The Measures that Matter were identified in ShapingSEQ (released in August 2017) as regional indicators organised under the plan's five themes of Grow, Prosper, Connect, Sustain and Live. The measures periodically report on aspects of the natural, economic and social environment in South East Queensland (SEQ), compared with SEQ's overall preferred regional future.

NOT	E: It should be noted that due to t	he reporting period for each measure	e, new da	ta post 3	30 June 2022 may not be fully reflected.
	GROW	SEQ preferred future			SEQ current trend
	Years of supply	Minimum 15 years supply of zoned land	•		As of June 2021, SEQ's planned dwelling supply in consolidation and expansion areas and planned industrial employment supply provided more than the minimum 15 years of supply sought by <i>ShapingSEQ</i> .
		Minimum 4 years of approved supply	•	0	As of June 2021, SEQ had more than 4 years of supply of reconfiguring a lot approvals across the consolidation and expansion areas. There was more than 9 years of supply of material change of use approvals for multiple dwellings in the SEQ consolidation area.
Î	Dwelling growth	Consolidation (60%) Expansion (40%)	0	00	As of June 2021, the region's dwelling approvals were tracking in line with <i>ShapingSEQ's</i> average annual benchmarks for consolidation and expansion areas, however the proportion of dwellings in the consolidation area was below 60% or all approvals (being about 59%).
i∰e.	Housing type	Diversity increases: - Detached houses - Middle (attached dwellings up to three storeys) - High-rise (attached dwellings four or more storeys)		0000	As of June 2021, the combined dwelling building approvals for 2016-2021 showed continued diversification of housing in the region. As of June 2021, the cumulative proportion of detached house approvals represented a reduced share of overall approvals (60%), with high-rise (20%) housing taking a larger share of all new dwelling approvals over this period, compared to their share of existing dwellings (houses 72%, middle 22% and high-rise 6%) as at the 2016 census. The proportion of approvals for middle (20%) has slightly decreased.
n i	Housing density	Median lot sizes decrease Mean population weighted dwelling density increases	0	0	As of June 2021, median new urban lot size (for standard urban lots of 60 to less than 2500m²) had fallen to 420m². As of June 2021, 2011 and 2016 census information showed that the region had experienced an increase in dwelling density, from 13.6 to 16.2 dwellings per hectare.
	PROSPER	SEQ preferred future			SEQ current trend
ŝ	Employment by industry and occupation	High value-adding / export earning jobs increase Total jobs increase	1	U	From 2011 to 2021, there was a slight decline (38.9% to 38.2%) in the proportion of high value-adding and export earning jobs in the region, although there was a slight increase between 2016 and 2021 (37.7% to 38.2%). The total number of jobs increased by 36.8% between 2011 to 2021. This is an increase of around 459,000 jobs.
ુ	CONNECT	SEQ preferred future			SEQ current trend
₽i	Transport Percentage of population with access to services via Public Transport	Proportion of population within 30min or less increases	•	•	The proportion of the region's population that has access to essential services via public transport (within 30 minutes) has increased when comparing pre- and <i>post-ShapingSEQ*</i> values.
	Mode share (all trips)	Car use decreases Public transport use increases Active transport increases	000	0	The proportion of trips taken by car has remained relatively stable when comparing pre- and post-ShapingSEQ* values. The proportion of trips taken by public transport has decreased when comparing pre- and post-ShapingSEQ* values, largely due to the impact of COVID-19. The proportion of trips taken by active transport has increased when comparing pre- and post-ShapingSEQ* values.
	Average travel time	Average travel time (all trips) decreases Average travel distance (all trips) decreases	U	U	The average travel time for all trips has decreased when comparing pre- and <i>post-ShapingSEQ*</i> values. The average travel distance for all trips has decreased when comparing pre- and <i>post-ShapingSEQ*</i> values.
	Public transport trips	Public transport trips per capita per year increase	•	•	In comparing pre- and <i>post-ShapingSEQ*</i> values, public transport trips per capita have decreased, with the total number of public transport trips totalling around 119 million in 2020/21. COVID-19 significantly impacted transport behaviours and public transport usage.
	SUSTAIN	SEQ preferred future			SEQ current trend
3	Regional Biodiversity Network	Extent of Regional Biodiversity Network increases	•	•	From 2017 to 2022 there has been an overall increase in the area of the Regional Biodiversity Network from 1,105,900 to 1,177,000 ha.
®	Koala habitat	No net loss		•	Koala core habitat increased between 2020 to 2021.
*	Vegetation	Vegetation cover increases	•		The region's proportion of remnant vegetation cover remained relatively consistent over the period 2015 to 2019.
_	Agricultural land	Maintain extent			The amount of agricultural land across the region remained relatively stable between 2016-2021.
; *	Community greenspace	Community greenspace increases	•	•	Between 2016 and 2022 the area identified as community greenspace has increased.
•	Water/waterway quality	Water / waterway quality increases	0	0	Based on weighted averages of the region's catchments and estuarine waterways, the region's overall water quality has decreased from 2016 to 2020.
10	Affordable living	Cost of living (work travel and median incomes) as % of household income decreases	•	•	Between 2011 and 2021 the total average annual cost of living as a proportion of median household income slightly decreased, although costs slightly increased between 2016 and 2021.
<u>.</u> Q.	LIVE	SEQ preferred future			SEQ current trend
4	Queensland Urban Design and Places Panel advice	To be determined	0	0	The Queensland government continues to progress a number of initiatives to assist in implementing the goals of the urban design related principles in <i>ShapingSEQ*</i> including the department's model code for Neighbourhood Design and the Department of Housing and Public Works' QDesign.
* •	Community perceptions	Community attitudes to design outcomes improve	1		In 2016, more than half of all SEQ respondents surveyed agreed that development in their community was of a good or acceptable quality.

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*NOTE: ShapingSEQ was released in August 2017.

Non-preferred



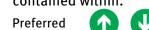
Ongoing development / no trend data available



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NOTI		o the reporting period for each m	neasure, i	new dat	ta post 30 June 2021 and impacts of COVID-19 may not be fully reflected.
A	GROW	SEQ preferred future			SEQ current trend
	Years of supply	Minimum 15 years supply of zoned land			SEQ's planned dwelling supply in consolidation and expansion areas and planned industrial employment supply provide more than the minimum 15 years of supply sought by <i>ShapingSEQ</i> .
		Minimum 4 years of approved supply	•	•	SEQ has more than 4 years of supply of reconfiguring a lot approvals across the consolidation and expansion areas. There is more than 9 years of supply of material change of use approvals for multiple dwellings in the SEQ consolidation area.
14	Dwelling growth	Consolidation (60%)	•	•	The region's dwelling approvals for 2016 to 2021 are tracking in line with ShapingSEQ's average annual benchmarks for consolidation and expansion areas, however the proportion of dwellings in
		Expansion (40%)	•	1	the consolidation area is below 60% or all approvals (being about 59%). COVID-19 and government stimulus have impacted increased demand for detached housing.
AM.	Housing type	Diversity			The combined dwelling building approvals for 2016-2021 show that the diversification of housing in
		Detached houses	U	O	the region has continued. The cumulative proportion 2016/21 of detached house approvals takes a reduced share of overall
		Middle — attached dwellings up to three storeys		U	approvals (60%), with high-rise (20%) housing taking a larger share of all new dwelling approvals over this period, compared to their share of existing dwellings (houses 72%, middle 22% and high-
		High-rise – attached dwellings four or more storeys	•	•	rise 6%) as at the 2016 census. The proportion of approvals for middle (20%) has slightly decreased.
d ₽	Housing density	Median lot sizes	•	•	Median new urban lot size (for standard urban lots of 60 to less than 2500m 2) has progressively fallen to 420m 2 in recent years.
		Mean population weighted dwelling density	1	1	Comparing 2011 and 2016 census information shows that the region experienced an increase in dwelling density, from 13.6 to 16.2 dwellings per hectare.
î	PROSPER	SEQ preferred future			SEQ current trend
Ē	Employment by industry and	High value-adding / export earning jobs	0	U	From 2011 to 2016, there has been a slight decline (38.9% to 37.7%) in the proportion of high valueadding and export earning jobs to total jobs in the region.
	occupation	Total jobs	•	0	The total number of jobs increased by 18% between 2011 to 2016. This is an increase of around 225,000 jobs.
of C	CONNECT	SEQ preferred future			SEQ current trend
₽i	Transport				
~ .	Percentage of population with access to services via Public Transport	Proportion of population within 30min or less	•	•	The proportion of the region's population that has access to essential services via public transport (within 30 minutes) has increased when comparing pre- and <i>post-ShapingSEQ*</i> values.
	Mode share (all trips)	Car	U		
		Public transport	•		Based on the Department of Transport and Main Road's Queensland Travel Surveys and comparing pre-ShapingSEQ*values and the latest available year (2019), the proportion of trips taken by car, public transport and active transport have all remained relatively stable.
		Active transport			, and a special specia
	Average travel time	Average travel time (all trips)	•	1	Based on the Department of Transport and Main Road's Queensland Travel Surveys and comparing pre- and post-ShapingSEQ* values, the average travel time for all trips has increased, with average
		Average travel distance (all trips)	U		travel distance for all trips remaining stable. It is noted that for this period average travel time for work and education trips improved and average travel distance remained relatively stable.
	Public transport trips	Public transport trips per capita per year	•	•	In comparing pre- and <i>post-ShapingSEQ*</i> values, public transport trips per capita have decreased, with the total number of public transport trips totalling around 152.6 million in 2019/20. COVID-19 has significantly impacted public transport boardings through this period and is expected to have an ongoing impact.
¥.	SUSTAIN	SEQ preferred future			SEQ current trend
3	Regional Biodiversity Network	Extent of Regional Biodiversity Network	0	•	From 2017 to 2021 there has been an overall increase in the area of the Regional Biodiversity Network from 1,105,900 to 1,161,300ha.
®	Koala habitat	No net loss			Koala core habitat remained stable from 2020 to 2021 (as at February 2021). It is noted that locally refined koala habitat (not reported) increased from 62,676ha to 87,144ha over this period.
<u>*</u>	Vegetation	Vegetation cover	•	•	From 2012 to 2018 there was an increase in the rate of average annual clearing, however from 2017 these rates have declined. The region's proportion of remnant vegetation cover has remained relatively consistent over the period 2011 to 2021.
_	Agricultural land	Maintain extent			The amount of agricultural land across the region has remained relatively stable.
*	Community greenspace	Community greenspace	1	•	Between 2016 and 2021 the area identified as community greenspace has increased.
	Water/waterway quality	Water / waterway quality	•	0	Based on weighted averages of the region's catchments and estuarine waterways, the region's overall water quality has remained relatively stable from 2016 to 2020.
10	Affordable living	Cost of living (work travel and median incomes) as % of household income	O	•	The region's combined average annual work travel and average annual selected housing costs shows an improvement in the proportion of all median household incomes across the region.
٥.	LIVE	SEQ preferred future			SEQ current trend
	Queensland Urban Design and	To be determined	0	0	The Queensland government continues to progress a number of initiatives to assist in implementing the goals of the urban design related principles in <i>ShapingSEQ*</i> including the department's model code for Neighbourhood Design and the Department of Housing and Public Works' Obegins
••	Places Panel advice Community perceptions	Community attitudes to design outcomes		0	code for Neighbourhood Design and the Department of Housing and Public Works' QDesign. In 2016, more than half of all SEQ respondents surveyed agreed that development in their community was of a good or assentable quality.
	Sommunity perceptions				was of a good or acceptable quality.

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Non-preferred

Ongoing development / no trend data available



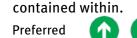


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NOTE: It should be noted that due to the reporting period for each measure the impacts of COVID-19 may not be fully reflected, this is most evident for the

	GROW	SEQ preferred future			SEQ current trend
	Years of supply	Minimum 15 years supply of zoned land	0	0	SEQ's planned dwelling supply in consolidation and expansion areas and planned industrial employment supply provide more than the minimum 15 years of supply sought by <i>ShapingSEQ</i> . SEQ has more than 4 years of supply of reconfiguring a lot approvals across the consolidation and
		Minimum 4 years of approved supply		•	expansion areas. There is around 9 years of supply of material change of use approvals for multiple dwellings in the SEQ consolidation area.
Î#	Dwelling growth	Consolidation (60%)	•	•	The region's dwelling approvals for 2016-2020 are tracking in line with the <i>ShapingSEQ</i> 's average annual benchmarks for consolidation and expansion, with consolidation being about 60% of all
		Expansion (40%)	U	O	approvals.
∄ •	Housing type	Diversity	•	•	The combined dwelling building approvals for 2016/17 to 2019/20 show that the diversification of
		Detached houses	O	U	housing in the region has continued to increase. The cumulative proportion 2016/17 to 2019/20 of detached house approvals takes a reduced share of
		Middle — attached dwellings up to three storeys			overall approvals (58%), with high-rise (21%) housing taking a larger share of all new dwelling approvals over this period, compared to their share of existing dwellings (houses 72%, middle 22%)
		High-rise – attached dwellings four or more storeys	•	•	and high-rise 6%) as at the 2016 census. The proportion of approvals for middle (21%) remained relatively similar to the share of existing dwellings.
ďῺ̀	Housing density	Median lot sizes	•	•	Median new urban lot size (for standard urban lots of 60 to less than 2500m 2) has progressively fallen to 420m 2 in recent years.
		Mean population weighted dwelling density	•	•	Comparing 2011 and 2016 census information shows that the region experienced an increase in dwelling density, from 13.6 to 16.2 dwellings per hectare.
í	PROSPER	SEQ preferred future			SEQ current trend
ŝ	Employment by industry and	High value-adding / export earning jobs	0	U	From 2011 to 2016, there has been a slight decline (38.9% to 37.7%) in the proportion of high valueadding and export earning jobs to total jobs in the region.
	occupation	Total jobs	•	•	The total number of jobs increased by 18% between 2011 to 2016. This is an increase of around 225,000 jobs.
8	CONNECT	SEQ preferred future			SEQ current trend
₽i	Transport				
	Percentage of population with access to services via Public Transport	Proportion of population within 30min or less			The proportion of the region's population that has access to essential services via public transport (within 30 minutes) has increased when comparing pre and <i>post-ShapingSEQ*</i> values.
	Mode share (all trips)	Car	•		Based on the Department of Transport and Main Road's Queensland Travel Surveys and comparing
		Public transport	•	•	pre and <i>post-ShapingSEQ*</i> values, the proportion of trips taken by car have remained relatively stable, with trips by public transport showing improvement and active transport showing a slight
		Active transport		U	decrease.
	Average travel time	Average travel time (all trips)	U	•	Based on the Department of Transport and Main Road's Queensland Travel Surveys and comparing pre and <i>post-ShapingSEQ*</i> values, the average travel time for all trips improved, with average travel
		Average travel distance (all trips)	U		distance for all trips remaining relatively stable. It is noted that for this period average travel time for work and education trips also improved and average travel distance also remained relatively stable.
	Public transport trips	Public transport trips per capita per year	1	1	In comparing pre and <i>post-ShapingSEQ*</i> values, public transport trips per capita have increased, with the total number of public transport trips totalling around 189.7 million in 2018/19.
*	SUSTAIN	SEQ preferred future			SEQ current trend
3	Regional Biodiversity Network	Extent of Regional Biodiversity Network	0	0	From 2017 to 2020 there has been an overall increase in the area of the Regional Biodiversity Network from 1,105,900 to 1,147,000ha.
®	Koala habitat	No net loss			The Koala Conservation Strategy and habitat data (released February 2020) forms the baseline for future monitoring.
*	Vegetation	Vegetation cover	0	0	From 2012 to 2018 there was an increase in the rate of average annual clearing, however from 2017 these rates have decline. The region's proportion of remnant vegetation cover has remained relative consistent over the period 2015 to 2020.
^	Agricultural land	Maintain extent			The amount of agricultural land across the region has remained relatively stable.
*	Community greenspace	Community greenspace	•	•	Between 2016 and 2019 the area identified as community greenspace has increased.
	Water/waterway quality	Water / waterway quality	•		Based on weighted averages of the region's catchments and estuarine waterways, the region's overall water quality has remained relatively stable from 2016 to 2019.
		Cost of living (work travel and median	0	•	The region's combined average annual work travel and average annual selected housing costs shows an improvement in the proportion of all median household incomes across the region.
e Is	Affordable living	incomes) as % of household income			
is a	Affordable living LIVE	· · · · · · · · · · · · · · · · · · ·			SEQ current trend
	Affordable living LIVE Queensland Urban Design and Places Panel advice	incomes) as % of household income	0	0	SEQ current trend The Queensland government continues to progress a number of initiatives to assist in implementing the goals of the urban design related principles in ShapingSEQ*including the department's model code for Neighbourhood Design and the Department of Housing and Public Works' QDesign.

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Non-preferred

Ongoing development / no trend data available





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	GROW	SEQ preferred future			SEQ current trend
	Years of supply	Minimum 15 years supply of zoned land	•		SEQ's planned dwelling supply in consolidation and expansion areas and planned industrial employment supply provide more than the minimum 15 years of supply sought by <i>ShapingSEQ</i> .
		Minimum 4 years of approved supply		•	SEQ has about 4 years of supply of reconfiguring a lot approvals across the consolidation and expansion areas. There is around 7 years of supply of material change of use approvals for multiple dwellings in the SEQ consolidation area.
H	Dwelling growth	Consolidation (60%)	•	•	The region's dwelling approvals for 2016-2019 are tracking above the ShapingSEQ's average annual
		Expansion (40%)	U	O	benchmarks for consolidation and expansion, with consolidation being about 60% of all approvals
A	Housing type	Diversity		•	The combined dwelling building approvals for 2015/16 to 2018/19 show that the diversification of
		Detached houses	U	U	housing in the region has continued to increase. The cumulative proportion 2015/16 to 2018/19 of detached house approvals takes a reduced share
		Middle — attached dwellings up to three storeys			overall approvals (57%), with high-rise (21%) housing taking a larger share of all new dwelling approvals over this period, compared to their share of existing dwellings (houses 72%, middle 22'
		High-rise – attached dwellings four or more storeys	•	•	and high-rise 6%) as at the 2016 census. The proportion of approvals for middle (22%) remained same as the share of existing dwellings.
D D	Housing density	Median lot sizes	•	0	Median new urban lot size (for standard urban lots of 60 to less than 2500m²) has progressively fallen to 426m² in recent years.
		Mean population weighted dwelling density	•	•	Comparing 2011 and 2016 census information shows that the region experienced an increase in dwelling density, from 13.6 to 16.2 dwellings per hectare.
	PROSPER	SEQ preferred future			SEQ current trend
-	Employment by industry and	High value-adding / export earning jobs	•	O	From 2011 to 2016, there has been a slight decline (38.9% to 37.7%) in the proportion of high valuadding and export earning jobs to total jobs in the region.
	occupation	Total jobs	0	0	The total number of jobs increased by 18% between 2011 to 2016. This is an increase of around 225,000 jobs.
	CONNECT	SEQ preferred future			SEQ current trend
ð i	Transport			'	
	Percentage of population with access to services via Public Transport	Proportion of population within 30min or less			From 2013 to 2017 the proportion of the region's population that has access to services via public transport (within 30 minutes) has been relatively stable.
	Mode share (all trips)	Car		0	
		Public transport			Based on the Department of Transport and Main Road's Queensland Travel Surveys, between 201 and 2017 there was a slight decrease in the proportion of trips taken by car (84% to 83%) and tho
		rubiic transport			by public transport (6.9% to 6.1%) and an increase in those using active transport (8.9% to 10.5%
		Active transport		0	Based on the Department of Transport and Main Road's Queensland Travel Surveys, between 201
	Average travel time	Average travel time (all trips)	U		and 2017 there was a slight increase in the average travel time for all trips (21 to 23min), with average distance travelled for all trips decreasing from 11.1 to 10.8km. It should be noted that for
		Average travel distance (all trips)	U		this period work and education trips for both distance (12.9 to 14.4km) and time travelled (22.8 to 31.4min) increased.
	Public transport trips	Public transport trips per capita per year	1		The number of public transport trips per capita have decreased over the period 2012/13 to 2016/19 however have started to stabilise from 2016/17 to 2017/18 (53.8 to 54.3). It is noted that the num of public transport trips in 2017/18 had seen an encouraging increase compared to 2016/17.
	SUSTAIN	SEQ preferred future			SEQ current trend
	Regional Biodiversity Network	Extent of Regional Biodiversity Network			From 2017 to 2019 there has been an increase in the area of the Regional Biodiversity Network fro 1,105,900 to 1,162,200ha.
5)	Koala habitat	No net loss			Data for this measure will be made available with the future release of the Department of Environment and Science's Koala Conservation Strategy.
<u>¥</u>	Vegetation	Vegetation cover	•	•	From 2012 to 2017 there was an increase in the rate of average annual clearing, however from 201 these rates have decline. The region's proportion of remnant vegetation cover has remained relat consistent over the period 2011 to 2019.
~	Agricultural land	Maintain extent			The amount of agricultural land across the region has remained relatively stable.
 	Community greenspace	Community greenspace	•	•	Between 2016 and 2018 the area identified as community greenspace has increased.
	Water/waterway quality	Water / waterway quality	•	0	Based on weighted averages of the region's catchments and estuarine waterways, the region's overall water quality remained stable from 2017 to 2018.
6	Affordable living	Cost of living (work travel and median incomes) as % of household income	•	•	The region's combined average annual work travel and average annual selected housing costs shan improvement in the proportion of all median household incomes across the region.
	LIVE	SEQ preferred future			SEQ current trend
	Queensland Urban Design and	To be determined			The Queensland government continues to progress a number of initiatives to assist in implementi the goals of the urban design related principles in <i>ShapingSEQ</i> including the department's model
	Places Panel advice	Community attitudes to design outcomes			code for Neighbourhood Design and the Department of Housing and Public Works' QDesign. In 2016, more than half of all SEQ respondents surveyed agreed that development in their commu
, — 	Community perceptions	community attitudes to design outcomes	U		was of a good or acceptable quality.

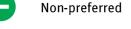
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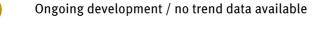














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	GROW	SEQ preferred future			SEQ current trend
	'				SEQ's planned dwelling supply in consolidation and expansion areas and planned industrial
	Years of supply	Minimum 15 years supply of zoned land	0		employment supply provide more than the minimum 15 years of supply sought by <i>ShapingSEQ</i> .
		Minimum 4 years of approved supply		0	SEQ has about 4 years of supply of reconfiguring a lot approvals across the consolidation and expansion areas. There is about 6 years of supply of material change of use approvals for multiple dwellings in the SEQ consolidation area.
Î:#	Dwelling growth	Consolidation (60%)			The region's dwelling approvals for 2016-2018 are tracking above the <i>ShapingSEQ</i> 's average annual
		Expansion (40%)	O	O	benchmarks for consolidation and expansion, with consolidation being about 61% of all approvals
ı¶.	Housing type	Diversity	1	1	The combined dwelling building approvals for 2016-2018 show that the diversification of housing it the region has increased.
		Detached houses	U	O	The cumulative proportion 2016-18 of detached house approvals takes a reduced share of overall
		Middle — attached dwellings up to three storeys			approvals (52%), with high-rise (23%) housing taking a larger share of all new dwelling approvals over this period, compared to their share of existing dwellings (houses 72%, middle 22% and high
		High-rise – attached dwellings four or more storeys	•	•	rise 6%) as at the 2016 census. The proportion of approvals for middle (22%) remained the same the share of existing dwellings.
diDì	Housing density	Median lot sizes	•	U	Median new urban lot size (for standard urban lots of 60 to less than 2500m 2) has progressively fallen to 432m 2 in recent years.
		Mean population weighted dwelling density	•	•	Comparing 2011 and 2016 census information shows that the region experienced an increase in dwelling density, from 13.6 to 16.2 dwellings per hectare.
	PROSPER	SEQ preferred future			SEQ current trend
2	Employment by industry and	High value-adding / export earning jobs	A	•	From 2011 to 2016, there has been a slight decline (38.9% to 37.7%) in the proportion of high value adding and export earning jobs to total jobs in the region.
	occupation	Total jobs	0	0	The total number of jobs increased by 18% between 2011 to 2016. This is an increase of around 225,000 jobs.
	CONNECT	SEQ preferred future			SEQ current trend
₩i	Transport Percentage of population with access			(1)	From 2013 to 2016 the proportion of the region's population that has access to services via public
	to services via Public Transport Mode share (all trips)	or less	0		transport (within 30 minutes) increased by almost 10%.
	mode share (accomps)	Car			The Department of Transport and Main Roads is currently undertaking a new Queensland Travel
		Public transport	0		Survey. Once the results from this survey are available, which is expected towards the end of 2018 this measure will be updated.
		Active transport		9	
	Average commute time	Average commute time (all trips)	V		The Department of Transport and Main Roads is currently undertaking a new Queensland Travel Survey. Once the results from this survey are available, which is expected towards the end of 2018
		Average travel distance (all trips)	U		this measure will be updated.
	Public transport trips	Public transport trips per capita per year	1	•	Public transport trips per capita have fallen slightly from 56.3 to 54.5 between 2015/16 and 2016/18 lt is noted that the number of public transport trips in 2017/18 has seen an encouraging increase compared to 2016/17 however, a final assessment of the 2017/2018 metric will not be available ur the June 30 2018 population statistics will be released by the ABS in early 2019.
¥)	SUSTAIN	SEQ preferred future			SEQ current trend
9	Regional Biodiversity Network	Extent of Regional Biodiversity Network	•	•	From 2017 to 2018 there has been an increase in the area of the Regional Biodiversity Network from 1,105,900 to 1,108,000ha.
®	Koala habitat	No net loss			Data for this measure will be made available with the future release of the Department of Environment and Science's Koala Conservation Strategy.
<u>*</u>	Vegetation	Vegetation cover	1	•	From 2011 to 2013 there was an increase in the rate of average annual clearing, however from 2013 these rates have remained relatively consistent. The region's proportion of remnant vegetation co has remained relatively consistent over the period 2011 to 2018.
^	Agricultural land	Maintain extent			At the time of publication there have been no updates to the agricultural land data that informed <i>ShapingSEQ</i> . As information becomes available this measure will be updated in consultation with the departments of Environment and Science and Agriculture and Fisheries.
.¥	Community greenspace	Community greenspace	1	•	Between 2016 and 2017 the area identified as community greenspace has increased.
•	Water/waterway quality	Water / waterway quality	•	U	Based on weighted averages of the region's catchments and estuarine waterways, there has been slight decline experienced in the region's overall water quality from 2016 to 2017.
16	Affordable living	Cost of living (work travel and median incomes) as % of household income	•	•	The region's combined average annual work travel and average annual selected housing costs sho an improvement in the proportion of all median household incomes across the region.
	LIVE	SEQ preferred future			SEQ current trend
1:					
	Queensland Urban Design and Places Panel advice	To be determined	0		A suitable measure or measures for future reporting will be developed in consultation with the Off of the Queensland Government Architect.

Disclaimer: While every care has been taken in preparing this Measures that Matter dashboard, the Queensland Government accepts no responsibility for decisions or actions taken as a result of any data, information, statement or advice, expressed or implied or contained within.















