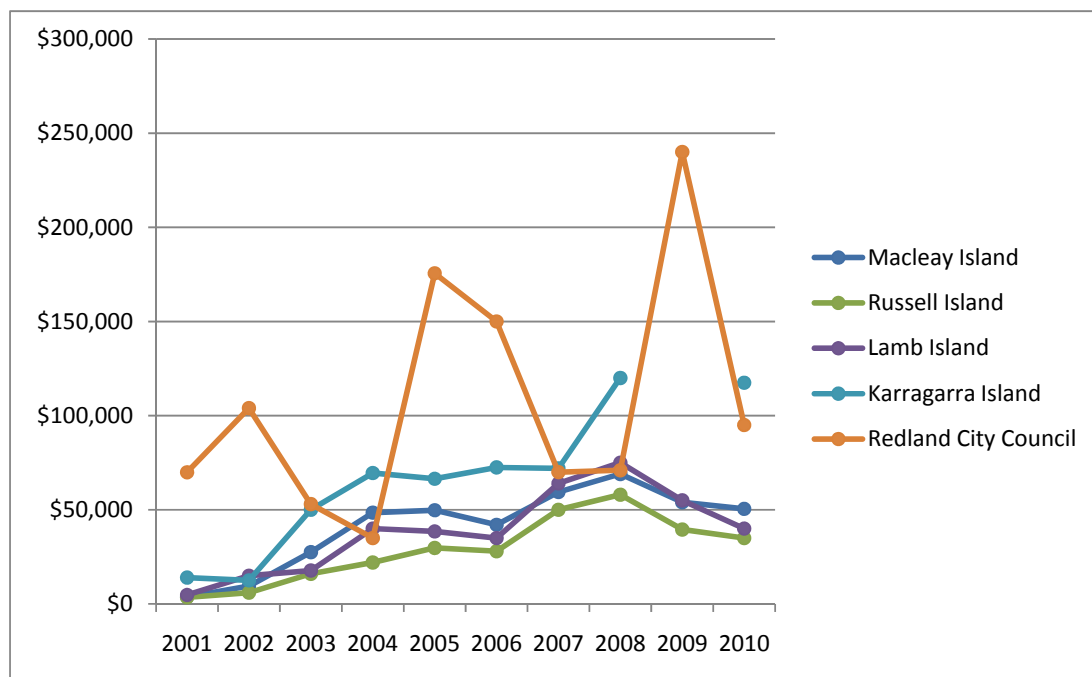
	Macleay Island	Russell Island	Lamb Island	Karragarra Island	Total SMBI	Redland City Council	SMBI as % of RCC
2001	109	382	18	17	526	1,196	44.0%
2002	177	342	31	28	578	1,738	33.3%
2003	370	895	86	21	1,372	2,388	57.5%
2004	132	870	19	4	1,025	1,481	69.2%
2005	76	282	14	9	381	817	46.6%
2006	117	350	13	10	490	977	50.2%
2007	298	853	69	10	1,230	1,799	68.4%
2008	95	342	15	5	457	661	69.1%
2009	46	216	11	0	273	747	36.5%
2010	28	163	5	4	200	377	53.1%
Total	1,448	4,695	281	108	6,532	12,181	53.6%

Source: Property Data Solutions Database (2010)

Table 10 Median price of vacant land sales, Redland City Council

	Macleay Island	Russell Island	Lamb Island	Karragarra Island	Redland City Council
2001	\$3,750	\$3,500	\$4,750	\$14,000	\$69,900
2002	\$9,500	\$6,000	\$15,000	\$12,500	\$104,000
2003	\$27,500	\$16,000	\$17,750	\$50,000	\$53,000
2004	\$48,500	\$22,000	\$40,000	\$69,500	\$35,000
2005	\$49,750	\$29,750	\$38,500	\$66,500	\$175,600
2006	\$42,000	\$28,000	\$35,000	\$72,500	\$150,000
2007	\$59,450	\$50,000	\$64,000	\$72,000	\$70,000
2008	\$69,000	\$58,000	\$75,000	\$120,000	\$71,000
2009	\$54,000	\$39,500	\$55,000	-	\$240,000
2010	\$50,500	\$35,000	\$40,000	\$117,500	\$95,000

Source: Property Data Solutions Database (2010)

Figure 2 Median vacant land prices, Redland City Council


Source: Property Data Solutions Database (2010)

5.1.3 Implications

SMBI has continued to account for less than 10% of house sales in the RCC area at prices that are generally at a significant discount to RCC prices. Except in the last few years when SMBI prices fell in the face of rising prices in the RCC area, SMBI prices have moved in a pattern similar to that in RCC more broadly suggesting that SMBI's position in the Redland City housing market has remained unchanged. Over that period the relative attractiveness of SMBI houses as reflected in prices appears to have remained fairly constant. It is too early to tell whether the absolute and relative price falls in 2009 and 2010 when RCC prices in general rose are the result of broader market forces or are reflective of market forces at the local level.

SMBI vacant land sales remained a large proportion of total RCC sales over the last decade and generally price growth has been much stronger than in the RCC. Large price falls since 2009 could be the result of broader market forces but it might be too early to tell. Nonetheless vacant land prices remain well below RCC prices generally, reflecting the lack of services, poor access and possibly poorer quality of blocks on offer.

House and land price data clearly show that the market regards SMBI property as inferior and has done so for many years other than perhaps in the boom years prior to the global financial crisis. The dampening effect of negative factors including poor services and access are not recent.

5.2 Existing Retail Network

Retail facilities are concentrated on Macleay Island and Russell Island.

5.2.1 Macleay Island

There are five retail centres on Macleay Island, these being:

- Emerald Isle Shopping Centre;
- Macleay Island Shopping Centre including FoodWorks;
- The Village Macleay Island including a 4 Square Supermarket (150m²);
- Southseas Shopping Village; and
- IGA Centre including IGA supermarket.

There were also three stand alone tenancies identified on Macleay Island, namely Ray White Real Estate, LJ Hooker Real Estate and Bay Islands Medical Centre.

5.2.2 Russell Island

On Russell Island there are nine retail tenancies including Supa IGA, two real estate agents, two hairdressers, a café, bottle shop, pharmacy and video store. Also located on Russell Island is Bay Island Medical Services.

5.2.3 Lamb and Karragarra Islands

There were only limited facilities identified on Lamb Island including the Lamb Island Kiosk on Lucas Drive. There are no facilities or services on Karragarra Island.

5.3 Other services

There are no essential facilities located on Lamb Island or Karragarra Island. Macleay Island has the largest variety of services but still has gaps in services requiring residents to travel to the mainland. Although Russell Island has a larger resident population than Macleay Island its range of services is narrower.

None of the islands has a Centrelink office or a supermarket, only one island has formal childcare/preschool, and none of the islands appears to have a green grocer or a motor mechanical business. Only one of the islands has a bank.

Table 11 Commercial and community facilities within Southern Moreton Bay Islands

	Russell Island	Macleay Island	Lamb Island	Karragarra Island
Banks	-	✓	-	-
Accounting/Finance	✓	-	-	-
Post Office	✓	✓	-	-
Medical Centre or Base	✓	✓	-	-
Hospital				
Centrelink	-	-	-	-
Formal Child Care/Preschool	-	✓	-	-
Primary School	✓	✓	-	-
Secondary School	-	-	-	-
Post Secondary Education	-	-	-	-
Pharmacy	✓	✓	-	-
Hardware	✓	✓	-	-
Supermarket	-	-	-	-
Convenience Store	✓	✓	-	-
Green Grocer	-	-	-	-
Butcher	✓	✓	-	-
Bakery	-	✓	-	-
Motor Mechanic Repair	-	-	-	-
Ambulance	-	✓	-	-
Police Station	✓	✓	-	-
Fire Station	-	✓	-	-
Pub	✓	✓	-	-
Hairdresser	✓	✓	-	-
Public Library	✓	✓	-	-
Builders	✓	✓	-	-
Discount Department Store	-	-	-	-
Petrol Station	✓	✓	-	-
Optometrist	-	-	-	-
Aged Care Facility	✓	-	-	-

Source: Economic Associates research

6 DEMOGRAPHICS

6.1 Population and age

As at the 2006 Census the population of the SMBI was 4,232 persons.

The SMBI population (average age of 47 years) was markedly older than that of the RCC population (38 years). SMBI residents younger than 20 years accounted for only 19.5% of the SMBI population but 28.6% of the RCC population. At the other end of the age spectrum, 21.0% of SMBI residents were older than 64 years compared with only 13.0% of the RCC population.

Table 12 Age distribution of SMBI population

Age Distribution	SMBI Number	SMBI %	Redland City %
0-14 years	659	15.6%	20.9%
15-19 years	168	4.0%	7.7%
20-24 years	96	2.3%	5.9%
25-34 years	254	6.0%	10.7%
35-44 years	461	10.9%	14.6%
45-54 years	624	14.7%	15.3%
55-64 years	1,082	25.6%	12.0%
65-74 years	626	14.8%	6.7%
75-84 years	232	5.5%	4.6%
85 years and over	30	0.7%	1.6%
Total Population	4,232	100.0%	100.0%
Average Age of Residents		46.7	38.0

Source: 2006 Census Community Profile Series: Basic Community Profile

6.2 Housing and household structure

Around 33% of SMBI dwellings were unoccupied on 2006 Census night including nearly half of the dwellings on Karragarra. These results are consistent with SMBI being a second home or holiday home destination for many residents.

Table 13 Dwelling type of SMBI

Location	Occupied Dwellings	Unoccupied Dwellings	Total Dwellings
Russell Island	780	362	1,142
Macleay Island	873	386	1,259
Lamb Island	171	94	265
Karragarra Island	62	58	120
Total	1,886	900	2,786

Source: 2006 Census Community Profile Series: Basic Community Profile

Consistent with an older population, couples without children are much more prevalent in the SMBI where they represent 59% of households than in RCC (37% of households). Single person

households are also much more prevalent in the SMBI than in RCC (35% and 20% respectively). Single parent families are somewhat more prevalent in SMBI than in the RCC area.

Table 14 SMBI households by type

Household Type	SMBI Number	SMBI %	Redland City %
Couple families with children	254	21.4%	47.2%
Couple families without children	699	59.0%	37.4%
Single parent families	222	18.7%	14.3%
Other families	10	0.8%	1.1%
Total families	1,185	100.0%	100.0%
Total family households	1,185	62.8%	80.0%
Lone person households	655	34.7%	19.5%
Other/group households	46	2.4%	0.5%
Total households	1,886	100.0%	100.0%

Source: 2006 Census Community Profile Series: Basic Community Profile

The smaller average household size in the SMBI is consistent with its older population.

Table 15 Household size

Household size	SMBI Number	SMBI %	Redland City %
1 person	653	34.5%	19.3%
2 persons	851	45.0%	34.7%
3 persons	179	9.5%	16.4%
4 persons	115	6.1%	18.7%
5 persons	60	3.2%	7.9%
6 or more persons	33	1.7%	3.1%
Total households	1,891	100.0%	100.0%
Average household size		2.2	2.9

Source: 2006 Census Community Profile Series: Basic Community Profile

Also consistent with an older, more settled population in the SMBI is its high proportion of home ownership with 46% of households living in a house they own compared with only 34% of RCC households (Table 16). The proportion of households renting in the SMBI is broadly similar to that it in the RCC area.

Table 16 Housing tenure of households

Housing tenure	SMBI Number	SMBI %	Redland City %
Owned	866	45.9%	33.5%
Being purchased	479	25.4%	39.6%
Renting	477	25.3%	23.7%
Other	12	0.6%	1.1%
Not stated	52	2.8%	2.1%
Total households	1,886	100.0%	100.0%

Source: 2006 Census Community Profile Series: Basic Community Profile

6.3 Household income and housing costs

Average household income on the SMBI is just under half that of the RCC, an outcome to be expected when a relatively large proportion of the population is of retirement age or otherwise in receipt of Centrelink payments. The contrast with RCC is not so great when incomes of working residents are compared. As discussed later (and shown in Table 26), SMBI residents in employment earn incomes that are 80% of those of their RCC counterparts.

This relationship between household income and worker income is important because it is suggestive that there are at least two quite distinct communities in the SMBI who may have different responses to the changes in the cost and availability of parking at Weinam Creek.

Table 17 Weekly household income

Weekly household income	SMBI Number	SMBI %	Redland City %
Negative/Nil income	35	1.9%	0.7%
\$1 to \$149	42	2.2%	1.0%
\$159 to \$249	234	12.4%	4.0%
\$250 to \$349	236	12.5%	5.9%
\$350 to \$499	288	15.2%	4.6%
\$500 to \$649	302	16.0%	9.7%
\$650 to \$799	136	7.2%	5.9%
\$800 to \$999	124	6.6%	6.6%
\$1,000 to \$1,199	127	6.7%	11.3%
\$1,200 to \$1,399	45	2.4%	6.6%
\$1,400 to \$1,699	56	3.0%	8.8%
\$1,700 to \$1,999	24	1.3%	7.0%
\$2,000 to \$2,499	14	0.7%	7.6%
\$2,500 to \$2,999	23	1.2%	5.1%
\$3,000 or more	9	0.5%	4.3%
Other	229	12.1%	11.6%
Total	1,889	100.0%	100.0%
Average weekly household income (\$)		\$630	\$1,280

Source: 2006 Census Community Profile Series: Basic Community Profile

Consistent with the availability of cheaper housing in the SMBI, housing loan repayments for those SMBI households that were paying off a home loan were only 75% of the RCC average at the 2006 Census. Residential rents in the SMBI were only 69% of the Redland City average.

Table 18 Monthly housing loan repayments (25% of households)

Monthly housing loan repayments	SMBI Number	SMBI %	Redland City %
\$1 to \$249	28	5.8%	2.3%
\$250 to \$399	46	9.6%	2.2%
\$400 to \$549	68	14.1%	4.7%
\$550 to \$749	78	16.2%	6.3%
\$750 to \$949	58	12.1%	8.4%
\$950 to \$1,199	61	12.7%	12.5%
\$1,200 to \$1,399	28	5.8%	10.7%
\$1,400 to \$1,599	34	7.1%	8.8%
\$1,600 to \$1,999	9	1.9%	16.0%
\$2,000 to \$ 2,999	18	3.7%	15.6%
\$3,000 and over	14	2.9%	5.2%
Not stated	39	8.1%	7.3%

Monthly housing loan repayments	SMBI Number	SMBI %	Redland City %
Total	481	100.0%	100.0%
Average monthly housing loan repayment		\$1,137	\$1,521

Source: 2006 Census Community Profile Series: Basic Community Profile

Table 19 Weekly rents (25% of households)

Weekly rents	SMBI Number	SMBI %	Redland City %
\$0-\$49	19	4.0%	2.9%
\$50-\$99	15	3.2%	7.5%
\$100-\$139	94	19.7%	6.4%
\$140-\$179	232	48.7%	7.9%
\$180-\$224	86	18.1%	16.6%
\$225-\$274	15	3.2%	27.2%
\$275-\$349	0	0.0%	19.6%
\$350-\$449	3	0.6%	6.5%
\$450-\$549	0	0.0%	1.3%
\$550 and over	8	1.7%	1.3%
Not stated	4	0.8%	2.9%
Total	476	100.0%	100.0%
Average weekly rents		\$164	\$237

Source: 2006 Census Community Profile Series: Basic Community Profile

Relatively recent data on the incidence of social security (Centrelink) payments is only available by postcode, with the SMBI postcode 4184 also including Perulpa, Peel and Coochiemudlo Islands. With that qualification, Table 20 shows that in 2007 island residents were three times as likely as Redland City residents to be in receipt of a Centrelink payment. Island residents were more than twice as likely as Redland City residents to be receiving the age pension and nearly six times as likely to be receiving the disability support pension.

Table 20 Centrelink pensions and allowances, by postcode (persons)

Pension/Allowance	SMBI (4184) ²				Redland City Council ³			
	2002		2007		2002		2007	
	No.	%	No.	%	No.	%	No.	%
Age Pension	678	17.5%	990	22.8%	10,189	8.5%	12,045	9.0%
Carers Payment	59	1.5%	102	2.4%	369-426	0.3% - 0.5%	652-671	0.4% - 0.5%
Disability Support Pension	524	13.6%	652	15.1%	3,350	2.8%	3,680	2.7%
Newstart Allowance	260	6.7%	254	5.9%	2,392	2.0%	1,692	1.3%
Parenting Payment - Single	150	3.8%	232	5.4%	2,526	2.1%	2,484	1.9%
Youth Allowances	62	1.6%	78	1.8%	2,156	1.8%	1,464-1,483	1.1%
Total Centerlink recipients	1,733	44.7%	2,308	53.3%	21,039	17.5%	22,055	16.5%
Total population	3,867	100.0%	4,328	100.0%	120,088	100.0%	134,068	100.0%

Note: SMBI data separately identified is only available for the years shown

Note 2: Post code 4184 includes Russell Island, Macleay Island, Perulpa Island, Lamb Island, Karragarra Island, Peel Island and Coochiemudlo Island

Note 3: Redland City Council includes postcodes 4157, 4158, 4159, 4160, 4161, 4163, 4164, 4165, 4183 and 4184

Source: Centrelink (unpublished data), ABS Regional Population Growth, Economic Associates estimates

6.4 Employment and occupation

Significantly for the potential impact of changed parking arrangements, work force participation in SMBI is just over 50% of that of the RCC area (Table 21). Only 34% of SMBI residents were in the labour force compared with 64% of RCC residents and, generally, SMBI workforce participation rates are low across all age groups. The SMBI labour force participation rate in the 55 to 64 years age group is only 55% of the rate for that age group in Redland City. The full time employment rate was markedly lower than in the RCC area and part time employment was higher (although the difference is less than with full time employment). The SMBI unemployment rate at the time of the 2006 Census was over three times that of the RCC area.

Of those SMBI residents in the labour force, only 46% were employed full time (61% of RCC residents were employed full time), and 14% were unemployed compared with only 4% of RCC residents.

In absolute terms, the full time employed workforce resident in the SMBI would have been 571 in 2006 and the part time workforce 421.

Table 21 Employment status of persons

Employment status (persons aged 15 years and over)	SMBI Number	SMBI %	Redland City %
Employed full time	571	46.3%	61.0%
Employed part time	421	34.1%	29.0%
Total unemployed	173	14.0%	4.1%
Total labour force	1,234	100.0%	100.0%
Total in labour force	1,234	34.5%	63.8%
Total not in labour force	2,101	58.7%	31.7%
Not stated	242	6.8%	4.5%
Total	3,577	100.0%	100.0%

Source: 2006 Census Community Profile Series: Basic Community Profile

Table 22 Labour force participation by age

Age	SMBI %	Redland City %	SMBI as % of Redland City
15-19 years	44.3%	62.2%	71.2%
20-24 years	55.9%	84.0%	66.5%
25-34 years	51.5%	79.8%	64.6%
35-44 years	56.5%	82.3%	68.7%
45-54 years	51.0%	82.0%	62.1%
55-64 years	30.7%	56.2%	54.7%
65-74 years	7.6%	11.8%	64.4%
75-84 years	4.0%	2.2%	181.8%
85 years and over	0.0%	1.9%	-
Total	34.5%	63.8%	54.1%

Source: 2006 Census Community Profile Series: Basic Community Profile

In some age groups (Table 23) the SMBI unemployment rate in 2006 was upwards of four times that of the rate in Redland City Council area and most prevalent in the 20 to 44 age group.

Table 23 Unemployment rate by age

Age	SMBI %	Redland City %
15-19 years	18.9%	10.6%
20-24 years	24.6%	5.8%
25-34 years	16.9%	4.0%
35-44 years	17.3%	3.2%
45-54 years	11.6%	2.4%
55-64 years	12.1%	3.3%
65-74 years	0.0%	2.0%
75-84 years	0.0%	6.2%
85 years and over	-	0.0%
Total	14.0%	4.1%

Source: 2006 Census Community Profile Series: Basic Community Profile

Despite low labour force participation which is itself an outcome of the SMBI's relatively large populations of retirees and Centrelink benefit recipients, the educational attainment of the SMBI population does not vary greatly from that of RCC population. SMBI residents are somewhat less likely to have bachelor or higher degree qualifications but the proportions having diploma or vocational qualifications mirror RCC levels.

Table 24 Highest education qualification achieved by SMBI population

Highest qualification (persons aged 15 years and over)	SMBI Number	SMBI %	Redland City %
Bachelor or higher degree	259	7.2%	10.6%
Advanced diploma or diploma	233	6.5%	7.8%
Vocational	790	22.1%	20.5%
No qualifications	1,760	49.2%	50.2%
Not stated	535	15.0%	10.9%
Total	3,577	100.0%	100.0%

Source: 2006 Census Community Profile Series: Basic Community Profile

Similarly, although the employed SMBI workforce is relatively small as a proportion of the SMBI population and not as well remunerated as RCC area workers generally, the occupational structure is not greatly different from that of the RCC workforce (Table 25). The proportion of managers, professionals and technicians is similar to that of the RCC area (around 42%) and the combined white collar categories of community, clerical and sales are also similar (34% in SMBI; 37% in RCC area). It is only in the labourers group that the SMBI are over-represented.

The three most prevalent occupations among SMBI residents in 2006 were technicians (18.4%), labourers (16.0%) and professionals (12.3%).

Table 25 Occupation of island residents

Occupation (employed persons)	SMBI Number	SMBI %	Redland City %
Managers	104	9.7%	12.0%
Professionals	140	13.1%	14.7%
Technicians	196	18.4%	16.8%
Community	111	10.4%	8.6%
Clerical	119	11.2%	17.2%
Sales	121	11.3%	11.3%
Machinery	76	7.1%	6.8%
Labourers	175	16.4%	11.0%

Occupation (employed persons)	SMBI Number	SMBI %	Redland City %
Not stated	25	2.3%	1.6%
Total	1,067	100.0	100.0

Source: 2006 Census Community Profile Series: Basic Community Profile

Average incomes of employed SMBI residents at the 2006 Census were 80% of those of workers resident in the RCC area. Sales workers resident in the SMBI earn 95% of the income of a RCC sales worker. For technicians the ratio is 85%. Given the broad similarity of employment according to occupation among SMBI and RCC residents the difference could be accounted partly by somewhat higher levels of part time employment among SMBI residents (34% of employment compared with 29% of employment among RCC resident workers.

As noted earlier, the contrast in income levels between SMBI and RCC residents is much starker across the total population (see Table 17 earlier) than among the employed population because of the high proportions of retirees and Centrelink benefit recipients resident in the SMBI.

Table 26 Average weekly income by occupation - SMBI residents

Occupation (employed persons)	SMBI Average	Redland City Average
Managers	\$868	\$1,224
Professionals	\$906	\$1,104
Technicians	\$736	\$862
Community	\$474	\$555
Clerical	\$690	\$724
Sales	\$497	\$557
Machinery	\$656	\$779
Labourers	\$475	\$569
Not stated	\$525	\$762
Total	\$657	\$817

Source: 2006 Census Community Profile Series: Basic Community Profile

The three sectors with the highest proportion of employed persons were construction (15.2%), retail trade (12.0%) and health care (10.3%).

Table 27 Employed persons by industry

Industry	SMBI Number	SMBI %	Redland City %
Agriculture, forestry & fishing	24	2.2%	0.8%
Mining	9	0.8%	0.8%
Manufacturing	92	8.6%	12.3%
Electricity, gas, water & waste services	4	0.4%	0.9%
Construction	148	13.9%	10.6%
Wholesale trade	33	3.1%	5.6%
Retail trade	110	10.3%	12.5%
Accommodation & food services	80	7.5%	5.3%
Transport, postal & warehousing	79	7.4%	5.8%
Information media & telecommunications	9	0.8%	1.5%
Financial & insurance services	12	1.1%	3.0%
Rental, hiring & real estate services	57	5.3%	2.1%
Professional, scientific & technical services	56	5.2%	5.4%
Administrative & support services	59	5.5%	3.4%
Public administration & safety	40	3.7%	5.8%
Education & training	72	6.7%	6.5%

Industry	SMBI Number	SMBI %	Redland City %
Health care & social assistance	117	11.0%	9.9%
Arts & recreation services	16	1.5%	1.1%
Other services	26	2.4%	4.2%
Not stated	24	2.2%	2.6%
Total	1,067	100.0%	100.0%

Source: 2006 Census Community Profile Series: Basic Community Profile

6.5 Car ownership

The 2006 Census reported relatively low car ownership among SMBI residents with 13% of households not owning a car (compared with 6% of RCC households) and 56% owning one car only (33% of RCC residents). The Census in 2006 asked how many cars were garaged on Census night at the household where the Census was completed, leading possibly to an understatement of car ownership among SMBI residents (because vehicles garaged on the mainland would not have been counted).

Whereas the 2006 Census reported average SMBI car ownership of one car per household and 69% of SMBI households owning one car or less, the 2011 travel survey undertaken for Council by Socialdata reported average car ownership of 1.6 with 49% of SMBI households owning one or no car. The 2011 Socialdata survey (in Table 29) asked about all cars owned by SMBI residents including cars garaged other than at the place of residence.

Table 28 Car ownership (2006 Census)

Car ownership	SMBI households (No)	SMBI %	Redland City %
No car	248	13.1%	6.1%
1 vehicle	1,065	56.3%	32.6%
2 vehicles	400	21.2%	39.2%
3 vehicles or more	114	6.0%	19.3%
Not stated	63	3.3%	2.8%
Total	1,890	100.0%	100.0%
Average number of motor vehicles per household		1.0	1.8

Source: 2006 Census Community Profile Series: Basic Community Profile

The Socialdata survey also reported that 42% of SMBI households do not own a mainland car, made up of 9% of households who do not own a car at all and 33% who own an island car but not a mainland car. The remaining 58% of SMBI households own at least one mainland car (including 4% of households that own a mainland car but not an island car).

Table 29 Car ownership of island households (2011, Socialdata)

Private cars per household	%
No car	9%
One car	40%
Two cars	40%
Three cars or more	11%

Private cars per household	%
Average	1.6
One or more (no mainland car)	33%
One or more (no island car)	4%
One or more mainland & island cars	54%

Source: Socialdata (2011)

Of those SMBI residents who have a car or cars parked on the mainland, 89% use Council-provided off street parking all or part of the time, 8% park off street, and 21% use other parking, presumably private lots near the ferry terminal.

Table 30 Car parking on mainland

Car parking	%
Car compound Weinam Creek	36%
Overflow parking Weinam Creek	34%
Council owned long stay Redland Bay	19%
On street parking	8%
Other	21%

Note: Individual respondents nominated multiple parking locations
Source: Socialdata (2011)

An earlier survey of ferry users carried out for the Foreshore Master Plan found that 16% of ferry users did not park at Weinam Creek (Table 31). Of the 84% of ferry users who park on the mainland, most (74%) are long stay car park users who park for more than 10 hours³. The survey data suggests that one-third of users could be parking their car overnight between work trips to the mainland (i.e. those whose car was parked for between eleven and twenty hours). Nearly 45% of users (those who park at Weinam Creek on average for more than 21 hours) in effect use Weinam Creek as a substitute for vehicular barge access to the mainland.

The incidence of long stay parking is highest among private car park users, 55% of whom park for more than 20 hours. Of fenced compound users, 45% park for more than 20 hours.

Table 31 Length of stay of cars parked near terminal

Length	Total	Public car park	Street car parking	Private car park	Fenced compound
	%	%	%	%	%
Less than 5 hours	11%	12	10	5	5
6-10 hours	15%	16	15	7	9
11-20 hours	31%	33	40	33	29
21-40 hours	21%	18	18	30	27
> 40 hours	21%	20	17	25	29
Total %	100.0%	100.0%	100.0%	100.0%	100.0%
Total number	394	201	78	60	55

Source: Estimated from IOSS (2009)

³ Data in IOSS (2009) is ambiguous as to whether 74% or 84% of ferry users who travel through Weinam Creek ferry terminal park at Weinam Creek. See Tables 14 and 15 in the IOSS report.

6.6 Paid Parking Costs

6.6.1 Current Parking Costs

The community group ‘Our Parking Spot’ (OPS) conducted a survey of 535 SMBI households in 2011 which elicited information about travel and parking behaviours⁴. Although the survey results do not distinguish between ‘households’, ‘users’ and ‘trips’, some of the information collected was not available from other surveys.

Respondents were asked how much they currently pay for parking (Table 32). Fifty-three per cent of respondents said they pay \$50 per month or more (about 6.9 cents per hour or more).

Table 32 About how much do you pay per month to park at Weinam Creek

Amount paid per month	No. of Households	% of Households
Nil	231	47.4%
\$50	23	4.7%
\$60	15	3.1%
\$70	43	8.8%
\$80	108	22.2%
\$90	16	3.3%
\$100	34	7.0%
>\$100	17	3.5%
Total	487	100.0%

Note: excludes non-response

Source: Estimated from Our Parking Spot (2010) Survey

6.6.2 Willingness to pay for parking

In Table 33, 66% of respondents to the OPS survey said they would not be prepared to pay for an unallocated open air parking space and 45% said they would not pay for an allocated open air parking space (which is about the same percentage that said they do not presently pay for parking at Weinam Creek). Nineteen percent said they would pay ten cents per hour for an unallocated parking space and 18% said they would pay (what amounts to the equivalent of equivalent of) 11.4 cents per hour for an allocated parking space.

Table 33 Willingness to pay for a public car parking space at Weinam Creek

Parking change		Unallocated open air car park		Open air allocated space	
Per month	Per Hour	No.	%	No.	%
Nil	Nil	324	66.5%	200	44.7%
\$600	6.9c	92	18.9%	107	23.9%
	10.0c				
\$800	11.0c			8	1.8%
\$1,000	11.4c			79	17.8%
\$1,200	13.7c			35	7.8%

⁴ Attached to a submission to Council 16 October 2010 *Submission to the SMBI ILTP Review and SELA*

Parking change		Unallocated open air car park		Open air allocated space	
Per month	Per Hour	No.	%	No.	%
\$1,400	16.0c			10	2.2%
\$1,600	18.3c			4	0.9%
	20.0c	36	7.4%		
\$1,800	20.6c			1	0.2%
\$2,000	22.8c			3	8.7%
	>22.8c	35	7.2%		0.7%
Total		487	100.0%	447	100.0%

Note: excludes non-response

Source: Estimated from Our Parking Spot (2010) Survey

6.6.3 Willingness to pay for alternatives to mainland parking

The IOSS (2009) survey (Table 34) also sought information about willingness to pay, but, rather than focussing on paid parking asked respondents how much they would pay for mainland alternatives to parking, namely car pooling and car rental. Eighty-eight per cent of respondents said they would not use either of these options. Of the respondents who said they would use these alternatives, 81% (or 9% of the total survey sample) said they would pay amounts that were \$20 per day or less. Five per cent of the total sample said they would pay less than \$5 per day.

Table 34 Preparedness to pay for alternative to private vehicle on mainland

Preparedness to pay per day	Number	%
\$5 or less	21	38%
\$6 - \$10	17	30%
\$11 to \$20	7	13%
\$21 to \$40	6	11%
Greater than \$40	5	9%
Total	56	100%

Source: IOSS (2009)

7 TRIP MAKING

7.1 ABS Journey to work

As at the 2006 Census the largest single employment destination for SMBI residents was one of the SMBI islands (39% of SMBI resident workers). A further 17% of SMBI residents had destinations elsewhere in the RCC area including a total of 13% in Cleveland, Capalaba, Victoria Point or Redland Bay. The proportion working in the Brisbane CBD was very small (4%).

Table 35 Place of Work by SMBI resident population

Place of Work	SMBI Number	SMBI %
Redland City Council	597	56.3%
- Bay Islands ¹	418	39.4%
- Cleveland	44	4.1%
- Capalaba	42	4.0%
- Victoria Point	33	3.1%
- Redland Bay	24	2.3%
- Alexandra Hills	10	0.9%
- Thornlands	10	0.9%
- Redlands Remainder	16	1.5%
Brisbane City Council	195	18.4%
- Brisbane City - Remainder	17	1.6%
- Brisbane City - Inner	16	1.5%
- Murarrie	13	1.2%
- Pinkenba-Eagle Farm	11	1.0%
- Salisbury	10	0.9%
- Other Brisbane River (North of the River)	32	3.0%
- Other Brisbane River (South of the River)	96	9.0%
Logan City Council	43	4.1%
Ipswich City Council	10	0.9%
Moreton Bay Regional Council	7	0.7%
No fixed address	84	7.9%
Brisbane SD Undefined	5	0.5%
Rest of QLD	35	3.3%
QLD Undefined	20	1.9%
Rest of Australia	12	1.1%
Not stated	53	5.0%
Total	1,061	100.0%

Note: Bay Islands includes Russell Island, Macleay Island, Lamb Island, Karragarra Island and Coochiemudlo Island
 Source: 2006 Census of Population and Housing - Customised Data

7.2 Trip making generally

7.2.1 Destination

The Socialdata 2011 survey carried out for Council used travel diaries and a household survey to elicit data about all travel carried out by SMBI residents including within-SMBI, SMBI to mainland and on-mainland travel. The results are summarised in Table 36 and Table 37 according to trip purpose and destination. Twenty-nine per cent of SMBI resident work trips, 41% of shopping trips and 56% of leisure trips have destinations in the SMBI. Inferring from

Table 36, of mainland work trips 39% have RCC area destinations and 50% have Brisbane City Council area destinations. Of mainland shopping trips, 76% have RCC area destinations. Thirty per cent of mainland leisure trips have RCC area destinations and 56% have Brisbane destinations.

Table 36 Activity by destination

Activity	SMBI	Karragarr a Island	Lam b Island	Maclea y Island	Russe ll Island	Redlan d Bay	Victori a Point	Clevelan d	Redlan d City Other	Brisban e	Othe r
	%	%	%	%	%	%	%	%	%	%	%
Work	16%	4.9%	1.3%	13.3%	9.8%	4.0%	6.0%	8.6%	9.2%	35.6%	7.1%
Work related business	2%	2.1%	7.6%	30.5%	16.5%	0.0%	5.9%	6.4%	5.1%	16.9%	8.5%
Educatio n	6%	0.0%	0.0%	28.5%	23.7%	4.1%	26.1%	2.5%	3.1%	10.2%	1.7%
Shoppin g	26%	0.0%	1.0%	20.8%	19.6%	1.6%	31.7%	4.0%	7.3%	12.1%	1.9%
Personal business	7%	0.4%	0.6%	13.3%	13.9%	3.7%	15.6%	16.7%	9.2%	16.7%	9.7%
Escort	13%	2.7%	1.7%	36.2%	33.4%	2.1%	5.6%	1.9%	4.3%	7.9%	4.0%
Leisure	30%	1.6%	6.7%	27.2%	20.0%	3.7%	3.6%	2.6%	3.5%	25.2%	6.0%
Total	100	100%	100	100%	100%	100%	100%	100%	100%	100%	100
Share of activitie s	100	1%	2%	24%	20%	3%	14%	5%	6%	20%	5%

Note: 'Total column adds horizontally; all other columns add horizontally
Source: Estimated from Socialdata (2011); supplementary results provided to RCC

Table 37 SMBI resident trip making - activity by destination (collapsed results)

Destination	Work trips	Shopping trips	Leisure trips
SMBI	29%	41%	56%
Other RCC area	28%	45%	13%
Brisbane	36%	12%	25%
Other	7%	2%	6%
Total	100%		100%

Source: Derived from Table 36

Island residents make an average of 1.2 mainland trips per day with the average travel time per trip being 56 minutes and the average distance 26 km (Table 38).

Table 38 Mobility of persons

Mobility per person per day	Island	Mainland
Activities	1.2	1.2
Travel time	23 min	56 min
Trips	2.2	1.2
Distance	5 km	26 km

Source: Socialdata (2011)

The IOSS (2009) survey asked ferry users to list their destination. The survey design allowed respondents to enter up to four destinations. Redland City destinations were most frequently noted. Sixty-six per cent of respondents said they travel to Redland City destinations which represent 49% of all destinations listed by respondents (which means that visitation rates for RCC area destinations are higher than for other destinations).

Table 39 Destination of survey participants

Destination	Number	% of respondents	% of reported destinations
Cleveland	94	20%	15%
Redland Bay	49	10%	8%
Victoria Point	130	28%	20%
Capalaba	37	8%	6%
Brisbane	45	10%	7%
City	30	6%	5%
Other Brisbane	123	26%	19%
Gold Coast	35	7%	6%
Logan	19	4%	3%
Other Logan	12	3%	2%
Sunshine Coast	3	1%	1%
Ipswich	7	1%	1%
Other destinations	51	11%	8%
Total responses	635		100.0
Total respondents	470		

Note: Respondents listed more than one destination hence % of respondents sums to greater than 100%
Source: IOSS (2009)

7.2.2 Mainland transport

The Socialdata survey found that 90% of island-mainland transfers are made by ferry, 7% by vehicular barge and 3% by private (non-commercial) boat.

7.2.3 Mode and trip purpose

Nearly a quarter of mainland trips made by SMBI residents are work trips or work-related trips (24%). Sixty-six per cent of trips are made for shopping, personal business or leisure purposes.

Most mainland trips made by SMBI residents (81%) are made by car, whether as driver or passenger. 15% of trips are made by public transport. Public transport is used for relatively high proportions of education, shopping and personal business trips on the mainland.

Table 40 Trip purpose by mode (mainland trips)

Mode/Purpose	Work	Work related business	Education	Shopping	Personal business	Escort	Leisure	Getting to ferry	Total
	%	%	%	%	%	%	%	%	%
Walking	3%	0%	8%	7%	5%	5%	4%	2%	4%
Bicycle	0%	0%	0%	0%	0%	0%	0%	0%	0%
Motorcycle	1%	0%	0%	0%	0%	0%	0%	0%	0%
Car as driver	81%	98%	15%	50%	44%	49%	48%	52%	54%

Mode/Purpose	Work	Work related business	Education	Shopping	Personal business	Escort	Leisure	Getting to ferry	Total
	%	%	%	%	%	%	%	%	%
Car as passenger	9%	2%	10%	28%	27%	45%	42%	27%	27%
Public transport	6%	0%	67%	15%	24%	1%	6%	19%	15%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
% of all trips	145	1%	3%	19%	6%	4%	17%	36%	100%
% of all trips excluding 'getting to ferry'	22%	2%	5%	30%	10%	6%	26%	-	100%

Source: Socialdata (2011); supplementary results provided to RCC

Rates of public transport use are highest for trips to RCC area destinations, including Victoria Point (24% of all mainland trips made by public transport), Cleveland (17%) and Redland Bay (16%). Table 36 earlier shows that in total these destinations are important for shopping trips made by SMBI residents.

Table 41 Mainland destination by main mode

Main mode	Redland Bay	Victoria Point	Cleveland	Redland City Other	Brisbane	Other
	%	%	%	%	%	%
Walking	2%	5%	3%	2%	0%	0%
Bicycle	0%	0%	0%	0%	0%	0%
Motorcycle	0%	0%	0%	0%	0%	0%
Car as driver	45%	40%	52%	54%	55%	63%
Car as passenger	37%	31%	28%	35%	36%	32%
Public transport	16%	24%	17%	9%	8%	5%
Total	100%	100%	100%	100%	100%	100%
Share of all trips %	2%	8%	3%	4%	12%	3%

Source: Socialdata (2011)

7.2.4 Trip frequency

An earlier survey carried out for Council in 2009 by IOSS collected data about ferry users (whereas the Socialdata 2011 survey focused on residents). According to the IOSS survey only 36% of ferry users travelled daily, but 84% travelled at least once a week.

Table 42 Frequency of ferry use by survey respondents

Frequency	Number	%
Daily	178	36%
Few days per week	181	36%
Weekly	62	12%
Fortnightly	17	3%
Monthly	25	5%
Less than monthly	33	6%

Source: IOSS (2009)

8 ECONOMIC IMPACT

8.1 Behavioural change in response to parking policy changes

Council's proposed changes to parking price, availability and reliability/certainty at Weinam Creek will have economic impacts if they result in changes in behaviour. SMBI resident responses to changes in parking supply characteristics are likely to be the dominant source of economic impact because the islands are not large generators of employment or visitor activity.

Two factors will tend to mute the impacts of parking changes. Firstly a large proportion of households (42%) does not have a car on the mainland and will not be impacted directly at all. Secondly, just under 40% of SMBI resident workers work within SMBI and would generally not need a mainland car for work purposes (although some such as tradesman and professionals might if they have mainland clients). Some of these workers or their family members might also retain a mainland car for non-work purposes.

Unlike the SMBI population as a whole which has a very low average income, average incomes of SMBI resident workers are not greatly different from those on average in the RCC area. The occupational profile of SMBI workers is also similar to that of RCC resident workers. Countering lower incomes for SMBI workers are lower house prices and rents. While this group is unlikely to willingly embrace more expensive parking, the increase in parking costs of itself is unlikely to cause workers to change place of work or place of job when the costs and uncertainties of relocation and the relatively weak SMBI housing market are taken into account. Workers are much more likely to respond negatively to the reduced availability and certainty of parking. Survey data and parking data indicate that SMBI workers who work on the mainland are car reliant, which is consistent with relatively high public transport fares, uncompetitive public transport trip times and the wide distribution of work destinations. Uncertainty that a parking space would be available on the homeward bound trip to Weinam Creek would be much more likely to prompt a change in work or home location.

The data does not allow strong conclusions to be reached about the response of non-worker households to parking changes. Average SMBI household incomes are only 50% of those of the RCC average, and the incidence of reliance on Centrelink payments in the SMBI is more than three times that in the RCC area. (In other words, SMBI residents are more than three times as likely to be receiving Centrelink payments as are RCC residents.) In combination, these factors would suggest that large proportions of SMBI residents would be unable to afford a mainland car. Against that, services, particularly higher order services, including secondary schooling are very limited or unavailable on the SMBI so that some degree of mainland trip making for non-workers will be necessary. It is not possible from the available data to determine the relationship between SMBI household income and mainland car ownership. The proportion of households that have at least one mainland car (58%) is considerably higher than the proportion of households in which one or more member works. With less than 20% of the SMBI population working full time or part time, and 58% of households having at least one mainland car, there could be 30% to 40% of households that do not contain a worker but which have a mainland car.

The relevant proportions for impact assessment purposes could be as follows:

- 42% of households have no mainland car;
- Say 20% to 25% of households have a mainland worker and a mainland car;
- Say 30 to 40% of households do not have a worker but have a car on the mainland.

By way of comparison the IOSS (2009) survey of ferry users found that approximately 40% of users park at Weinam Creek for periods in excess of 21 hours, which is consistent with the behaviour of non-workers. Workers on the other would park for around 12 hours or more, and they accounted for 30% of ferry users in the IOSS (2009) survey.

SMBI residents who park at Weinam Creek but who do not work are more likely to firstly be price sensitive because they would tend to be self-funded retirees or reliant on Centrelink benefits, and secondly to be more exposed to hourly parking charges because they make the most use of the parking (that is their length of stay at Weinam Creek is long because their cars aren't driven every day to mainland work destinations).

In terms of impact profiling:

- 42% of SMBI households would not be affected by proposed parking changes at Weinam Creek;
- 20% to 25% of households could be sensitive to the availability and certainty of parking but less so to the cost, although the balance between availability and cost in each case would also be a function of income;
- Say 30 to 40% of households could be sensitive to parking cost but because their parking is not work related they would be more adaptable to options such as reducing the number of cars they leave at Weinam Creek and relying on friends for mainland transport. Because of the unfavourable cost and quality characteristics of public transport from Weinam Creek, their scope to adapt through greater reliance than currently on non-car transport might be limited. The data suggests that the types of trips this group is likely to undertake (ie shopping, leisure and personal business) already have relatively high public transport mode shares, at least for key RCC area destinations.

8.2 Short term vs long term change

While SMBI residents might object to proposed parking changes at Weinam Creek the extent of economic impact from those parking changes will be a function of the resulting changes in resident behaviour.

Decisions to live at SMBI appear to be motivated by a combination of lifestyle and economic factors. Car parking at Weinam Creek allows SMBI residents to enjoy the benefits of island living and low cost housing while remaining in practicable proximity to the mainland. In a theoretical sense, increased parking charges are a means for Council to claw back some of that housing price relativity. At the same time the SMBI property market appears to be soft relative

to the Redlands City area generally. In terms of how residents react to parking changes in the short term, these factors are likely to be reinforcing. On the one hand, many residents will have invested time and money in living in SMBI which they will not want to lose, but at the same time the scope to leave the SMBI in response to more expensive and constrained parking is limited by the softness of the property market. For some residents the steep gradient between SMBI and mainland housing prices will close off any locational response to parking changes. For others the choice will be whether the cost and inconvenience of relocation are justified by the expected increase in parking cost and reduced parking convenience.

On balance, the short term behavioural impact of the parking changes is unlikely to be great and accordingly the *economic* impact is also unlikely to be great, although there might well be undesirable social impacts if parking changes exacerbate locational disadvantage for those whose incomes limit their work and residential location choices. .

8.3 Medium to long term impact

The medium to long term impact is more likely to be negative although by how much is difficult to determine. Even if existing residents remain in SMBI because of inertia and weakness in the property market, some potentially new residents will be deterred from relocating to the SMBI by the shortage of parking. (If SMBI property prices continue to fall, the total cost of SMBI living might not change, even with higher parking costs). The effects would be a dampening of investment in the SMBI and the loss of opportunities that would otherwise be available. To the extent that that investment and those residents locate elsewhere in the RCC area, there might be no loss to the Redlands, but there would certainly be a loss to the SMBI that is difficult to quantify. Some of this impact could be felt through reduced interest in the SMBI for weekender housing but the large number of unoccupied housing already in the SMBI (30%) suggests that factors such as transport constraints have already affected that market.

9 REFERENCES

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APPENDIX D – ISLAND SERVICES AND INFRASTRUCTURE

Services		Russell	Karragarra	Lamb	Macleay	Mainland options
Population	Current (ABS 2007)	1,779	124	373	1,958	
	Potential (SMBI PLUS)	13,054	580	1,550	7,512	
Health and Education						
Hospital	Current	None, and no plans to construct				Multiple options, but poor public transport links
	Planned					
Health Care Centre/Doctors Surgery	Current	yes	no	no	yes	Multiple options
	Planned		no	no		
Pharmacy	Current	yes	no	no	yes	
	Planned		no	potential		
Blue Nurses	Current	Based on Macleay Island but services all islands				
	Planned					
Tertiary Education Facilities	Current	none	none	none	none	Multiple TAFE, university and college options
	Planned	Encourage initiatives for the establishment of educational and research facilities appropriate to the islands Considering potential for delivery of tafe or other training courses through existing facilities				
Secondary Education Facilities	Current	None, and no plans to construct				Buses meet students at Weinam Creek
	Planned					
Primary Education Facilities	Current	Russell Island Primary School	none	none	Macleay Island Primary school +pre primary	Buses to private schools meet students at

Services		Russell	Karragarra	Lamb	Macleay	Mainland options
	Planned		none	none		Weinam Creek
Child Care /Kindergarten	Current	none	none	Playgroup	Child care Playgroup	Multiple options
	Planned	Development application submitted	none	potential		Family daycare available near Weinam Creek Terminal
Service Infrastructure						
Power	Current	Power supplied to all developed areas				
	Planned					
Water	Current	Full reticulated water supply to all areas				
	Planned					
Sewerage	Current	Septic only	Septic only	Septic only	Septic only	Cannot be accessed
	Planned	Long term plan to introduce reticulated sewerage to all islands				
Garbage Collection	Current	Garbage collected from all island households and transported to mainland				
	Planned					
Phone – fixed line	Current	yes	yes	yes	yes	
	Planned					
Phone – mobile coverage	Current					
	Planned					
Internet Access	Current	broadband	broadband	broadband	broadband	
	Planned					
Community Facilities						
Library	Current	yes	no	no	Yes (run by progress association)	Multiple options
	Planned	Potential for	none	none	Considering	

Services		Russell	Karragarra	Lamb	Macleay	Mainland options
		future expansion			future council library	
Supermarket/ retail facilities	Current	IGA Service station Other retail	none	General store	Supermarket Cafes and restaurants	Multiple options at Victoria Point, Cleveland, Redland Bay, etc
	Planned	Village Centre (services SMBI) Foreshore Centre	none	Local Centre (services Lamb Is only)	Village Centre (services SMBI) Foreshore Centre	
Other services	Current	Police Station Post office RSL Bay Islands Community Centre SMBI Museum	Ambulance	Licensed club Ambulance Community hall	Police station (1 officer) Ambulance Station Fire Station (volunteer) Arts complex Post office Vet	All other services are accessed on the mainland. Community wellbeing hub at Redland Bay (identified in Place Project)
	Planned	Multi-purpose centre (govt services)			Community Centre	
Sports grounds	Current	Public pool Bowls Club Use of school oval		Public Tennis Courts	Golf club Boat Club Bowling Club Use of school oval	
	Planned					
Walking tracks	Current	Not well	Not well	Foreshore and	Foreshore and	

Services		Russell	Karragarra	Lamb	Macleay	Mainland options
		serviced	serviced	recreational walks	recreational walks	
	Planned	Identify likely active open space requirements and suitable areas for such use				Multiple options
Bike tracks	Current					
	Planned	Develop nature trails on foreshores and cultural heritage trails				Multiple options – difficulty taking bikes on ferry
Transport services and infrastructure						
On island transport options	Current	Car hire Taxi service	Private only	Private only	Taxi service	
	Planned	Island bus	none	none	Island bus	
Special Transport Assistance (STAR)	Current	yes	no	no	yes	Provided on mainland
	Planned	Potential for access in the future				
Boat ramp / Jetty / Marina / Moorings	Current	Ferry jetty Canaipa Point Jetty	Ferry jetty	Ferry jetty	Ferry jetty Dalpura Ramp	
	Planned	Identify site for second passenger jetty Identify site for potential recreational boating facilities Upgrade existing jetty parking facilities		Identify site for potential recreational boating facilities	Identify site for second passenger jetty Identify site for potential recreational boating facilities Upgrade existing jetty parking facilities	Weinam Creek Victoria Point Toondah Harbour

Source: SMBI CI Network 2010; ABS 2007; RCC 2002; RCC 2004; RCC 2008