Department of Transport and Main Roads
Decision Brief
MC144583

To: Minister for Transport and Main Roads and Minister for Digital Services

SUBJECT:	**URGENT**
Bayside and Redlands Transport and Mobility Study Communication Plan – letter to elected representatives	Decision required by 29 April 2024 due to commencement of planned community consultation period

Summary

- The Department of Transport and Main Roads (TMR) commenced the Bayside and Redlands Transport and Mobility Study (the study) in August 2022 and is expected to be completed by mid-2024.
- TMR is about to commence community consultation as part of the study.
- This brief seeks for you to write to Australian, Queensland and local government elected representatives to inform of the community consultation associated with the study.

Recommendations

- That you:
  - sign the letters (**Attachment 1**, **2** and **3**) to Australian, Queensland and local government elected representatives of the study area, and the Right Honourable the Lord Mayor of Brisbane, Councillor Adrian Schrinner, Brisbane City Council (BCC)
  - note the community engagement schedule associated with the study (**Attachment 4**).

Background

- The study is a strategy-level transport investigation considering all modes. The community consultation stage of the project aims to confirm current and future transport challenges and opportunities for the transport system.
- You noted the communication plan (COM1280) for the study on 10 April 2024.
- To meet key project milestones, the community consultation is currently planned to commence on 29 April 2024, with consultation to run over a four-week period.

Key Issues

- The overarching purpose of the communication plan is to inform the community and stakeholders about the study and seek feedback on the identified vision, strategic needs, and outcomes for the regions transport network to ensure it reflects the communities' travel priorities.
- The communication plan identifies Australian, Queensland and local government elected representatives of the study area, as target audience to raise awareness about the project and to promote how the community can have a say on the study.

Financial Implications

- The study, including community consultation is funded through the Transport System Planning Program.

Action Officer:	**Endorsed by:**	**Endorsed by: DDG**	**Endorsed by: DG**
Myles Fairbairn	Penny Ford	Andrew Mahon	Sally Stannard
Executive Director	General Manager	Deputy Director-General	Director-General
Statewide Transport Planning Management	Transport Strategy and Planning	Policy, Planning and Investment	
Tel: 3066 3805	Tel: 3066 1653	Tel: 3066 7512	Tel: 3066 7316
Date: 16 April 2024	Date: 19 April 2024	Date: 19 April 2024	Date: 29 April 2024

Consideration of the *Human Rights Act 2019* (HR Act)

- The HR Act was considered when making the recommendations outlined in this brief, and there are no impacts to human rights.

Consultation with Stakeholders

- On 16 November 2023, representatives from the office of the former Minister for Transport and Main Roads and Minister for Digital Services, and departmental officers from TMR met with Ms Kim Richards MP, Member for Redlands and Mr Don Brown MP, Member for Capalaba, to discuss the progression of the study, including the proposal to undertake community engagement.
- Officers from BCC and Redland City Council are members of the Technical Working Group for the study.

Employment

- There are no employment impacts associated with this matter.

Media

- A draft media statement has been prepared to announce the study and the associated community consultation. The draft media statement is being progressed separately for your approval.

Election Commitments

- This matter does not relate to an election commitment.

Government Objectives

- This matter does not relate to a government objective.

Summary of Actions

- That you:
  - sign the letters (**Attachment 1**, **2** and **3**) to Australian, Queensland and local government elected representatives of the study area, and the Lord Mayor, BCC.
  - note the community engagement schedule associated with the study (**Attachment 4**).

Minister's comments:

Approved / Not Approved

Minister's signature……

Date ……/……../……....

Contact officer	Myles Fairbairn Executive Director (Statewide Transport Planning Management)
Telephone	3066 3805
Approved by	Penny Ford General Manager (Transport Strategy and Planning)
Date of approval	19 April 2024
Endorsed by	Andrew Mahon Deputy Director-General (Policy, Planning and Investment)
Date of endorsement	19 April 2024
Endorsed by	Sally Stannard Director-General
Date of endorsement	29 April 2024

Our ref: MC144583

<Title> <First name> <Last name>
<Portfolio>
<Electorate>
<Email address>

Dear <Salutation>

I am writing to inform you that the Department of Transport and Main Roads (TMR) is currently developing the Bayside and Redlands Transport and Mobility Study (the study), and to inform you of upcoming community engagement activities as part of the study.

The study area broadly covers the communities within the eastern, north-eastern and south-eastern suburbs of Brisbane City Council (east of the Gateway Motorway) and the mainland suburbs of Redland City Council.

The study is considering all transport modes and is focused on understanding the areas current and future transport challenges and opportunities. The study will guide the development of the transport network within the region over the next 20 years to ensure a safe and reliable transport system.

The community engagement activities will support informing the community and stakeholders about the study and seek feedback on the proposed draft vision, identified strategic needs and outcomes for the regions transport network to ensure it reflects the communities' travel priorities.

TMR will undertake community consultation to inform the study, delivered through an online 'have your say' campaign, including project information, an online survey, and an interactive mapping tool. The online engagement activities will be supported by community information sessions at key locations within the study area. The community engagement activities will commence on 29 April 2024 for a four-week period.

For more information about the study and associated community engagement activities, please visit https://www.tmr.qld.gov.au/baysideredlandstransportstudy.

Should you have any further queries about the study, please contact Mr Myles Fairbairn, Executive Director (Statewide Transport Planning Management), TMR, by email at myles.d.fairbairn@tmr.qld.gov.au or telephone on 3066 3805.

Yours sincerely

BART MELLISH MP
Minister for Transport and Main Roads
Minister for Digital Services

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<Title> <First name> <Last name>
<Organisation>
<Email address>

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The Right Honourable the Lord Mayor of Brisbane
Councillor Adrian Schrinner
Brisbane City Council
lordmayor@brisbane.qld.gov.au

Dear Lord Mayor

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Yours sincerely

BART MELLISH MP
Minister for Transport and Main Roads
Minister for Digital Services

Bayside and Redlands Transport and Mobility Study – Event Schedule: Monday 29 April to Monday 27 May 2024

ACTIVITY			
Phase 1A Inform	**Event / Location**	**Region**	**Timing**
Intercept 1	Bus interchange, Capalaba	Redlands	Tuesday 30 April 2024, 7am to 9am
Intercept 2	Train station, Wynnum Central	Brisbane	Wednesday 1 May 2024, 4pm to 6pm
Intercept 3	Bus and ferry interchange, Redland Bay Marina	Redlands	Saturday 4 May 2024, 8am to 10am
Intercept 4	Train station, Cleveland	Redlands	Tuesday 7 May 2024 4pm to 6pm
Intercept 5	Train station, Manly	Brisbane	Wednesday 8 May 2024 7am to 9am
Intercept 6	Bus interchange, Victoria Point	Redlands	Friday 10 May 2024, 7am to 9am
Phase 1B Inform & Consult	**Event / Location**	**Region**	**Timing**
Pop-up stand 1	Capalaba Park Shopping Centre, Capalaba	Redlands	Saturday 11 May 2024, 9.30am to 12pm
Pop-up stand 2	Redland Bay Marina, Redland Bay	Redlands	Tuesday 14 May, 8am to 10am
Pop-up stand 3	Victoria Point Shopping Centre, Victoria Point	Redlands	Thursday 16 May 2024, 4pm to 6pm
Pop-up stand 4	Jan Powers Farmers Markets, Manly	Brisbane	Saturday 18 May 2024, 6am to 12pm
Pop-up stand 5	Capalaba bus interchange, Capalaba	Redlands	Thursday 23 May 2024, 4pm to 6pm
Pop-up stand 6	Cleveland Markets, Cleveland	Redlands	Sunday 26 May 2024, 7am to 1pm

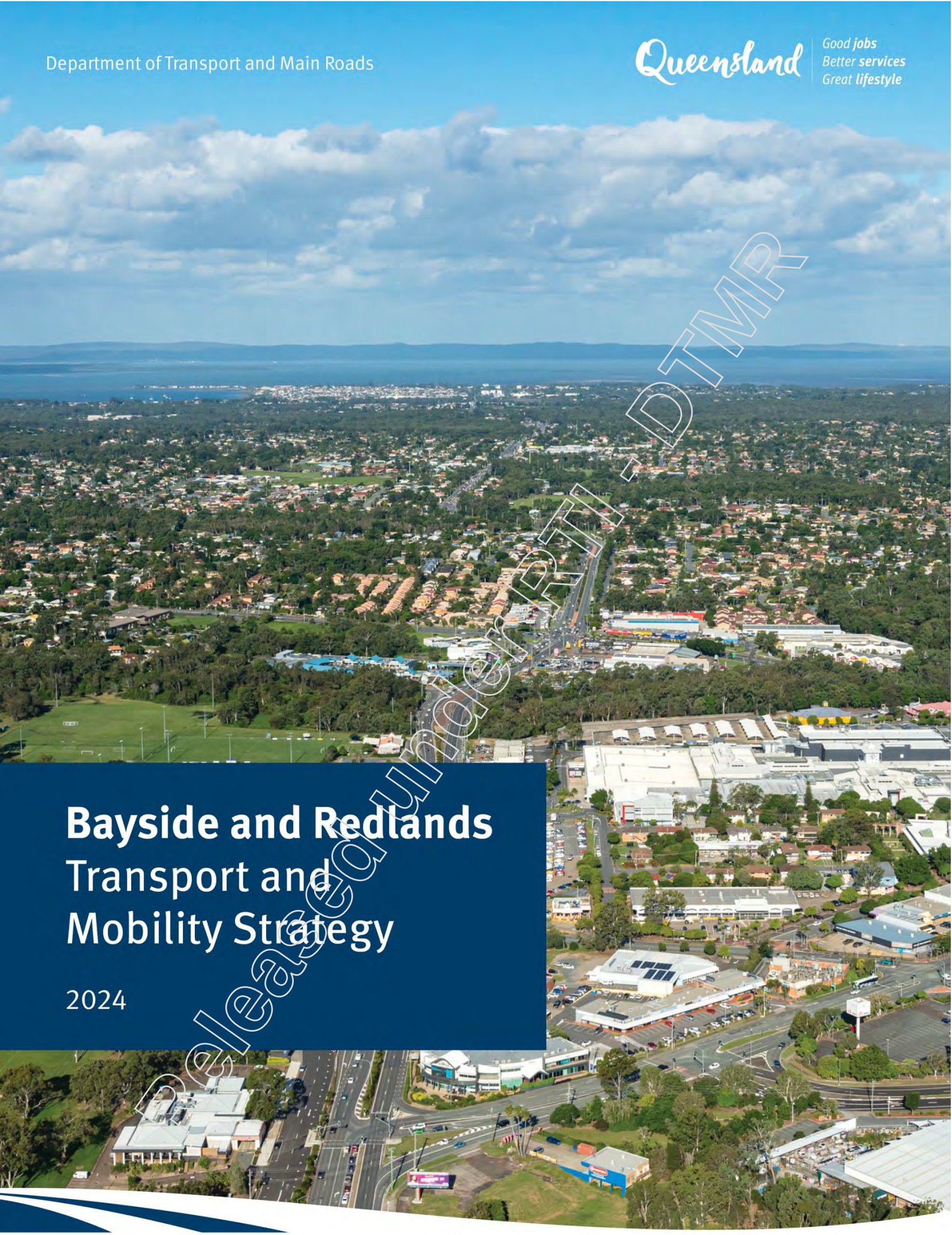
Intercept events: These events will be used to distribute a project postcard to members of the community to promote the project website and associated community engagement activities.

Pop-up events: These events will provide the community with an opportunity to talk to the project team about the Bayside and Redlands Transport and Mobility Study in more detail. A hard copy of the project survey will also be available for the members of the community to complete.

The community consultation events schedule accommodates public holidays, and when markets occur. Exact locations and timings will be confirmed with venues on approval. Event dates and locations are subject to venue availability and may need to change.

Department of Transport and Main Roads

Queensland
Good jobs
Better services
Great lifestyle



Bayside and Redlands Transport and Mobility Strategy

2024

Queensland Government

Acknowledgement

The Department of Transport and Main Roads acknowledges the Traditional Owners and Custodians of this land and waterways.

We also acknowledge their ancestors and Elders both past and present.

The Department of Transport and Main Roads is committed to reconciliation among all Australians

Translating and interpreter assistance

If you need an interpreter, call the Translating and Interpreting Service (TIS National) on 131 450.

If you are deaf or have a hearing or speech impairment, contact us through the National Relay Service www.relayservice.gov.au

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Contents

1. About the strategy
2. Part of a wider approach
3. Transport and mobility needs
4. Current projects
5. A shared direction
6. Focus areas
7. The way forward

1. About the strategy

The **Bayside and Redlands Transport and Mobility Strategy** (the Strategy) has been developed by the Department of Transport and Main Roads (TMR), with input from Redland City Council (RCC), Brisbane City Council (BCC) and the local community. It recognises the interdependencies between Redlands, Brisbane, Logan and the Gold Coast, and the need for our transport networks to provide safe, reliable and efficient travel options within and between them.

The strategy's study area incorporates the growing and evolving areas of Redland, including links to and from the mainland to the bayside islands, and the eastern areas of Brisbane. It includes several Queensland Government mandated growth areas that will catalyse development, as well as the Port of Brisbane, which is a significant economic and employment centre.

The strategy presents a bold approach to arrest private vehicle dependency and provide the Bayside and Redlands area with an integrated network of reliable travel options that take people where they need to go. It provides a pathway to support the forecast population growth of 74,500 people within the study area by 2046.[1]

[1] Queensland Government, 2023, ShapingSEQ Demographics.

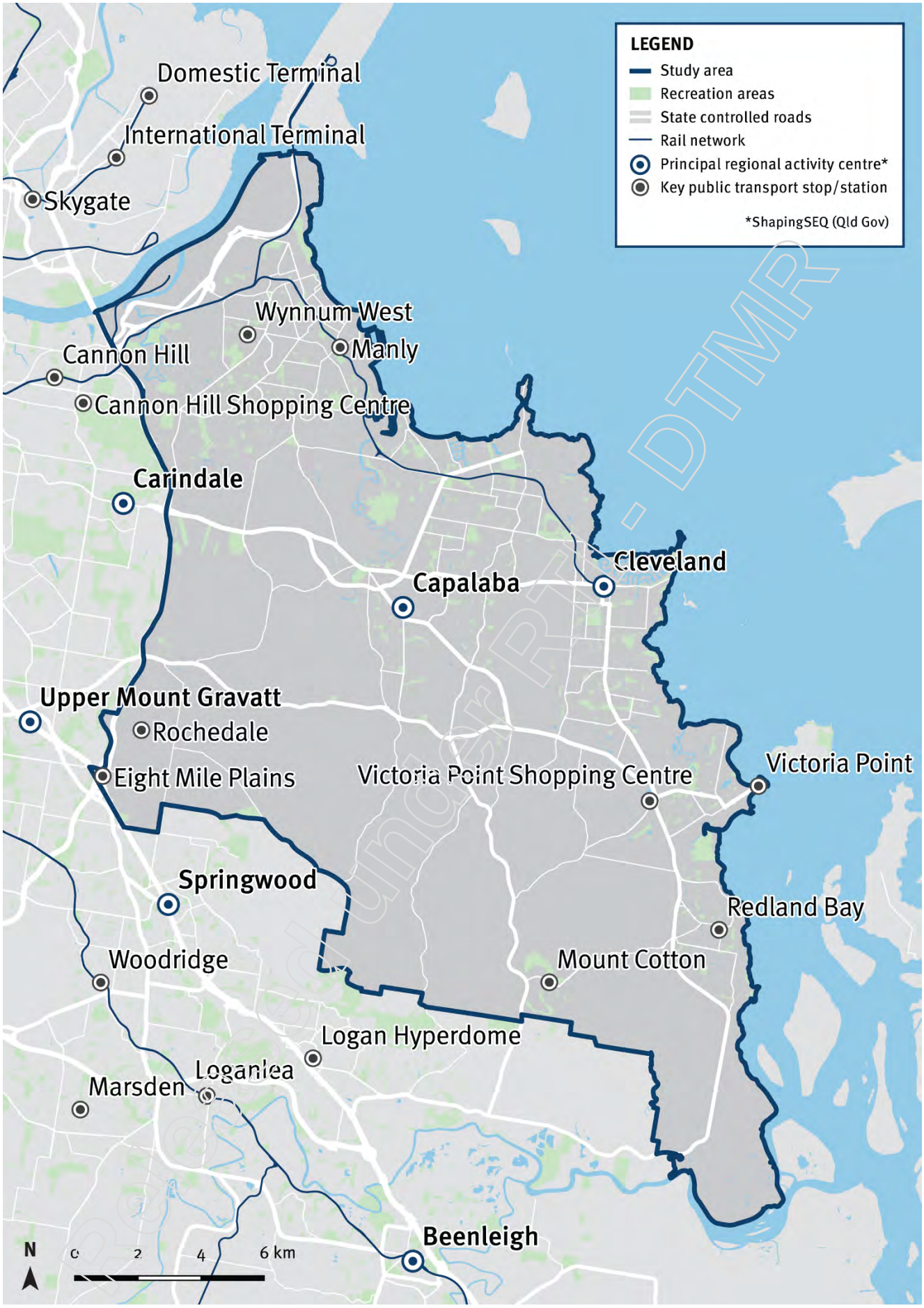

Figure 1: Study area

2. Part of a wider approach

The **Bayside and Redlands Transport and Mobility Strategy** responds to the long-term land use planning intent set out in the **South East Queensland Regional Plan (ShapingSEQ 2023)**, the **draft Redlands Housing Strategy**, the **South East Queensland Regional Transport Plans** (SEQ RTPs) and is consistent with the **Creating Better Connections for Queenslanders** 10-year plan for passenger transport in Queensland.

Transport Coordination Plan

The **Bayside and Redlands Transport and Mobility Strategy** aligns with the TMR's **Transport Coordination Plan 2017-2027**, which outlines high-level objectives for Queensland's transport system across five key areas:

- Customer experience and affordability
- Community connectivity
- Efficiency and productivity
- Safety and security
- Environment and sustainability.

The Queensland Transport Strategy

The **Queensland Transport Strategy** sets out a 30-year vision for the transformation of the state's transport system that will flexibly respond to customer preferences, global trends and emerging technologies. All **Queensland Transport Strategy** outcomes are relevant to the **Bayside and Redlands Transport and Mobility Strategy** and are listed below:

- Accessible convenient transport
- Safe journeys for all
- Seamless, personalised journeys
- Efficient, reliable and productive transport for people and goods
- Sustainable, resilient and liveable communities

Creating Better Connections for Queenslanders

Creating Better Connections for Queenslanders is a 10-year plan for passenger transport in Queensland that builds on the solid foundation of our current passenger transport system in Queensland to deliver a single integrated network that is efficient, safe, reliable and accessible to everyone.

The **Bayside and Redlands Transport and Mobility Strategy** directly aligns with the priorities and initiatives within **Creating Better Connections for Queenslanders**.

South East Queensland Regional Transport Plans

The **SEQ RTPs** outline a shared direction for shaping the region's transport system over the next 15 years. The plans cover all modes of transport with a focus on the networks and services in the region and the inter-regional and international connections that are vital to the region's social and economic prosperity. The **SEQ RTPs** priorities for the region's future transport network are:

- Priority 1: Grow – A transport system that supports a consolidated and sustainable urban structure
- Priority 2: Prosper – A transport system that supports the economic competitiveness of the region
- Priority 3: Sustain – A transport system that contributes to the environmental sustainability and resilience of the region
- Priority 4: Live – A transport system that supports safe and liveable communities for everyone.

The 2021 **SEQ RTPs** included a short-term action to develop the **Bayside and Redlands Transport and Mobility Strategy**.

<this section to be updated by TMR pending the SEQ RTPs Refresh project>

Minjerribah (North Stradbroke Island) Public Transport Strategy

As part of Minjerribah Futures, the TMR developed the **Minjerribah (North Stradbroke Island) Public Transport Strategy**. The strategy supports the objectives of Minjerribah Futures by ensuring the public transport system enhances access for tourists and visitors and supports the liveability of the island for residents.

As part of the strategy we investigated more sustainable travel options to enable people to commute to and from the island efficiently and create additional opportunities for the local economy.

We worked with other Queensland Government departments, Redland City Council, the Quandamooka Yoolooburrabee Aboriginal Corporation, business organisations and the broader community to address local needs, reflect the priorities of the island and create additional opportunities for the local economy. We used this information and the community suggestions to develop the **Minjerribah (North Stradbroke Island) Public Transport Strategy**.

Brisbane 2032 Olympic and Paralympic Games

The Brisbane 2032 Olympic and Paralympic Games are a catalyst for positive change and improved infrastructure across Queensland. Within Bayside and Redlands, two significant event precincts are planned for Chandler and Birkdale. The strategy acknowledges access and connectivity to these precincts whilst focussing on the longer term legacy for transport across the region.

ShapingSEQ 2023

ShapingSEQ 2023 is the South East Queensland Regional Plan and encompasses the 12 local government areas. **ShapingSEQ 2023** sets a long-term vision for the growth of our region, as well as a series of outcomes and actions to achieve this vision. **ShapingSEQ 2023** identifies the following regional priorities which underpin all priority actions:

- A sustainable growth pattern
- More homes, faster – supply, diversity and affordability
- More social and affordable homes

- Well-designed communities
- Considering the lifestyle needs of residents, including public and active transport,
- Integrating land use and infrastructure
- New economic opportunities and jobs
- A sufficient pipeline of industrial land
- Incorporating Aboriginal and Torres Strait Islander knowledge, culture, traditions and aspirations
- Regional approach to natural hazards
- Better biodiversity outcomes for growth areas

This **Bayside and Redlands Transport and Mobility Strategy** has adopted the proposed land use and development growth scenario from **ShapingSEQ 2023** and seeks to respond to the Connect theme identified in **ShapingSEQ 2023**.

Movement and Place

Movement and Place is a concept that refers to the integration of transport networks with the built and natural environments that surround and interact with them. The relevant state government document is the **Movement and Place Policy** which is supported by an **Operational Framework** and **Practitioner Guidance**.

The **Bayside and Redlands Transport and Mobility Strategy** has considered the key centres of Capalaba, Cleveland and Victoria Point to identify mobility priorities for further investigation to integrate transport and land use outcomes.

Draft Redlands Housing Strategy

The draft **Redland Housing Strategy 2023 – 2046** works towards ensuring that everyone in Redlands has access to the type of housing they need, now and in the future.

It identifies 26 actions under the following four strategic directions:

- Strategic direction 1 – Support increased densities to occur within Redland's high amenity areas

- Strategic direction 2 – Plan for greater housing diversity to support the current and future needs of the Redland community
- Strategic direction 3 – Plan for an incentivise more affordable housing in Redland
- Strategic direction 4 – Implement annual monitoring and reporting of hosing supply and diversity in Redland.

Figures 2, 3 and 4 show the relationship between the amenity areas identified by the draft **Redland Housing Strategy** and the transport priorities recommended by this **Bayside and Redlands Transport and Mobility Strategy**.

3. Transport and mobility needs

Population growth and changing travel patterns are placing pressure on existing transport infrastructure. It is important to plan for and address these challenges now and into the future. The following vision and transport and mobility needs in the Bayside and Redlands area have been adopted following community consultation.

Vision to be inserted

When travelling to, from, within and through the Bayside and Redlands area, our community needs:

High quality and safe walking and bike connections

Safer roads and roadsides

Improved access to high frequency public transport with seamless connectivity between different modes

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Enhanced road corridors that keep pace with predicted demand

Integrated transport systems support planned population growth in a sustainable way that preserves our region's natural assets

4. Current projects

To address current and future development challenges within the study area, TMR is already progressing several projects that will facilitate the movement of people and goods within and beyond the broader region as outlined below.

Cleveland-Redland Bay Road upgrades

TMR is undertaking a $110 million package of works to upgrade Cleveland-Redland Bay Road. Works include:

- Works along key sections of Cleveland-Redland Bay Road (completed)
- The upgraded Anita Street intersection (completed)
- Duplicating Cleveland-Redland Bay Road from Anita Street to Magnolia Parade (works underway)
- Safety improvements at various intersections, including Serpentine Creek Road (completed)
- Duplicating Cleveland-Redland Bay Road from Anita Street to Giles Road (detailed design).

Mount Cotton Road planning

TMR is planning upgrades to key intersections and improvements to key state controlled sub-arterial road corridors within the Redland City Council and Brisbane City Council areas, including:

- Mount Cotton Road (from Duncan Road to Double Jump Road)
- Redland Bay Road (from Tingalpa Creek to Cleveland-Redland Bay Road)
- Redland Sub-Arterial Road (from Mount Gravatt-Capalaba Road to Tingalpa Creek)

The planning projects are working to identify improvements that once funded and delivered, will ensure the corridors can accommodate the needs of all transport users.

Walking network plans

Walking network plans show the primary and secondary routes for walking through an area. The routes can extend as far as 2km from the destination. This is an important first step for identifying how to improve the area so that walking becomes an easy choice for everyone, every day. Walking network plans have been completed for Southern Moreton Bay Islands (that is, Russell and Macleay). Capalaba, Cleveland and Weinam Creek areas.

South-East Busway extension

As part of a rolling program of Pacific Motorway (M1) upgrade, the south-east busway is being extended to a new bus station and park 'n' ride facility in Rochedale. The extension will provide local residents with greater access to public transport and improve travel time reliability. This project is being delivered as part of Stage 2 - Pacific Motorway (M1): Eight Mile Plains to Daisy Hill Upgrade.

Planning for future south-east busway stages are currently underway.

Coomera Connector (future stages)

Planning is underway for the future stages of the Coomera Connector – the remaining 29km between Loganholme and Coomera. Delivery of the 45km Coomera Connector between Loganholme and Nerang will realise significant transport network benefits for the M1 and surrounding road network in the northern Gold Coast and Logan regions.

Reducing congestion on the M1 is a key objective of the Coomera Connector. Transport modelling has identified that to meet this objective, the northern end of the new road needs to connect with the Logan and Pacific motorways.

The gazetted Coomera Connector corridor also includes provision for a local road connection from the Coomera Connector at Eagleby to the intersection of Beenleigh–Redland Bay Road and Mount Cotton Road, at Carbrook.

While considerable work has been completed to identify and preserve the gazetted alignment of the Coomera Connector between Loganholme and Coomera, this stage of the project is currently only funded for development of the business case and progressing environmental approvals.

Funding for delivery will be considered by the Australian and Queensland governments following the completion of the business case.

Lindum Station precinct upgrades

TMR is working with all levels of government to improve safety and accessibility at the Lindum Station and level crossing.

Current projects to prioritise critical upgrades for the Lindum Station precinct include:

- **Level crossing intersection upgrade**
  Brisbane City Council, in collaboration with the Australian and Queensland governments, are progressing planning for further safety upgrades for the Lindum level crossing intersection including an intersection realignment and traffic signals.

- **Lindum station accessibility upgrade**
  Queensland Rail is delivering an accessibility upgrade at Lindum Station.

Completed projects include:

- Safety improvements to the Lindum Station level crossing were completed in 2021.

- A new car park was opened in December 2022, delivering 30 new parking spaces at Lindum Station (Sibley Road).

Long-term solutions

In partnership with the Australian Government and Brisbane City Council, TMR has investigated long-term solutions including separating road from rail with a road overpass. Delivery of a grade-separated overpass in this location remains a longer-term consideration.

An overpass or underpass would be complex and have high capital costs, along with property and environmental impacts that would need to be carefully planned for. Future planning for a grade separated overpass or underpass would also be subject to future growth in transport activity at the precinct.

5. A shared direction

Strategy vision

Bayside and Redlands has an efficient, safe and connected transport system, which fosters better access to active and public transport, facilitates the growing movement of people and goods, and safeguards the character of our activity centres.

Strategy priorities

The priority actions for the **Bayside and Redlands Transport and Mobility Strategy** are identified in Table 1.

Table 1: TMR's priority actions

Timing	Action
Ongoing	• Monitor and enhance the alignment of service scheduling and span of hours for trains, buses and ferries to improve the seamless connections for customers. • Promote the Moreton Bay Cycleway as an inclusive route for walking and people using bikes connecting the City of Moreton Bay, Brisbane and Redlands suburbs for recreation, tourism, and cycle commuting. Continue to invest in planning, design and delivery of missing links. • Work towards the national 'Vision Zero' for road deaths and serious injuries by investigating transport safety improvements in key centres. • Promote travel behaviour educational campaigns to promote walking, people using bikes, e-mobility devices and personal mobility devices to enhance safety and encourage mode shift.
Short term	Part Refuse Sch.4 Part 4 s.4 - Disclosing deliberative processes

Timing	Action
	Part Refuse Sch.4 Part 4 s.4 - Disclosing deliberative processes
Medium term	
Long term	

Timing	Action
	Part Refuse Sch.4 Part 4 s.4 - Disclosing deliberative processes

6. Focus Areas

Focus Area 1 – Making it easier to walk and ride

Why is this important?

We walk or ride a bike on a daily basis to shopping centres, schools, workplaces or for recreation. It is reliable, sustainable and contributes to the liveability of the community. Most public transport trips also start and finish with walking or riding a bike. On average, one-third of all travel within in Bayside and Redlands centres are up to two kilometres in length. There is substantial value in prioritising active transport around our centres and transport hubs.

What does the future look like?

The aim for active transport around Bayside and Redlands centres is for it to be comfortable and attractive, with direct and safe connections within and between centres. Additionally, improved accessibility for people walking or riding a bike to public transport connections will offer more interchange options between rail or bus for active transport.

What is recommended?

Part Refuse Sch.4 Part 4 s.4 - Disclosing deliberative processes

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Refuse Sch.4 Part 4 s.4 - Disclosing deliberative processes

Focus Area 2 – A connected public transport network for local and regional trips

Why is this important?

There has been an ongoing downward trend in bus patronage, which is even more evident against the backdrop of a growing population. This trend is influenced, in part, due to land use development type and location, limited service span and frequency, and indirectness of a number of bus routes.

The average time spent travelling on public transport is roughly three times more, and the distance is roughly twice as much as in a car.[2] Car is also the dominant method of connecting to buses and trains with commuters driving further towards the city to connect to areas with higher frequency stops and reliability.

Driving and booked hire services are currently the only feasible way of getting to the Port of Brisbane. This access limitation is significant considering the role of the Port within the Queensland economy, the scale of existing and projected future employment in the area, and its position within the study area close to established residential populations.

What does the future look like?

The aim for public transport is to be a genuine alternative to private vehicles. Our public transport shall be faster and more direct with better access to where people want to go during weekdays and weekends.

What is recommended?

Part Refuse Sch.4 Part 4 s.4 - Disclosing deliberative processes

[2] Veitch Lister Consulting, 2023, Planwisely and People Movement Data.

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Refuse Sch.4 Part 4 s.4 - Disclosing deliberative processes

Focus Area 3 – Road network upgrades which support growth and facilitate freight

Why is this important?

The Bayside and Redlands road network is largely constrained by Mount Cotton topography, environmentally sensitive areas and the Tingalpa Creek crossings. A number of these roads serve a combination of freight, public transport and general traffic movement functions, particularly to and from the key centres of Capalaba, Cleveland and Victoria Point.

Forecast growth areas and subsequent peak period trips may have particular impacts on the following local and state-controlled roads[3]:

- Sections of Old Cleveland Road, New Cleveland Road, Mount Gravatt Capalaba Road and Mount Cotton Road.
- Quarry Road / Rickertt Road.
- Local road network around Southern Thornlands.
- Redland Bay Road, Finucane Road and Cleveland Redland Bay Road between Boundary Road and Bunker Road.
- Wynnum Road, particularly on the approaches to the Gateway Motorway.

The Port of Brisbane also currently handles over $50B of freight every year, which results in significant road freight and workforce demand to and from Fisherman Island.[4]

What does the future look like?

Key road corridors used by freight, public transport and general traffic are monitored for planned growth, with capacity upgrades implemented as necessary to allow for future transport option development and implementation within a rapidly growing region.

[3] Department of Transport and Main Roads, 2024, SEQ-Strategic Transport Model-Multi Modal v2.4

[4] Port of Brisbane, 2024, Prosperity.

What is recommended?

Part Refuse Sch.4 Part 4 s.4 - Disclosing deliberative processes

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Focus area 4 – Liveable centres

Why is this important?

Our key centres have historically grown around major arterial roads and are now mature administrative, employment and residential places. Capalaba in particular boasts an activity centre, but is a major convergence point for road users travelling between Redlands and through to Brisbane. As such, key state-controlled roads around the centre experience considerable delays on weekdays and weekends and stifles Capalaba's ability to become a mobility hub and place for people to visit.

Beyond our centres, the relative isolation of Redland Bay and its surrounds presents a challenge for both accessibility by car and public transport in enabling access to key services and employment. This will be further compounded with the ongoing development and expansion of Southern Thornlands and the Shoreline development in southern Redland Bay. Enhanced public transport and road corridor connectivity with Redlands established centres, and with Logan centres can provide a renewed reliability in travel, whereby customers can continue their onward journeys to their ultimate destinations.

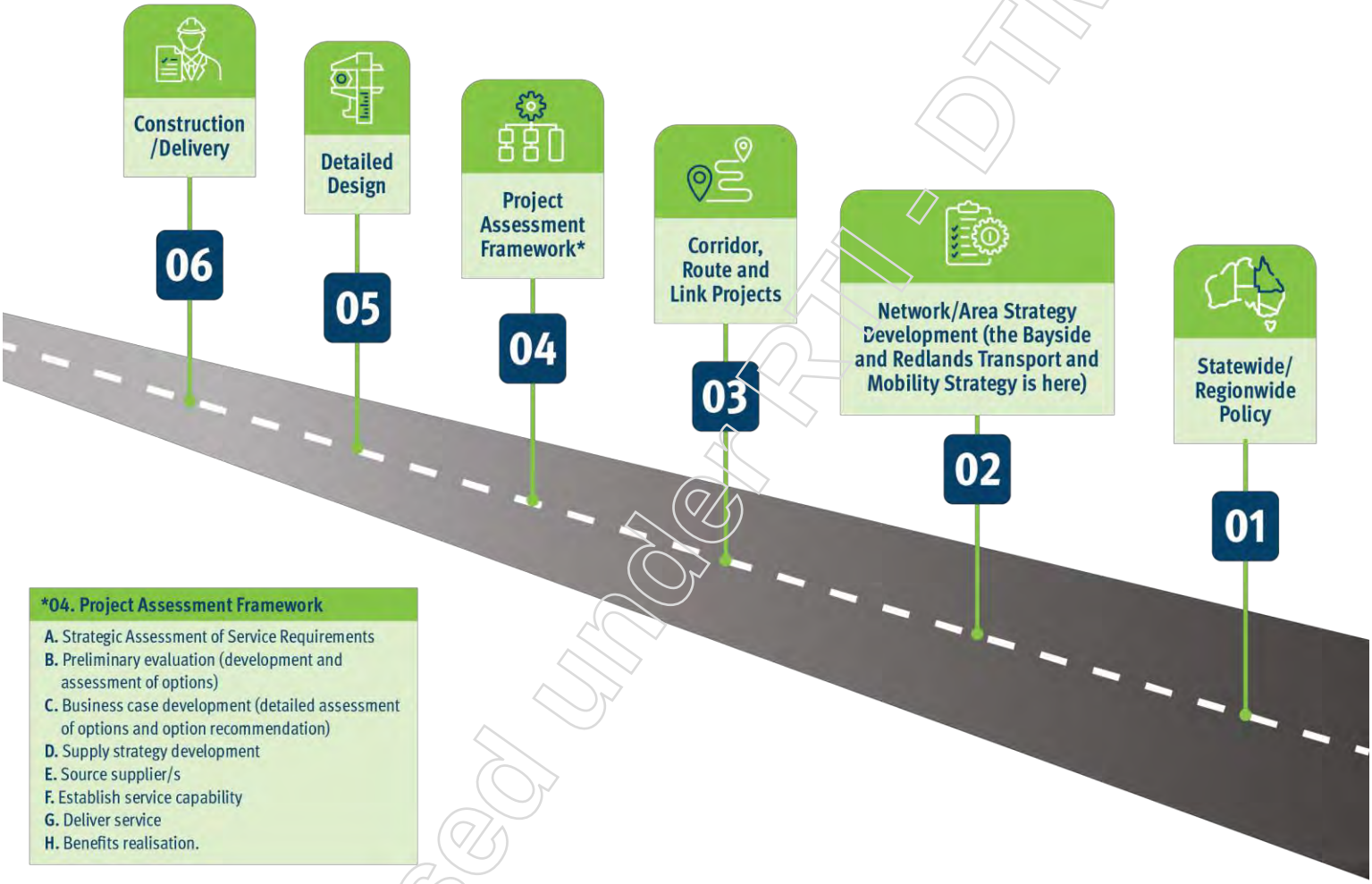
What does the future look like?

Planned development including those identified in **ShapingSEQ 2023** and the draft **Redlands Housing Strategy** (that is, Priority Development Areas, Potential Future Growth Areas, High Amenity Areas and Medium Change Areas) are supported with improved or new public transport, walking and bike connections, to transform travel behaviour from the outset. The transport system within key centres accommodates the safety and needs of all users and creates a sense of place.

What is recommended?

7. The way forward

The strategy provides a starting point in our planning towards a connected Bayside and Redlands. Item '02' below indicates where the Strategy sits in the planning journey.



***04. Project Assessment Framework**

- **A.** Strategic Assessment of Service Requirements
- **B.** Preliminary evaluation (development and assessment of options)
- **C.** Business case development (detailed assessment of options and option recommendation)
- **D.** Supply strategy development
- **E.** Source supplier/s
- **F.** Establish service capability
- **G.** Deliver service
- **H.** Benefits realisation.

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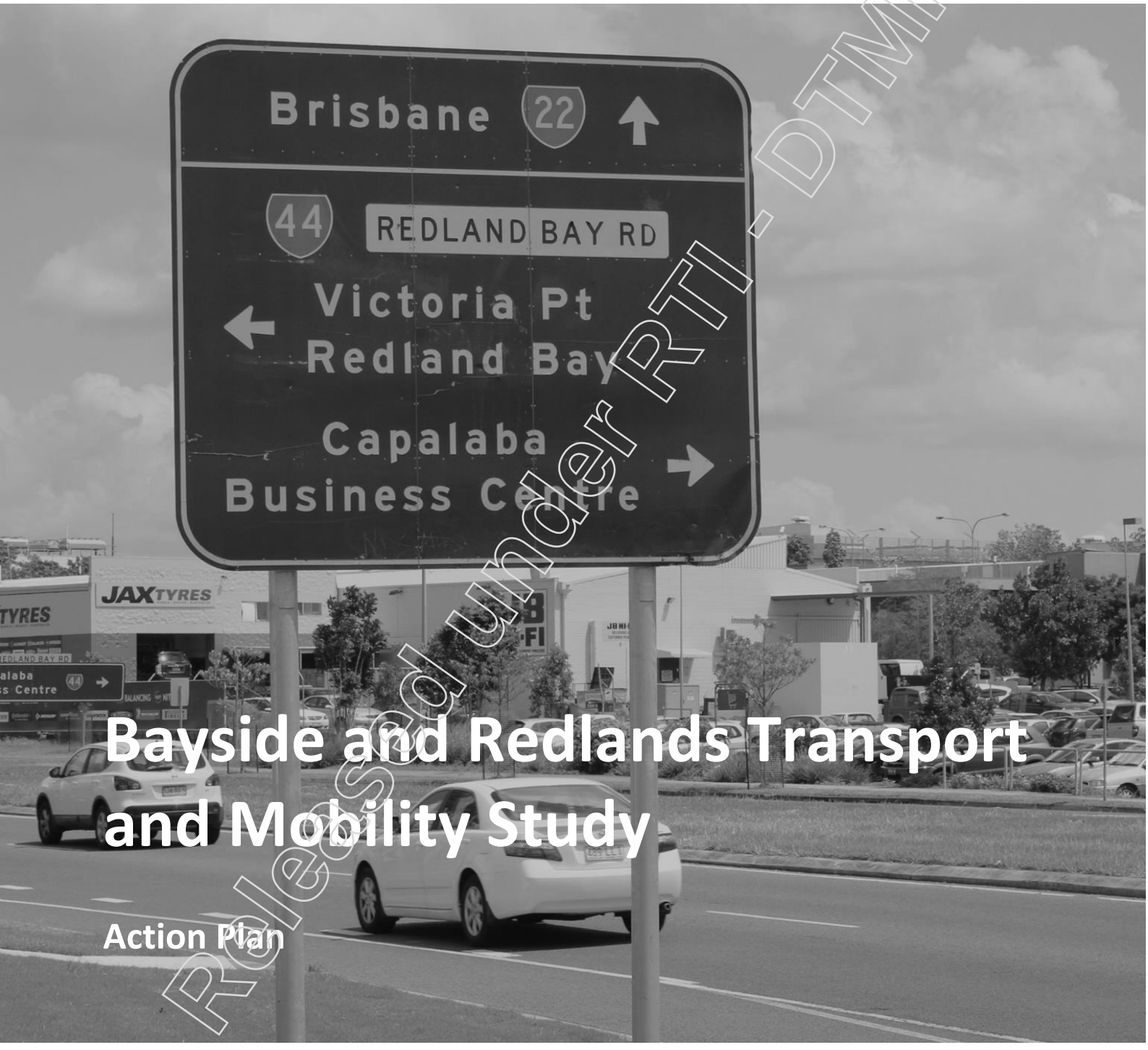
the comms team.



Bayside and Redlands Transport and Mobility Study

Action Plan

8 August 2024

Queensland Government

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General Disclaimer

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LIST OF ACRONYMS

BCC	Brisbane City Council
BSP	Black Spot Program
CNLGGP	Cycle Network Local Government Grants program
DHLGPPW	Department of Housing, Local Government, Planning and Public Works.
DTMR	Department of Transport and Main Roads
EDQ	Economic Development Queensland
LGA	Local Government Area
LGIP	Local Government Infrastructure Plan
PCN	Principal Cycle Network
PDA	Priority Development Area
PDO	Program Delivery & Operations
PoB	Port of Brisbane
PnR	Park 'n' Ride
QR	Queensland Rail
QTRIP	Queensland Transport and Roads Investment Program
RCC	Redland City Council
RIC	Redland Investment Corporation
SAUP	Station Accessibility Upgrade Program
SEQPCNP	South East Queensland Principal Cycle Network Plan
SEQRTP	South East Queensland Regional Transport Plan
SRS	Safer Roads Sooner program
TSPP	Transport System Planning Program
TWG	Technical Working Group
WLGG	Walking Local Government Grants

1 INTRODUCTION

1.1 BACKGROUND

In 2021, the Department of Transport and Main Roads (DTMR) released the *South East Queensland Regional Transport Plan* (SEQRTP). This document outlines the strategic transport response to support the long term land use planning intent for the south east Queensland region, as presented in the *South East Queensland Regional Plan* (ShapingSEQ). Both documents recognise the important and unique economic, environmental and lifestyle characteristics in the eastern portion of the Brisbane City Council (BCC) local government area (LGA) and in the Redland City Council (RCC) LGA. This includes the Port of Brisbane, which is a significant economic and employment centre handling over $50B of freight every year, Priority Development Areas to catalyse development, an identified major expansion area in Southern Redland Bay to accommodate population growth, sensitive environmental areas, an expansive and iconic coastline, and a collection of unique centres and places.

In recognition of the importance of this area and its interdependencies with other locations in the region, particularly the surrounding areas of Brisbane, Logan and the Gold Coast, there is a need to investigate how the transport network can manage future demand, shape sustainable growth, and ensure growth areas have access to reliable, efficient and sustainable travel options.

Additionally, this need was specifically identified in the SEQRTP (*Action A3.20 Eastern Brisbane and Redlands Coast area transport investigation – Develop a multi-modal area transport strategy for eastern Brisbane and the Redlands Coast*). These strategic drivers and policy basis provides the justification for the preparation of this study – the *Bayside and Redlands Transport and Mobility Study*.

1.2 PURPOSE

This purpose of this study is to develop a public facing area transport strategy to identify the communities' current and future mobility priorities when travelling to, from and within the area, and an internal action plan to inform future planning programs (refer to study area in Figure 1). These outputs will support the implementation of a stageable 2046 multi-modal transport network in the Bayside and Redlands area.

The purpose of this Action Plan is to:

- identify the future functional and modal priorities,
- align the future priorities to the identified strategic needs, objectives and vision,
- determine appropriate staging of transport initiatives based on the SEQ-STM scenario modelling, growth triggers and network needs,
- propose a staged (short, medium and long term) list of actions, and
- outline action delivery mechanisms, funding pathways and stakeholder responsibilities.

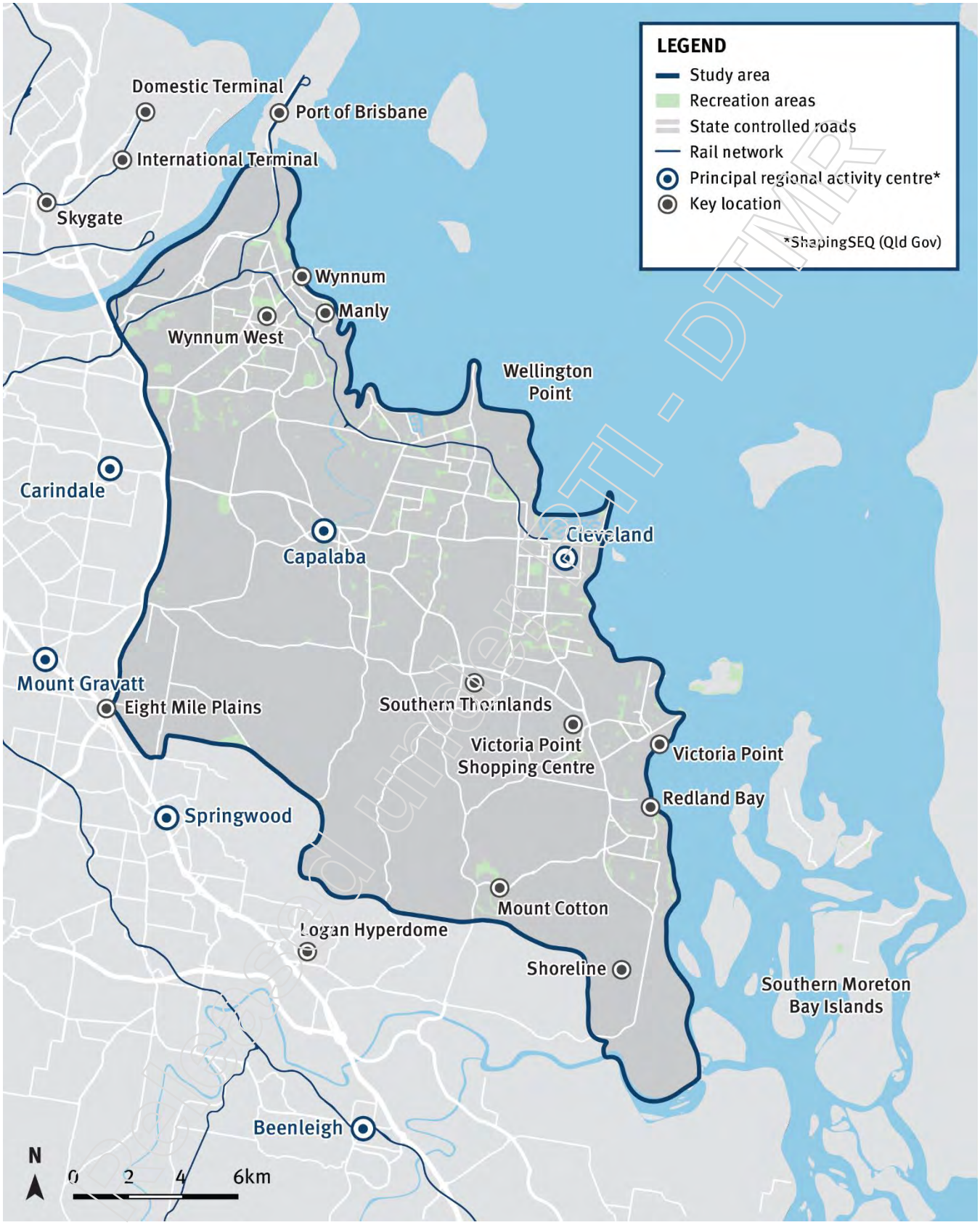

Figure 1: Study area

1.3 METHODOLOGY

Figure 2 outlines the methodology for the project which includes four project stages, nine deliverables and six Technical Working Group (TWG) workshops.

This Action Plan is the seventh of nine technical deliverables for the study.

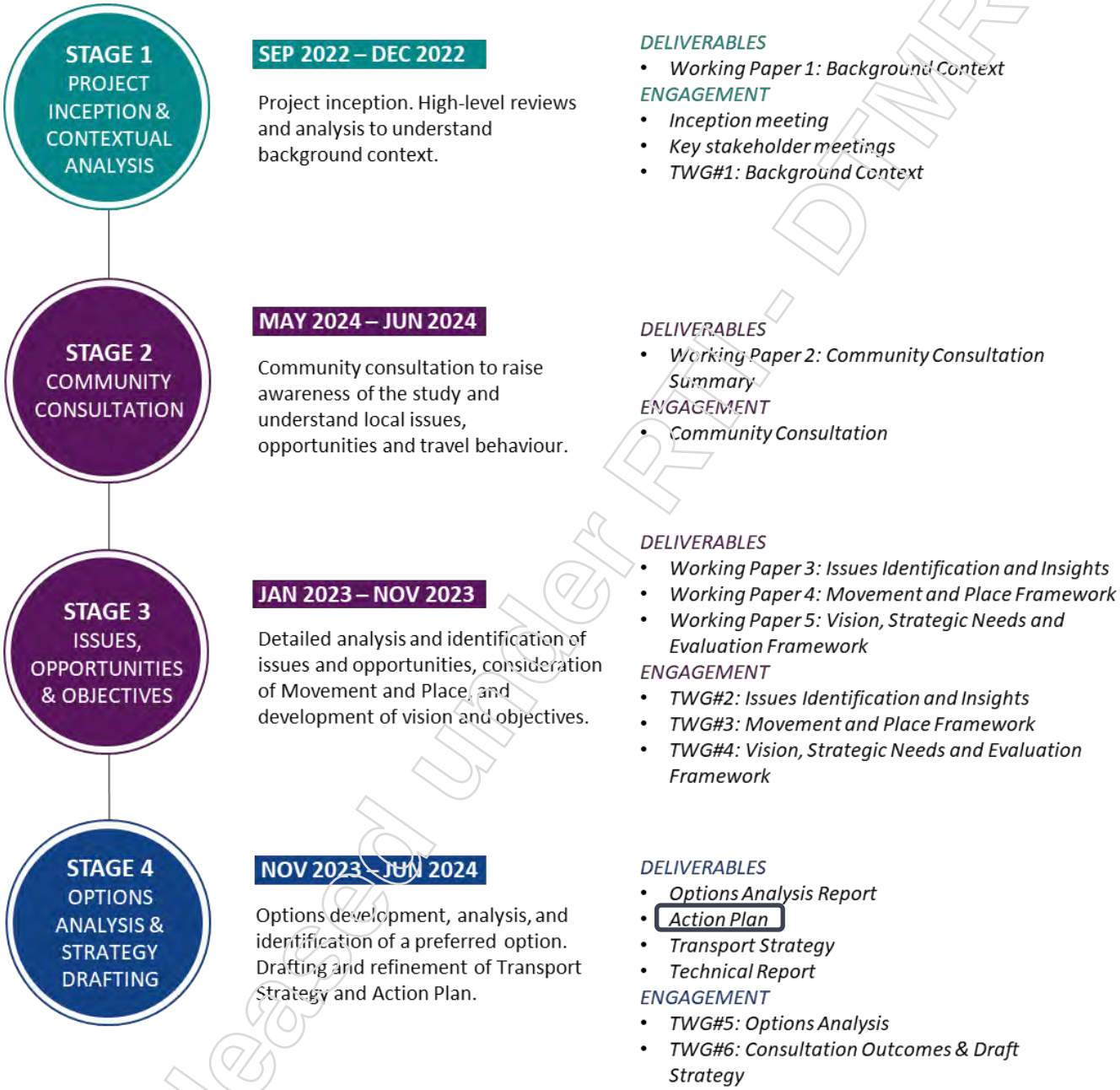

Figure 2: Study methodology

2 STAKEHOLDER ENGAGEMENT

Stakeholder engagement is a key component of this study which has consisted of multiple one-on-one meetings with key stakeholders and six TWG workshops. The purpose and key findings from this engagement is summarised below.

2.1 STAKEHOLDER MEETINGS

One-on-one meetings were held with key stakeholders (refer to Table 1) in September and October 2022 to understand the planning context and identify any current or potential future issues, challenges and opportunities relevant to the study. The key findings from this engagement are summarised in Working Paper 1: Background Context.

Table 1: List of key stakeholders

Key Stakeholders	
TMR – Transport Policy	TMR – Passenger Transport Planning
TMR – Cycling and Walking	Translink – Network Planning
TMR – Strategic Rail	EDQ – Growth Areas Team
TMR – Rail Planning	Brisbane City Council
TMR – PDO South Coast	Redland City Council
TMR – PDO Metro	

2.2 TECHNICAL WORKING GROUP WORKSHOPS

The TWG is the main reviewing and decision-making body for the project and is comprised of representatives from various teams within DTMR (TPPI, Rail Planning, Passenger Transport Planning, Cycling and Walking, PDO and TransLink), BCC and RCC. A total of six TWG workshops were undertaken at various stages of the project:

- TWG Workshop 1 – Background Context.
- TWG Workshop 2 – Issues Identification and Insights.
- TWG Workshop 3 – Movement and Place Framework.
- TWG Workshop 4 – Vision, Strategic Needs and Evaluation Framework.
- TWG Workshop 5 – Options Analysis.
- TWG Workshop 6 – Consultation Outcomes and Draft Strategy.

2.2.1 TWG Workshop 1 – Background Context

The first of six TWG workshops was held on 17 November 2022. The purpose of the workshop was to present the purpose of the project and discuss the key findings from a high-level review of the background context.

Key findings from the workshop include:

- The current limited public transport accessibility is a factor of where people are travelling to and that it is also a challenge for the network. Current travel behaviour, trip attractors and settlement patterns make it difficult to connect or to make efficient public transport connections.
- The forecast growth further north in the Australia Trade Coast is worth noting, particularly in and around Brisbane Airport.
- The intention is not to design a network around the 2032 Olympic Games. There are some opportunities, but transport infrastructure should not be provided just for the Games as it's about legacy. However, there is a nuance with the legacy components, especially around land uses. It is not about planning for the Games but rather about planning for the changes that come about because of the Games.

- Translink secured funding in 2022-23 for a small review of the Redlands public transport network – namely ferry and bus modes.
- The Principal Cycle Network Plan is currently being reviewed.

2.2.2 TWG Workshop 2 – Issues Identification and Insights

The second of six TWG workshops was held on 31 March 2023. The purpose of the workshop was to present key issues and insights identified through more detailed reviews and analysis, and to discuss draft strategic needs.

Key findings from the workshop include:

- Wynnum is fertile ground to progress transit oriented development style principles. This would include Wynnum, Wynnum North and Manly.
- On-demand/feeder services providing local access for those rail stations.
- The main difficulty around improving public transport accessibility to the Port of Brisbane is employee shift structures. Providing a service with a span of hours sufficient to support this is difficult.
- It is understood that cyclists are still prohibited from accessing Fisherman Island, which further promotes private vehicle use.
- RCC was about to commence the development of a Local Area Transport Plan for the Capalaba-Birkdale area.
- As part of the Cleveland revitalisation works, RCC has identified constraints and developed place visions for Cleveland. RCC is also working on the Cleveland Revitalisation Project which is a Place / Centres Management Project which looks to confirm the Vision from the Cleveland Centre Master Plan developed in 2010 and identify actions that can be implemented in the short term. Principles of movement and place are being considered as part of these investigations.

2.2.3 TWG Workshop 3 – Movement and Place Framework

The third of six workshops were held on 2 June 2023. The purpose of the workshop was to present and workshop movement and place frameworks for three key centres Capalaba, Cleveland and Victoria Point in RCC.

The project team acknowledges the local/regional importance of the following locations, but they are not included in this TWG discussion or the Working Paper #4 scope:

- Victoria Point (Colburn Avenue),
- Shoreline Residential Estate,
- Wynnum Central,
- Wynnum West,
- Manly,
- Redland Bay, and
- Toondah Harbour.

2.2.4 TWG Workshop 4 – Vision, Strategic Needs and Evaluation Framework

This TWG was held on 11 October 2023. The purpose of this workshop was to review and workshop the vision, strategic outcomes, a preliminary list of future interventions and projects and the proposed evaluation framework. During this workshop, it was determined that there are underlying demographic projection variances between QGSO2023 and ShapingSEQ, which needed to well be considered and documented during the modelling approach.

2.2.5 TWG Workshop 5 – Options Analysis

This TWG was held on 3 April 2024. The purpose of this workshop was to update the TWG on the background demographics updates within the model, reaffirm the assessment approach and modelling scenarios and present the outcomes of the SEQ-STM modelling outcomes per scenario. The qualitative "Attractiveness and Achievability" assessment (for non-modelled actions) was also presented to the TWG. As a result of the assessment approaches,

a preferred 2031 and 2046 network was proposed to the TWG for consideration. Feedback provided by TWG members following the workshop has been incorporated into the study deliverables.

2.2.6 TWG Workshop 6 – Consultation Outcomes and Draft Strategy

This TWG was held on 13 June 2024. The purpose of the workshop was to present the preliminary findings from the Community Engagement activities (Stage 2), address any outstanding issues around the action plan, present a high level overview of the final deliverable, the Bayside and Redlands Transport and Mobility Strategy, and explain next steps for the TMR project team.

2.3 COMMUNITY CONSULTATION

Community consultation for the project commenced on 29 April 2024 and closed on 27 May 2024. The purpose of this engagement was to raise awareness of the study and seek community input on the draft strategic needs, a vision and strategic outcomes. An online survey and interactive pin-point map was available via DTMR's 'yoursay' project website. A series of information sessions occurred throughout May. Working Paper 2 has been prepared to collate and consolidate the analysis of all community feedback received. The Action Plan has incorporated this community feedback.

3 STRATEGIC NEEDS

Population growth and changing travel patterns in the study area are placing pressure on existing transport infrastructure. It is important to plan for and address these challenges now and into the future. The study has investigated how the transport network can best support the Bayside and Redlands region's expected population growth of 74,500 people by 2046 (ShapingSEQ 2023). As part of the study, several high priority transport and mobility needs in the Bayside and Redlands region have been identified and communicated as part of the public consultation process.

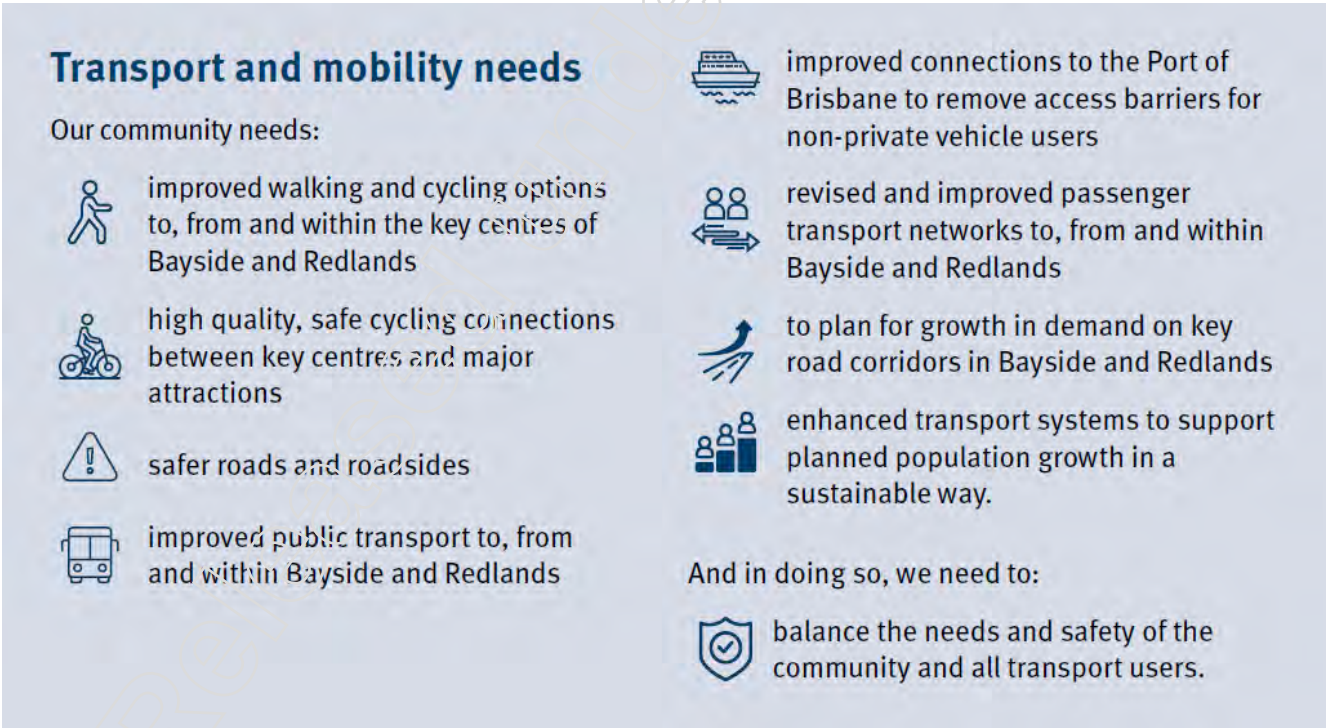

Figure 3: Bayside and Redlands Transport Mobility Study strategic needs (as per public consultation)

4 MOVEMENT AND PLACE OUTCOMES

The concept of Movement and Place is considered a more effective and comprehensive way to classify streets and roads within an area. The application of Movement and Place manifests in a framework aimed at classifying, designing and operating roads and streets based on the controlling authority's intent for the road/street, and their ability to support movement or place functions (refer to Figure 4).

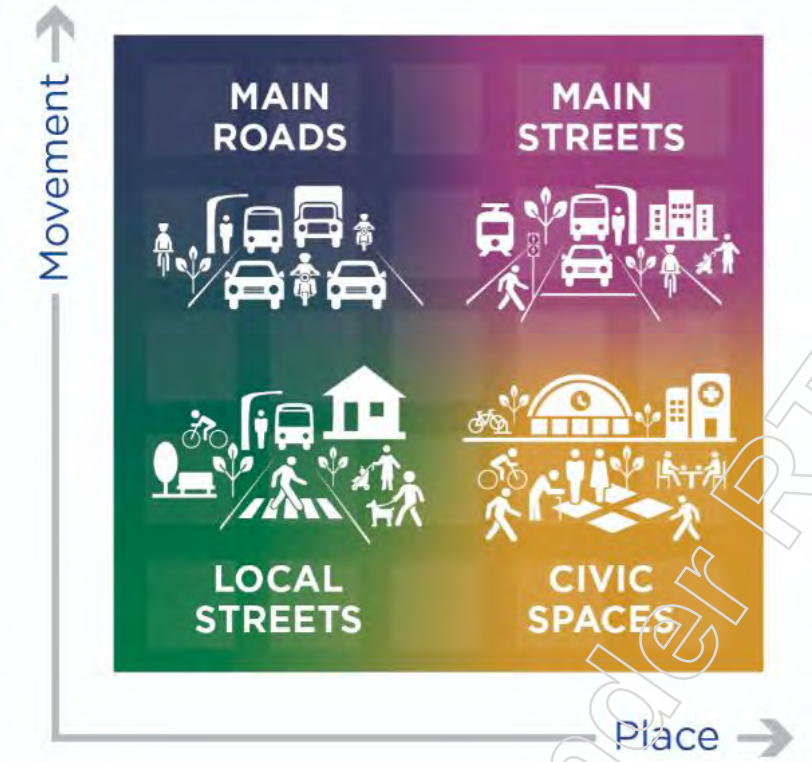

Figure 4: Movement and Place classification matrix (Source: TfNSW, 2022)

As TMR's Movement and Place Policy was under development when the Movement and Place assessments were undertaken, the study applied the Movement and Place concept, as defined by TfNSW, to Capalaba, Cleveland and Victoria Point centres for current and potential future situations. Assessment of the current situation was informed by current land uses, built form, road conditions, design treatments, usage and function, and provided a baseline for subsequent network re-classification. Assessments of future situations were informed by current zoning, master planning, known developments and growth areas, transport network structure and usage, and people activity data. A 1.5km radius from the core of each centre was adopted as the catchment for the Movement and Place assessments, and the outcomes can be visualised in **Appendix 1**: Figure 9 to Figure 15.

5 VISION AND STRATEGIC OUTCOMES

This study helps to guide the development of the transport network within the region over the next 20 years to ensure a safe and reliable transport system for the area. The following vision for the future of the transport network within the Bayside and Redlands region and proposed strategic outcomes to achieve the vision have been communicated as part of the public consultation process.

> Bayside and Redlands has an efficient, safe and connected transport system, which fosters sustainable travel behaviours, facilitates the growing movement of people and goods within and beyond the broader region, and safeguards place characteristics in our centres.

Figure 5: Bayside and Redlands Transport Mobility Study vision (as per public consultation)

Figure 6: Bayside and Redlands Transport Mobility Study strategic outcomes (as per public consultation)

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7 NEXT STEPS

This document – *Action Plan* – is the seventh of nine technical deliverables for the study and its purpose is to provide an agreed list of stageable actions and investigation projects for TWG consideration. This plan is directly linked to the Options Analysis Report, whereby a long list of interventions were tested, resulting in preferred long term and short term actions being proposed.

This Action Plan also incorporates the TWG Workshop #5 and Workshop #6 feedback on the presented material.

Working Paper 2 has been prepared to collate and consolidate the analysis of all community feedback received. The final Action Plan has also incorporated this community feedback.

APPENDIX 1: PRIORITY MAPS

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Figure 10: Movement and Place assessment in Capalaba – current situation

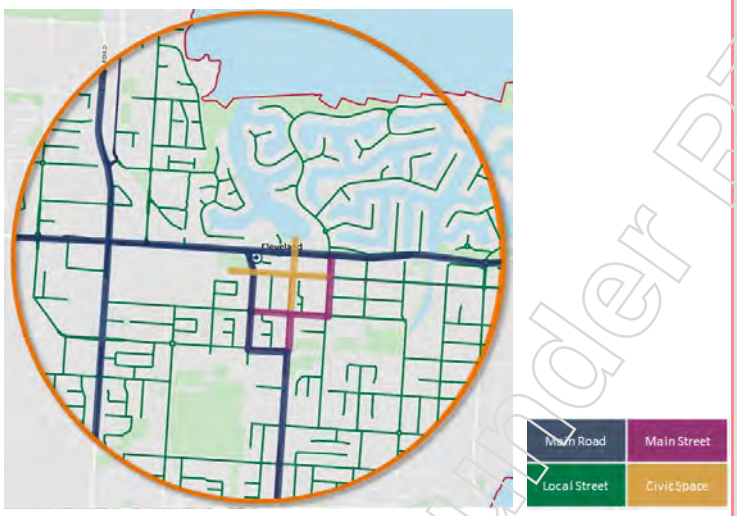

Figure 12: Movement and Place assessment in Cleveland – current situation

Figure 14: Movement and Place assessment in Victoria Point– current situation

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Bayside and Redlands Transport and Mobility Study

Working Paper 2: Community Consultation Summary - DRAFT

Department of Transport and Main Roads

June 2024

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Appendices

Appendix 1 – Collateral

Appendix 2 – Summary of stakeholder submissions

Appendix 3 – Online survey questions

Version history

Version	Date	Details	Author
V1	20 June 2024	Draft for review	The Comms Team
V2	24 June 2024	Updated draft for review	The Comms Team

1. Introduction

1.1. Background

In 2021, the Department of Transport and Main Roads (TMR) released the South East Queensland Regional Transport Plan (SEQRTP). This document outlines the strategic transport response to support the long term land use planning intent for the South East Queensland region, as presented in the South East Queensland Regional Plan (ShapingSEQ).

Both documents recognise the important and unique economic, environmental and lifestyle characteristics in the eastern portion of the Brisbane City Council (BCC) local government area (LGA) and in the Redland City Council (RCC) LGA. This includes the Port of Brisbane, which is a significant economic and employment centre handling over $50B of freight every year, Priority Development Areas to catalyse development, an identified major expansion area in Southern Redland Bay to accommodate population growth, sensitive environmental areas, an expansive and iconic coastline, and a collection of unique centres and places.

In recognition of the importance of this area and its interdependencies with other locations in the region, particularly the surrounding areas of Brisbane, Logan and the Gold Coast, there is a need to investigate how the transport network can manage future demand, shape sustainable growth, and ensure growth areas have access to reliable, efficient and sustainable travel options.

Additionally, this need was specifically identified in the SEQRTP (Action A3.20 Eastern Brisbane and Redlands Coast area transport investigation – *Develop a multi-modal area transport strategy for eastern Brisbane and the Redlands Coast*). These strategic drivers and policy basis provides the justification for the preparation of the Bayside and Redlands Transport and Mobility Study by TMR, which commenced in mid 2022 and is expected to be completed in mid 2024.

1.2. Purpose

This purpose of the study is to develop a public-facing area transport strategy to identify the communities' current and future mobility priorities when travelling to, from and within the area, and an internal action plan to inform future planning programs (refer to study area in Figure 1). These outputs will support the implementation of a stageable 2046 multi-modal transport network in the Bayside and Redlands area.

Community and stakeholder engagement is a key component of this study. On the project to date, this has consisted of:

- multiple one-on-one meetings with key stakeholders held at the outset of this study in 2022 to understand the planning content and identify issues and opportunities relevant to the study
- a series of Technical Working Group (TWG) workshops with representatives from TMR, RCC and BCC held between late 2022 and early 2024 to present ongoing findings and seek stakeholder input into the study at key milestones
- broad community consultation across the Bayside and Redlands area for a four-week period from 29 April to 27 May 2024 to raise awareness of the study and seek community input on draft strategic needs, a vision and strategic outcomes for the transport network in the area over the next 20 years.

The purpose of this document is to outline:

- the approach and timing of the community consultation program
- a summary of the consultation and communication activities and tools used
- level of participation and reach across all activities, including an online survey, interactive map and face-to-face information sessions
- a summary of the key feedback received across all consultation activities.

The outcomes of engagement with key stakeholders and TWG workshops is not included as part of this document and has been used to inform the draft strategy and action plan for the project.

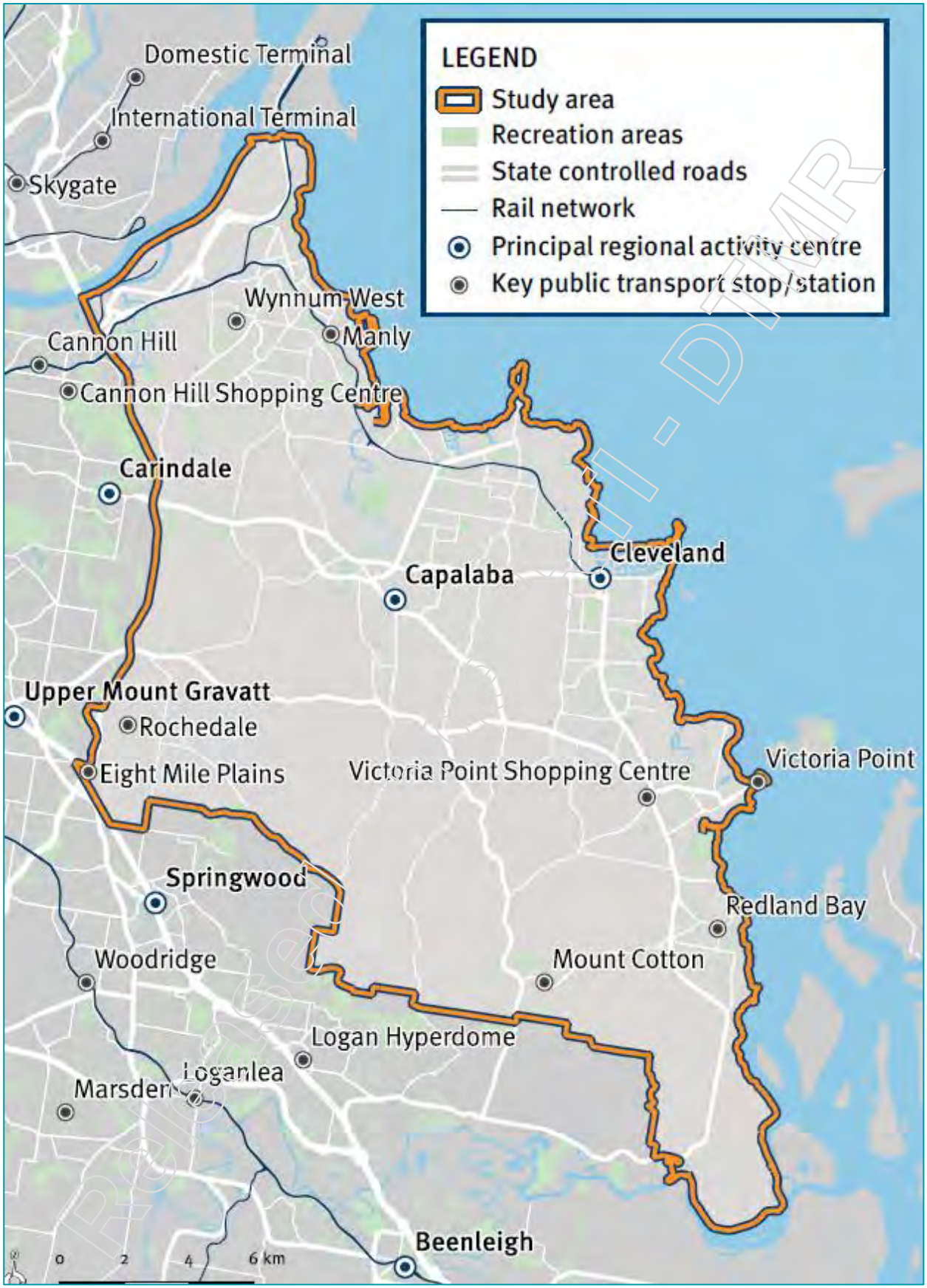


Figure 1: Map of the study area

1.3. About the study area

The study area for the project covers the RCC area (excluding the Bay Islands) and the bayside suburbs of the BCC area (east of the Gateway Motorway, including Wynnum, Wynnum West, Manly, Lytton, Lota and Wakerley). The Bayside and Redlands region is a strategically important sub-region with unique economic, environmental and lifestyle characteristics. Extending from the Port of Brisbane down to Redland Bay, the area is rich with bayside neighbourhoods, protected bushland and wetlands, and industrial pockets.

The population is expected to grow by 74,500 people between now and 2046, bringing the estimated population of the study area from 240,900 to 315,400 *(Source: ShapingSEQ 2023 Update)*. This population growth, along with evolving travel patterns, is placing pressure on existing transport infrastructure. Currently, travel to places of employment and key centres in the region is car-dominated, with high traffic volumes placing pressure on the road network. Existing transport challenges include:

- approximately 91 per cent of commuters use a private vehicle
- the average time spent travelling on public transport in the Redlands is roughly three times more than in a car (the distance is roughly twice as much)
- walking and bicycle connectivity to public transport in the study is currently low
- approximately 65 per cent of employed residents rely on the transport network to commute to work outside of the study area, primarily to Brisbane, Logan and the Gold Coast.

Note: Transport and connectivity on North Stradbroke Island and the Southern Moreton Bay Islands have not been included within the project scope, recognising the recent stakeholder engagement activities associated with the development of the draft *Minjerribah (North Stradbroke Island) Public Transport Strategy* and the core function of RCC in this regard. More broadly, transport demand to and from the islands will be captured as part of the transport modelling tasks associated with the project.

1.4. Draft vision, strategic needs and outcomes

The study aims to guide the development of the transport network within the region over the next 20 years to ensure a safe and reliable transport system. Planning is focussed on getting the best out of existing transport infrastructure, improving road safety, and developing the public transport network to help reduce the number of private vehicle trips while encouraging more sustainable transport use.

The study has identified high-priority transport and mobility issues and opportunities (which are summarised as ‘strategic needs’) and developed a draft vision for the future of the transport network in the region. A set of proposed strategic outcomes translating the needs into tangible results to achieve the vision have also been developed.

Strategic needs

- Improved walking and cycling options to, from and within the key centres of the Bayside and Redlands.
- High quality, safe cycling connections between key centres and major attractions.
- Safer roads and roadsides.
- Improved public transport to, from and within the Bayside and Redlands.
- Improved connections to the Port of Brisbane to remove access barriers for non-private vehicle users.
- Revised and improved passenger transport networks to, from and within Bayside and Redlands.
- To plan for the growth in demand on key road corridors in the Bayside and Redlands.
- Enhanced transport systems to support planned population growth in a sustainable way.
- And in doing so, we need to balance the needs and safety of the community and all transport users.

Draft vision

Bayside and Redlands has an efficient, safe and connected transport system, which fosters sustainable travel behaviours, facilitates the growing movement of people and goods within and beyond the broader region, and safeguards place characteristics in our centres.

Strategic outcomes

- Active transport around Bayside and Redlands centres is efficient, comfortable, and attractive, with direct and safe connections to enable a significant shift away from private vehicle use.
- The transport system within key centres accommodates the safety and needs of all users.
- Public transport to and from key centres is a genuine alternative to private vehicles, with reliable, high frequency services.
- The Port of Brisbane is well-connected to the wider area via improved public and active transport options.
- Existing bus routes are improved to be direct, reliable, and more frequent.
- The needs of a growing population, particularly in Redland Bay, are planned for through enhanced public and private transport.
- Key road corridors used by freight, public transport, and general traffic are monitored to plan for growth with capacity upgrades as necessary.

2. Consultation approach

Communities that live in the Bayside and Redlands area have valuable local knowledge and transport experiences. Understanding how the community is travelling now, and providing opportunities for a range of community and stakeholder input to inform planning is an important part of the study. To guide this, a detailed communication plan was prepared to outline the proposed communication approach and consultation tactics to attain a satisfactory level of public participation and generate a broad range of community and stakeholder feedback. The approach is summarised in this section of the document.

2.1. Purpose and objectives

The overarching purpose of the community consultation program was to:

- support the project goals in raising awareness about the scope and objectives of the study
- inform the community about the transport issues and growth challenges in the study area
- seek feedback from the community and stakeholders on:
    - the draft vison and identified strategic needs and outcomes to define the future strategic transport network for the area to 2046
    - local transport needs when travelling to, from and within the area identified by the study.

The consultation program sought to achieve the following specific objectives:

1. **Inform** the community on the progress of the study to date, including the current and future transport challenges, growth forecasts and other issues.
2. **Seek** community feedback on the identified strategic needs, vision, and outcomes for the transport network.
3. **Gather and leverage** community insights on transport system deficiencies, strategic needs and opportunities.
4. **Establish** an overarching narrative that helps the community and stakeholders understand how TMR's current and planned activities address future transport demand and growth challenges within the study area.

2.2. Methodology and timings

The consultation program allowed for a two-phased consultation approach across a four-week community period.

- **Weeks one and two** primarily involved a launch and promotion of the study to drive awareness and inform the community via six intercept visits to transport station and interchanges in the study area, supported by targeted social media advertising.
- **Weeks two to four** comprised six advertised pop-up information sessions in the community which provided an opportunity to answer questions and collect feedback on the draft vision, strategic needs and outcomes.

Throughout the four weeks, a digital ‘Have your say’ web page provided ongoing opportunities for the community to provide feedback via an online survey, and an interactive comment map.

Community consultation for the study commenced from 29 April and closed on 27 May 2024.

Following the close of consultation, all feedback received has been collated and analysed to determine key themes, trends and insights, which are outlined in this document.

Subject to approvals, a public facing strategy document, including a summary of the outcomes of community consultation, is proposed to be released at the conclusion of the study.

2.3. Key stakeholders and audiences

The consultation program aimed to target the following audiences and stakeholder groups in the study area:

Primary audience:

- Local residents and business owners.
- Local transport network users – public transport and motorists.
- Active transport users including Bicycle User Groups (BUGs).
- Local community members, catchment associations and special interest groups.
- Commuters to, from and within the study area.

Secondary audience:

- State and local elected representatives.
- Transport sector and interest groups – local and statewide.
- Visitors to the study area.
- Local media outlets.

3. Summary of consultation tools and activities

This section of the report outlines the tools and activities used during the consultation period to both raise awareness and provide opportunities for feedback. It provides a summary of each tool/activity, as well as the level of participation or reach, and any specific feedback themes received.

3.1. Awareness raising tools and activities

The figure below outlines an overall snapshot of the activities to raise awareness of the consultation program and encourage people to provide feedback via the consultation activities. Each tool/activity is then outlined in further detail in the following sections of the report.

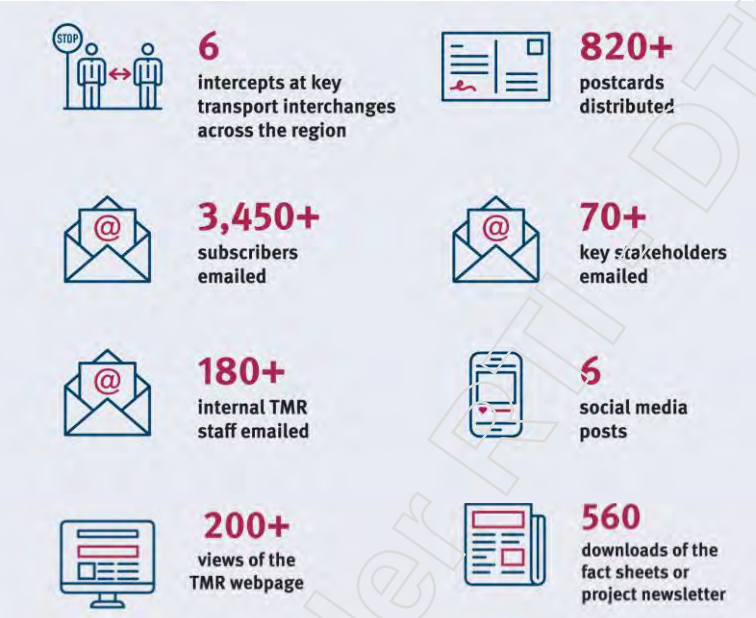


Figure 2: Snapshot of awareness raising tools and activities

3.1.1. *Project web page*

TMR hosted a dedicated project web page for the study on their website. The web page provided an overview of the study, background information around the study area and key transport and growth challenges, key timings, as well as a link to the separate 'Have your say' web page. Overall, there were 204 views of the project web page during the consultation period, from 141 individual users.

Weblink: https://www.tmr.qld.gov.au/BaysideRedlandsTransportStudy

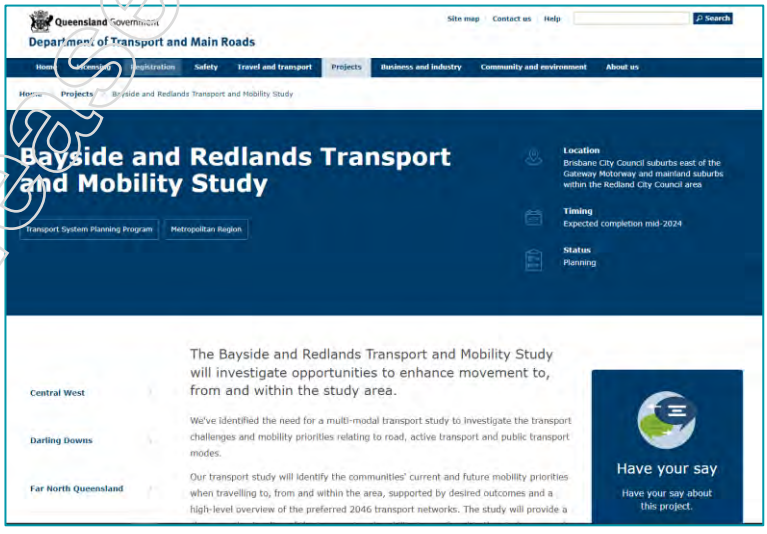


Figure 3: Project web page

3.1.2. *Collateral*

Project fact sheets and newsletter

A range of material was made available in printed and digital formats to help the community understand the work completed to date and to provide context for the consultation activities. This included two fact sheets outlining the draft strategic needs, outcomes and vision for the transport network. A project newsletter provided detail around the scope of the study, context around existing travel behaviour and challenges within the study area, and timeframes for the project. The material included links to the 'Have your say' web page, and key consultation period dates. The newsletter included a study area map that identified key roads, rail lines, stations, and regional activity centres. In total, there were around 560 downloads of the materials during the consultation period, which included 234 downloads of the project newsletter, 166 downloads of the 'Strategic Needs' fact sheet, and 156 downloads of the 'Strategic Outcomes and Vision' fact sheet.

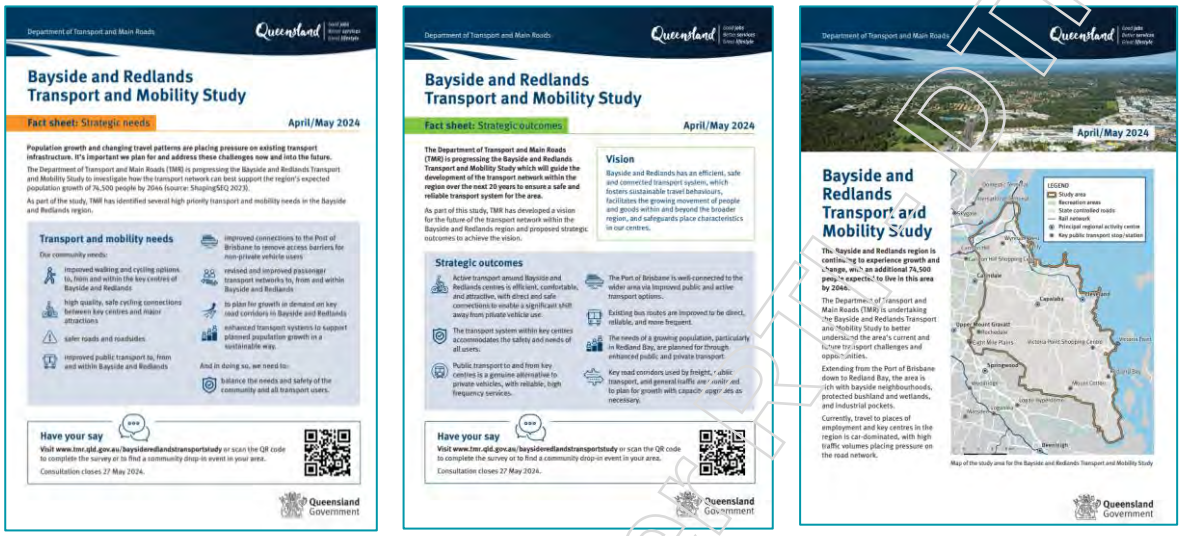


Figure 4: Project fact sheets and newsletters

Pop-up display material

Three A1 corflute signs were displayed at the pop-up information sessions to provide attendees with background information about the study, links to the 'Have your say' web page, and clearly outline the draft vision, strategic needs and outcomes.

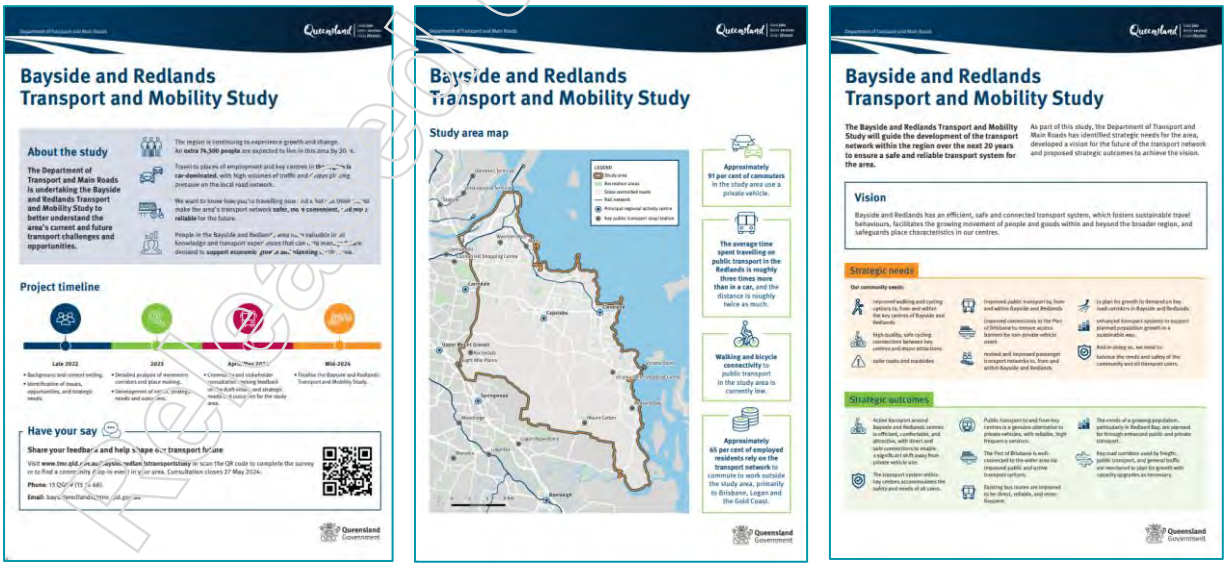


Figure 5: Corflute signage used at pop-up events

A copy of all collateral is included in Appendix 1.

3.1.3. *Intercept events*

Six intercepts were held at high-traffic transport station and interchanges across the study area to promote community consultation and encourage people to provide their feedback. At each event, three team members distributed TMR project postcards with a QR code link to the 'Have your say' web page. Overall, more than 820 postcards were distributed across the six events. A summary of the level of participation at each event is outlined in the table below.

Table 1: Summary of intercept events

Date and time	Location	Postcards distributed
Tuesday 30 April 2024, 7am-9am	Capalaba bus interchange	40
Wednesday 1 May 2024, 4pm-6pm	Wynnum Central train station	50
Saturday 4 May 2024, 8am-10am	Redland Bay Marina	202
Tuesday 7 May 2024, 4pm-6pm	Cleveland train station	130
Wednesday 8 May 2024, 7am-9am	Manly train station	330
Friday 10 May 2024, 7am-9am	Victoria Point bus interchange	70
Total		**822**

3.1.4. *Social media promotion*

During the consultation period, TMR used geo-targeted social media advertising targeting audiences in the study area and key demographics. A series of six different Facebook advertisements were used to promote the online feedback tools and encourage attendance at the pop-up information sessions. This was successful in driving traffic to the 'Have your say' web page. More than 300 comments were received across the advertisements. Common themes raised in comments included:

- suggestions for road widening and upgrades, particularly in the Mt Cotton area
- requests for additional public transport options, particularly to service Redland Bay and Victoria Point, and to service new housing developments
- concerns around peak hour congestion on the road network
- individual suggestions around local road, bridge, pathway and public transport improvements and upgrades across the study area.

A snapshot of the results of advertisements are outlined in the figure below.

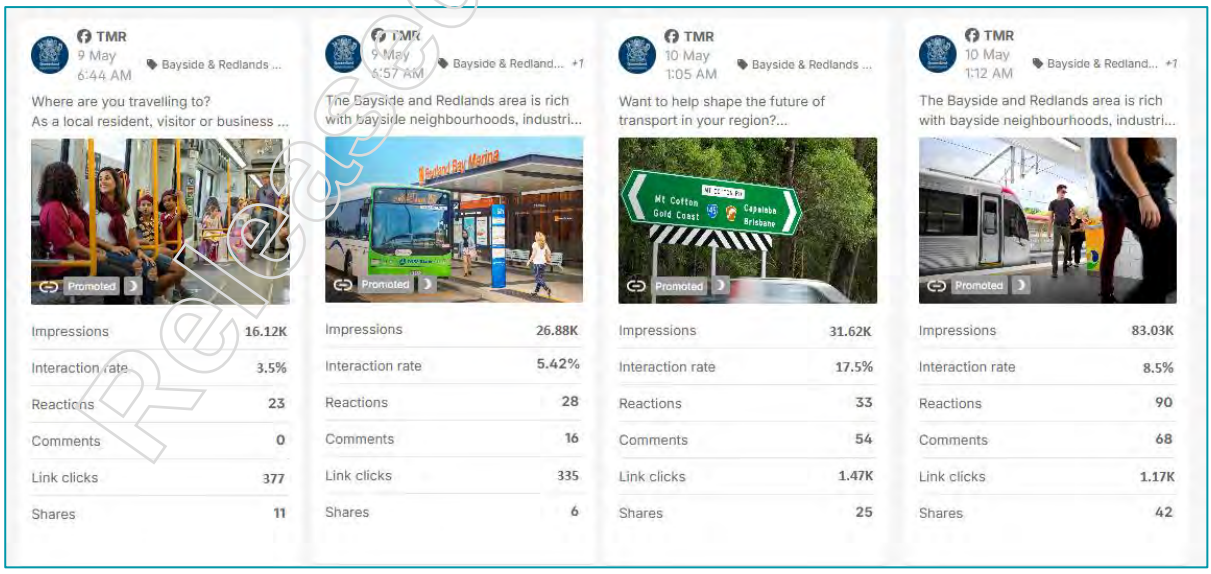


Figure 6: Overview of Facebook advertising campaign

3.1.5. *Email notifications*

TMR notified a range of different stakeholder groups via email about the consultation program and the opportunities to provide feedback, along with providing a copy of the project newsletter. This included:

- around 3,450 subscribers to TMR's 'Have your say' website
- 180 internal TMR staff
- Around 70 key stakeholders representatives from the study area, including community and environmental organisations, local business representatives, major employers, major property developers, peak bodies, transport operators, freight companies, and local governments.

3.2. Feedback tools and activities

In total, more than 900 pieces of individual feedback was received across all consultation activities and tools. The level of participation feedback received during the four-week period was consistent with other recent consultation programs in the study area and for similar scale studies/projects. The figure below provides a snapshot of participation. Each tool/activity is then outlined in further detail in the following sections of the report.

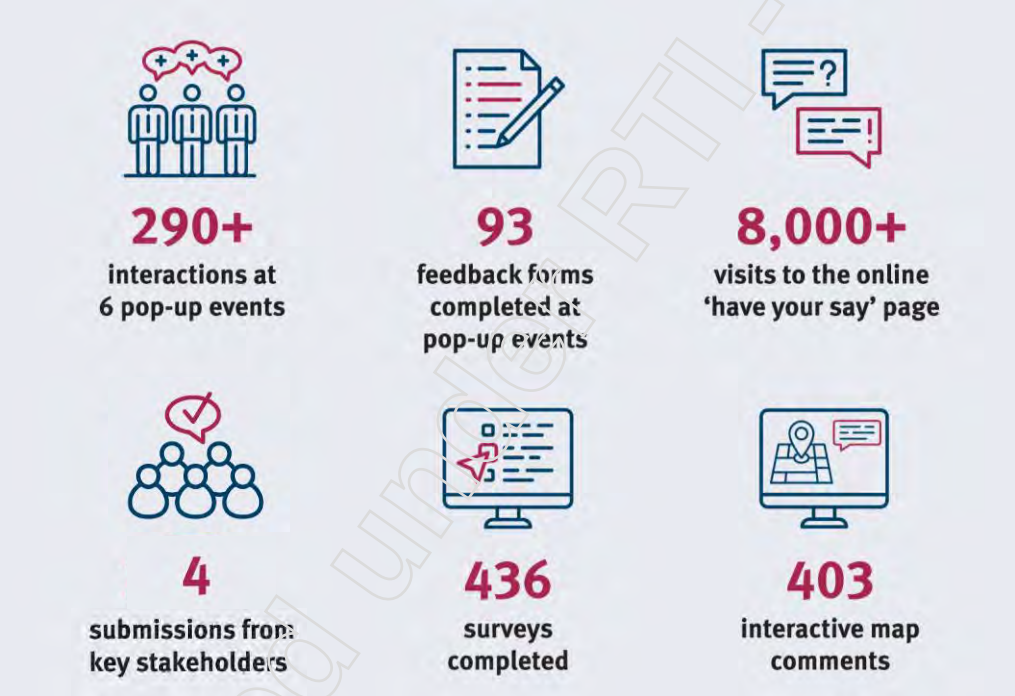


Figure 7: Snapshot of feedback tools and activities

3.2.1. *'Have your say' web page*

A TMR 'Have your say' web page for the study was launched at the start of the consultation period. The web page provided background detail around the study, pop-up information sessions details, and the project newsletter and fact sheets, along with two feedback tools – an online survey and an interactive comment map.

Overall, there were more than 8,000 visits to the web page during the consultation period from more than 6,600 individual users. Around 75 per cent of visitors were directed to the site via the Facebook advertising posts. A total of 436 survey responses were received, and 403 comments were added to the interactive map.

Weblink: https://www.yoursay-projects.tmr.qld.gov.au/bayside-and-redlands-transport-and-mobility-study

Further details of the results of the online survey and interactive map are outlined in Section 4 of this document.

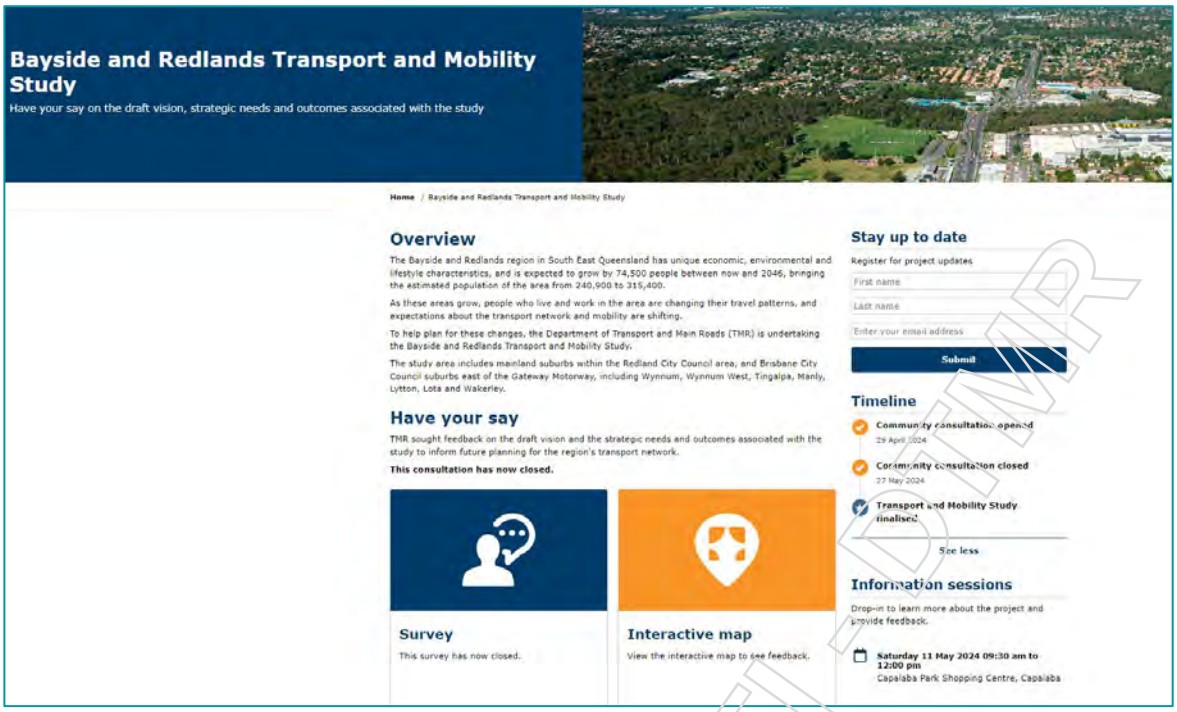


Figure 8: Project 'Have your say' web page

3.2.2. *Pop-up information sessions*

During the second two weeks of the consultation period, six pop-up information sessions were held at markets, shopping centres and transport interchanges across the study area. The sessions were advertised on the 'Have your say' web page and through Facebook advertising, as well as the stakeholder email notifications. Printed copies of the fact sheets and newsletter were available, along with the A1 display signage for attendees to view. Hard copy surveys were also available.

At each event, a minimum of three team members were available to answer questions, collect feedback and interact with community members. These interactions allowed attendees to learn more about the study and contribute their perspectives, ensuring broad and inclusive community participation.

Overall, 289 people interacted with the team across the six events, with more than 90 feedback forms completed. A summary of the level of participation at each event is outlined in the table below.

Table 2: Summary of pop-up information sessions

Date and time	Location	Total interactions	Feedback forms
Saturday 11 May 2024 9:30am-12pm	Capalaba Park Shopping Centre	45	15
Tuesday 14 May 2024 8am-10am	Redland Bay Marina	46	26
Thursday 16 May 2024 4pm-6pm	Victoria Point Shopping Centre	33	8
Saturday 18 May 2024 6am-12pm	Manly Farmers Market	105	4
Thursday 23 May 2024 3pm-5pm	Capalaba Bus Interchange	10	5
Sunday 26 May 2024 7am-1pm	Cleveland Markets	50	35
Total		**289**	**93**

Some of the most common areas of feedback raised at information sessions included:

- **Local hotspots / areas of concern**: Feedback about specific rail bridges, level crossings, public transport limitations, active transport improvements, road network upgrades, and congestion issues considered as priorities for future improvements / upgrades.
- **Solution examples**: Attendees shared successful transport and mobility solutions from other areas that they perceive could address current transport and mobility issues in the study area.
- **Diverse themes**: Discussions covered a wide range of topics across the study area, including:
    - road widening and infrastructure enhancements to improve traffic flow and reduce congestion
    - active transport infrastructure development
    - accessibility improvements to meet best practice standards
    - enhanced bus services and connectivity
    - extension of rail lines to support public transport needs in distant regions of the study area.
    - environmental and wildlife protection
    - flood protection for roadways and surrounding ecosystems.

Figure 9: Images of pop-up community information sessions

3.2.3. *Stakeholder submissions*

To date, TMR has received five formal written submissions from key stakeholders as part of the community consultation process. Submissions were received from:

- Not relevant (local resident group)
- Urban Development Institute of Australia
- Fiteni Homes
- Lendlease Communities
- RCC.

A summary of the key topics raised in each submission is included in Appendix 2.

4. Online survey and interactive map results

This section of the document outlines the results of the online survey and the interactive comment map, both of which were available on the 'Have your say' web page throughout the four-week consultation period, and promoted via all communication tools and activities.

The figure below shows the general location of respondents to both online tools across the study area. Participation was generally evenly spread across the study area, however the southern (Redland Bay and Mount Cotton) and western (Rochedale) part of the study area, along with Manly / Tingalpa areas, had the highest level of online participation.

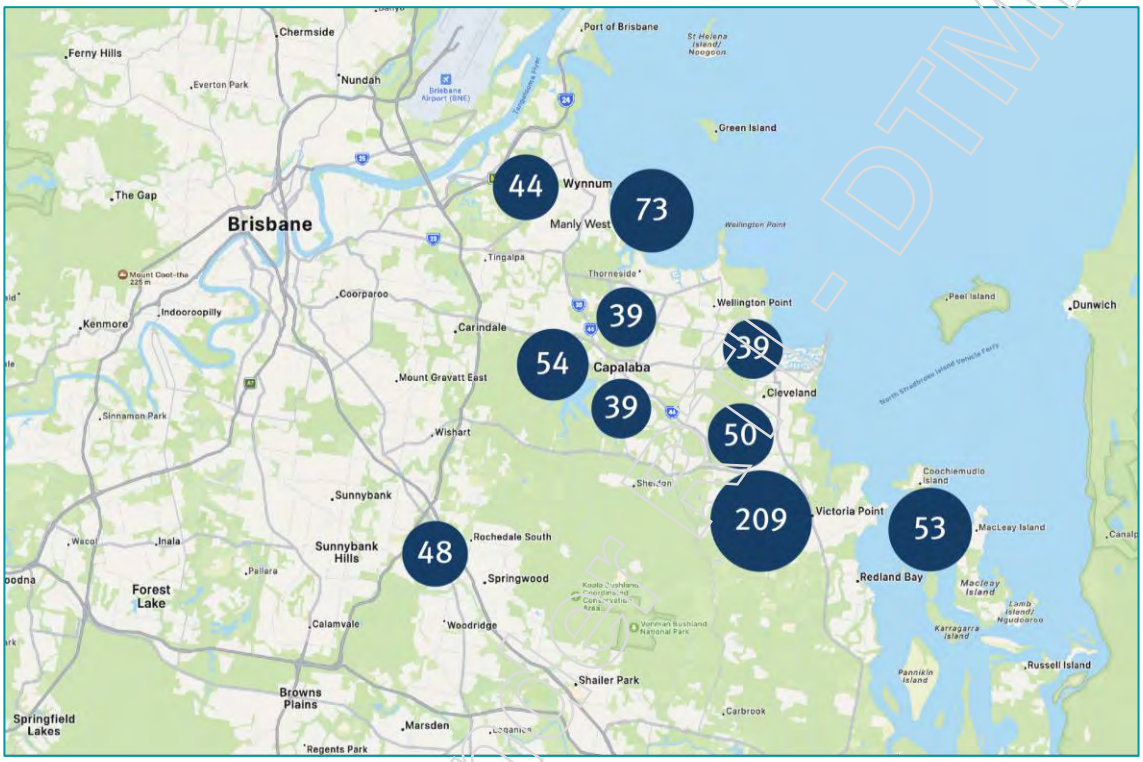


Figure 10: Summary of online participation across the study area

4.1. Online survey

Overall, a total of 436 responses were received to the online survey. This section of the report includes the quantitative results for each question and a summary of the key themes raised in questions with qualitative response fields. Respondents were asked questions relating to:

- the localities in which they live, work, study and visit
- how they currently travel in the study area, and for what purpose
- their experiences of travel by various transport modes in the study area
- the biggest transport and mobility challenges in the study area
- travel outside of the study area to other locations in the region
- their alignment with the draft vision for the transport network, and suggestions to improve the vision
- the relative importance of the identified strategic needs and outcomes relating to travel to, from and within the study area for the next 20 years
- other general suggestions for how transport and mobility could be improved.

A full copy of the survey questions is included in Appendix 3.

4.1.1. *Summary of key findings*

The key findings from the survey results are summarised below.

Current travel within the study area

- Around a quarter of all respondents live in Redland Bay, with the remaining top ten suburbs spread across the study area.
- Around two thirds of respondents travel outside the study area for work, with Cleveland the most common destination for work within the study area.
- Cleveland and Victoria Point are the most commonly visited areas for trip purposes outside of work or study.
- The majority of survey respondents travel by private car as a driver daily, and around half of respondents travel by walking daily.
- Many respondents infrequently or never travel by public transport, bicycle, personal mobility devices (e-scooter) or taxi / rideshare services.
- Travel by private car either as a driver or passenger was the predominant mode for a variety of trip purposes, however people commuting to work are more likely to use train and bus services than those travelling for other trip purposes such as shopping or appointments.
- More than a quarter of people walk for the purposes of shopping, personal appointments and visiting family and friends, and there is a high percentage of respondents walking for recreation purposes.

Current experience of travel and challenges

- Respondents experience of travel by walking and ferry services is generally very good, while people experience issues more often when travelling by bus and private car, either as driver or passenger.
- Availability of public transport services (bus, train and ferry) was ranked as the most important challenge to be addressed on average by respondents. This was closely followed by efficiency and reliability of the transport network and services.

Current travel outside the study area

- Connections to Brisbane and connections to key destinations within the study area were also considered more important challenges to address than some of the other items.
- Around three quarters of respondents travel to Brisbane CBD at least once a month, with more than a quarter travelling to Brisbane daily.
- People were also asked to select which modes they use to travel outside of the study area, with the vast majority travelling by private car, and around half of respondents using train services to travel outside of the study area.

Alignment with the draft vision and importance of the strategic needs and outcomes

- Overall, almost two thirds of respondents either agreed or somewhat agreed with the draft vision for the transport network.
- Around half of the survey respondents provided written suggestions on how the vision could be improved, with a high portion of these suggestions related to public transport. Other comments related to including key words like affordable and accessible, and considering a more ‘plain English’ wording that they could relate to more easily.
- The top three strategic needs identified as most important or somewhat important were:
    - Plan for growth in demand on key road corridors
    - Enhance the transport network to support planned growth in a sustainable way
    - Improve public transport to, from and within the study area.
- The top three strategic outcomes ranked as most important or somewhat important include:

- The needs of a growing population, particularly in Redland Bay, are planned for through enhanced public and private transport.
- Key road corridors utilised for freight, public transport and general traffic are monitored for congestion and overall volumes, with capacity upgrades to support planned growth considered as necessary.
- Public transport to and from key centres is a genuine alternative to private vehicles, with reliable, high frequency services.

Overall suggestions for improvements to transport and mobility

More than half of respondents provided additional suggestions for improvements. The figure below shows a 'word cloud' of the common terms appearing in the suggestions. Common terms includes safety, connections, road and transport infrastructure. Individual suggestions have also been assessed to determine key overarching themes as outlined in Section 5.

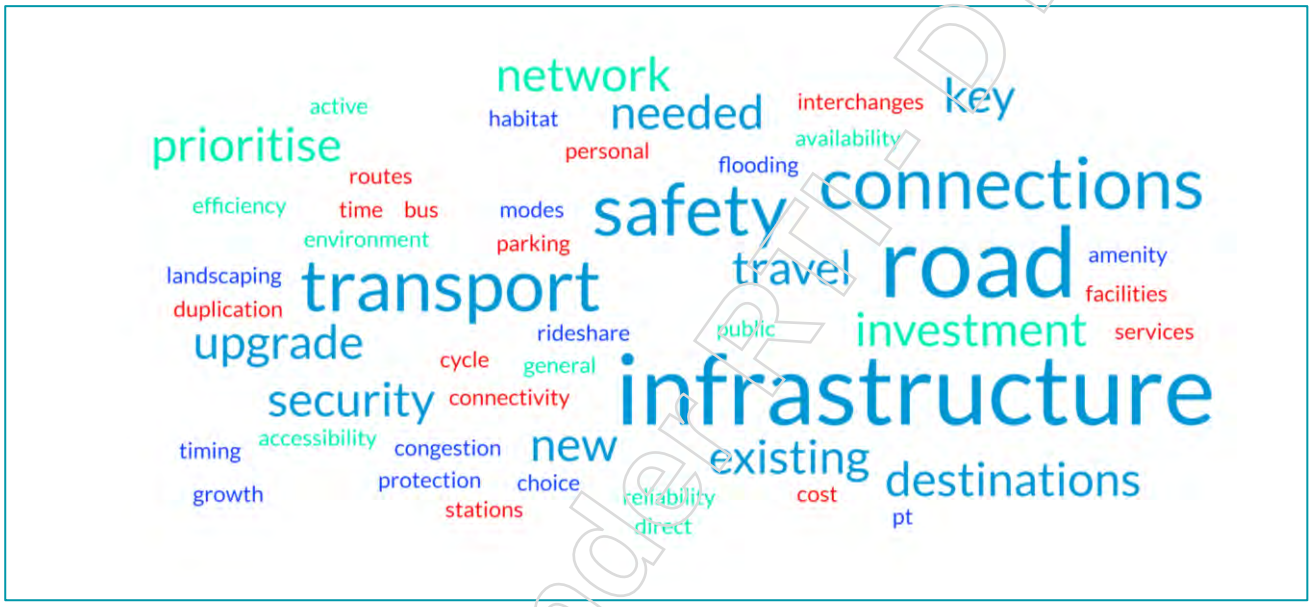
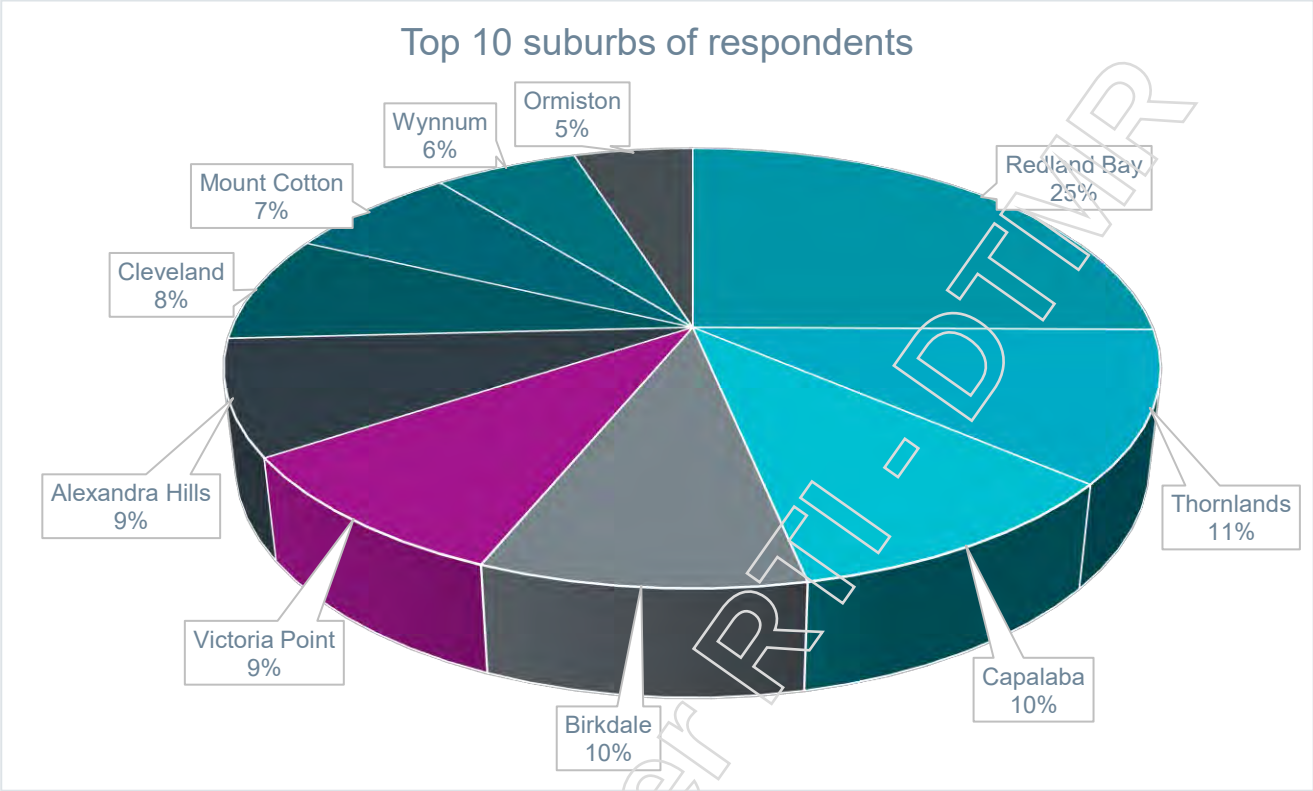


Figure 11: Common terms raised in suggestions for improvements

4.1.2. *Responses by question*

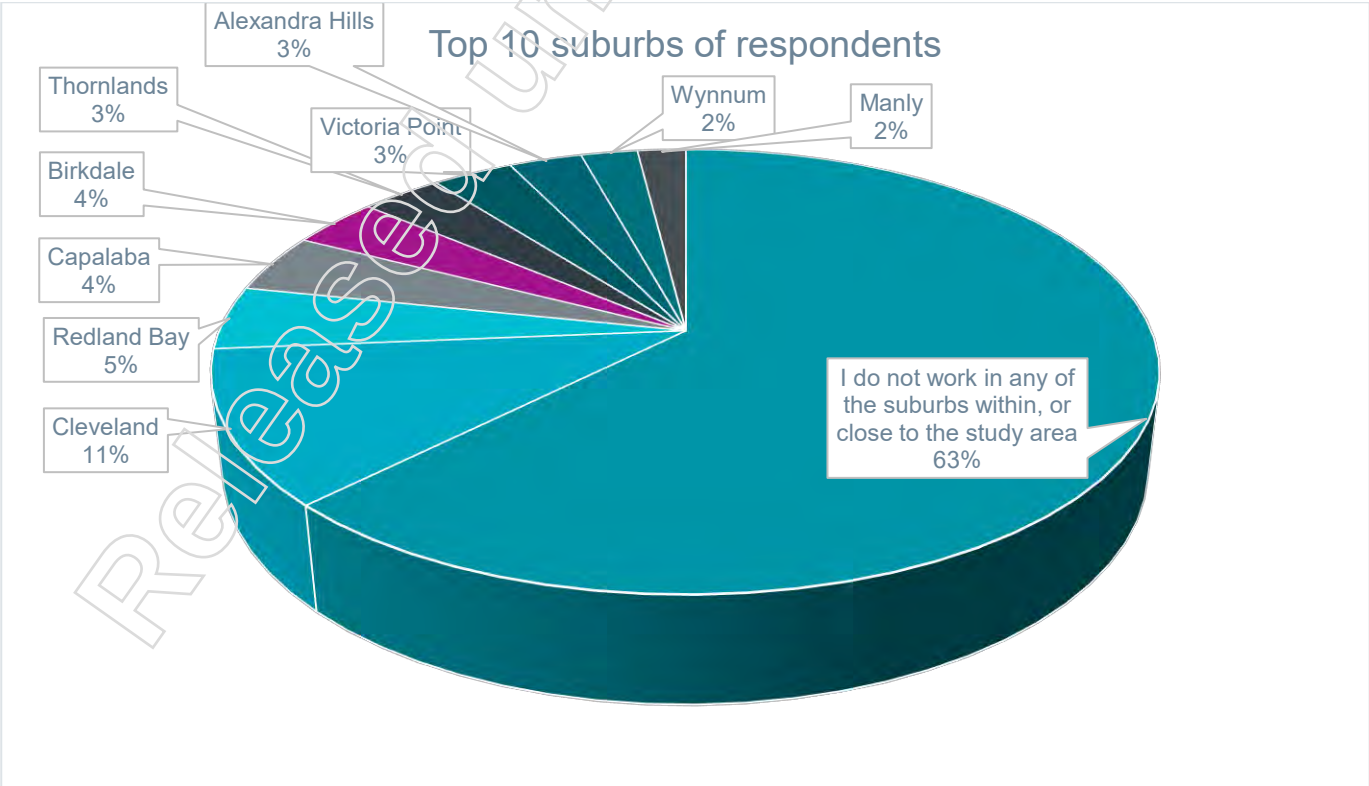
Question 1

Do you live in any of the following suburbs within the study area?



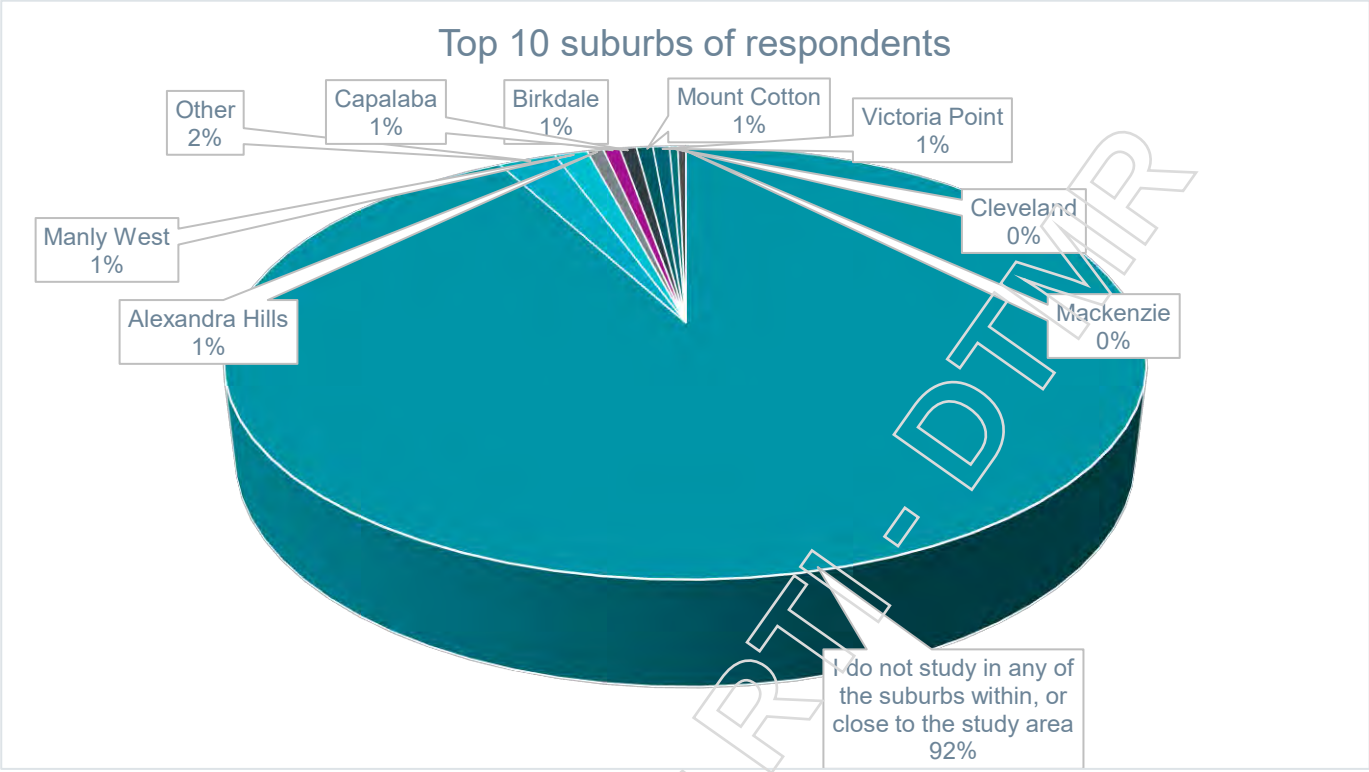
Question 2

Do you work in any of the following suburbs within the study area?



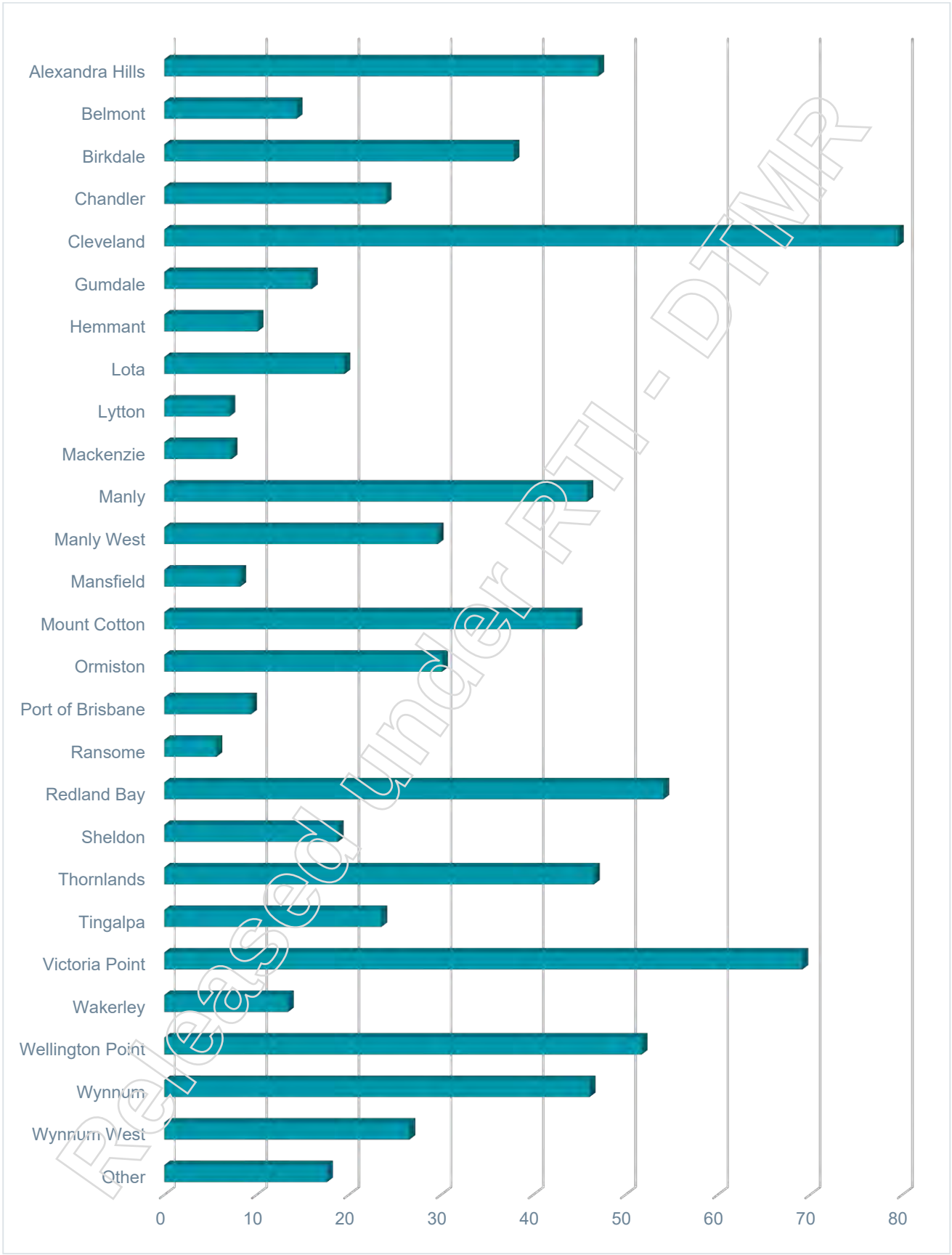
Question 3

Do you study in any of the following suburbs within the study area?



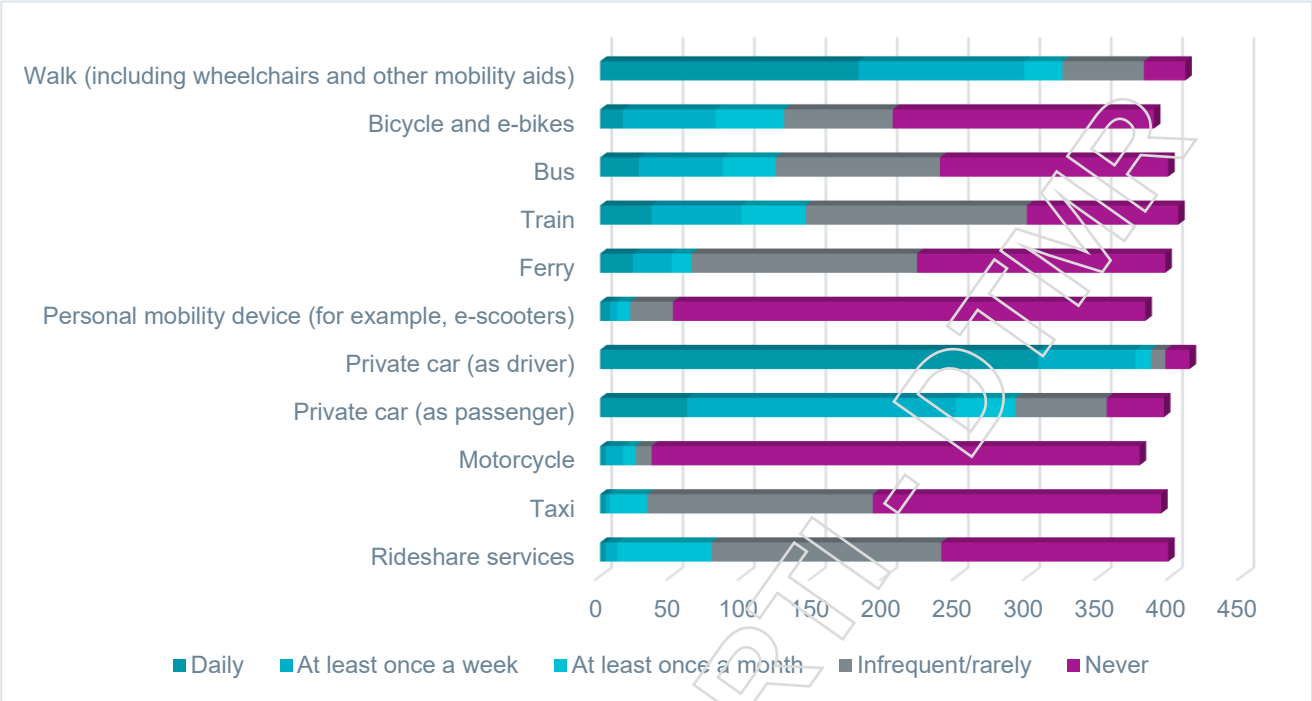
Question 4

Do you regularly visit any of the following suburbs within the study area?



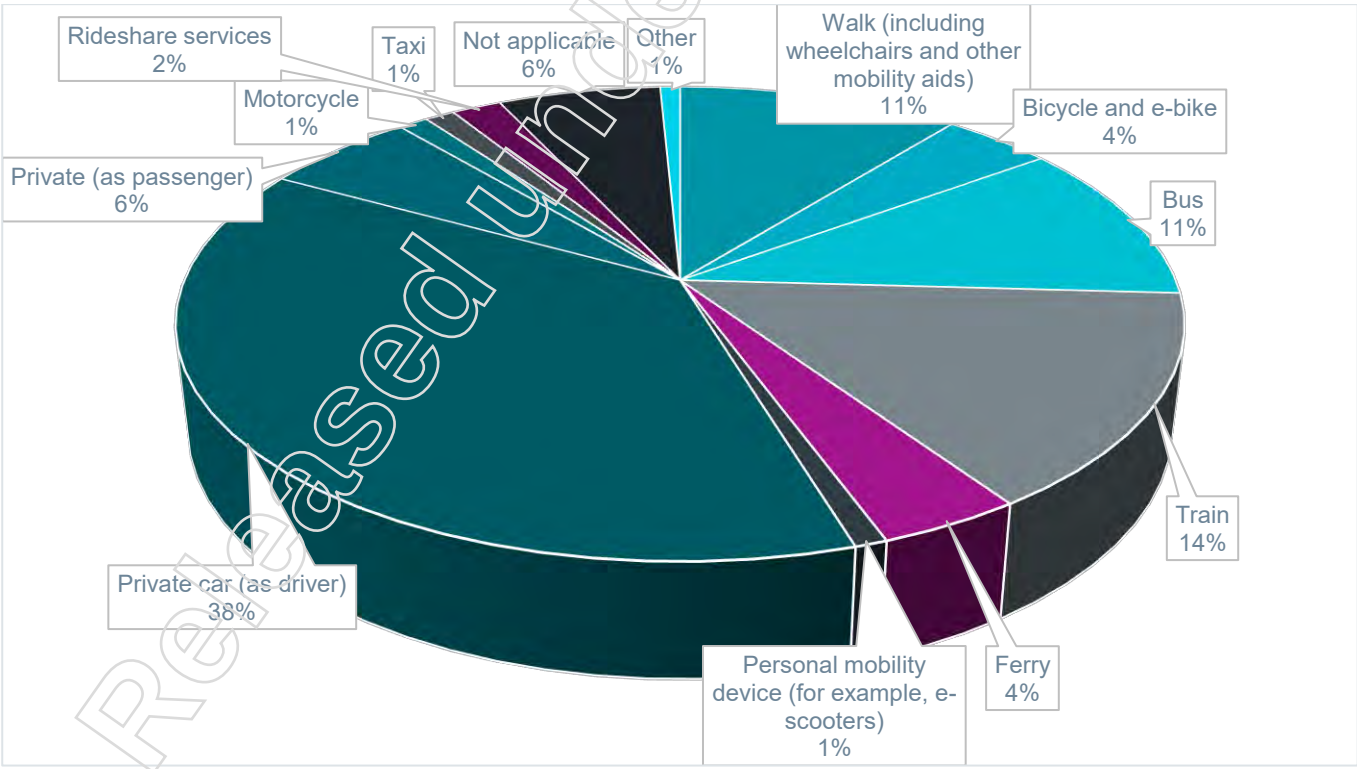
Question 5

How often do you use the following modes of transport within the study area?



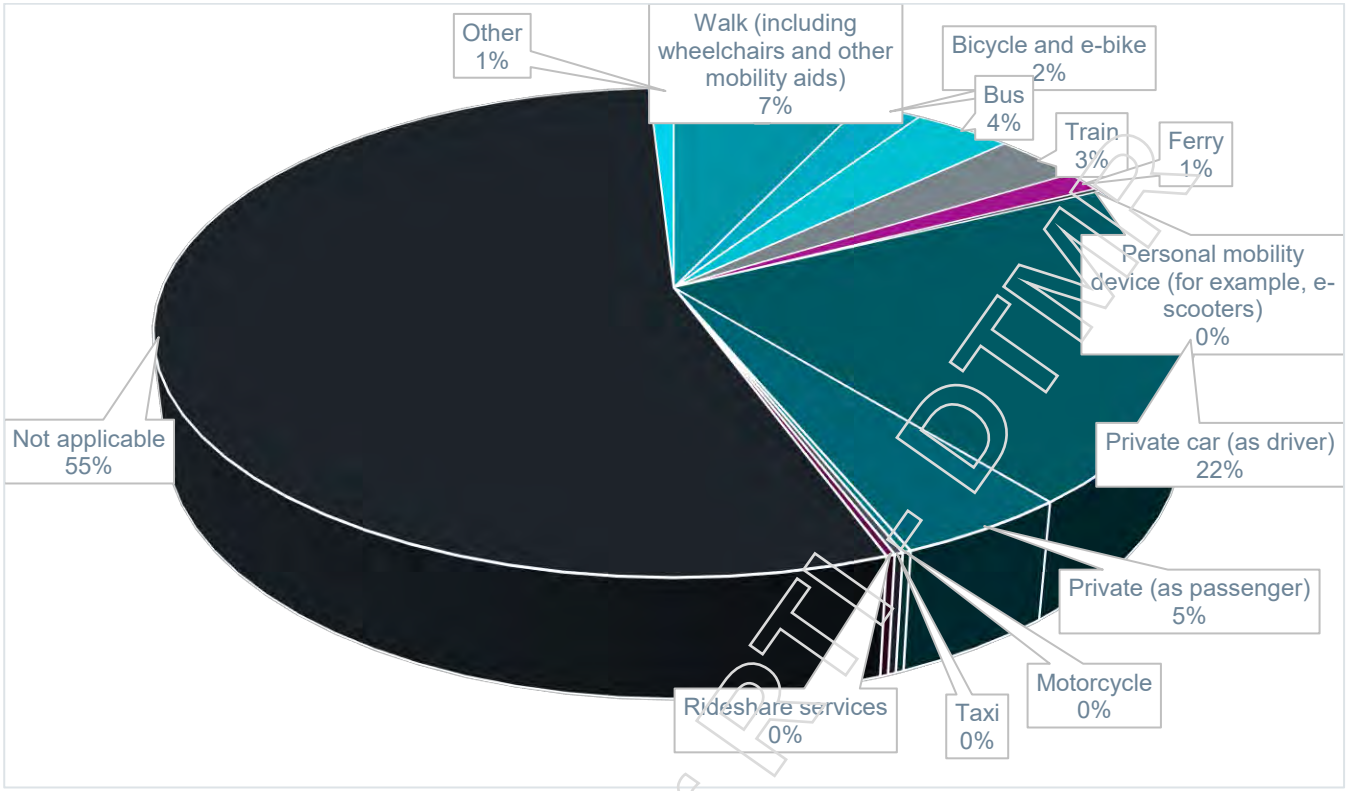
Question 6

Mode of transport for commuting to work



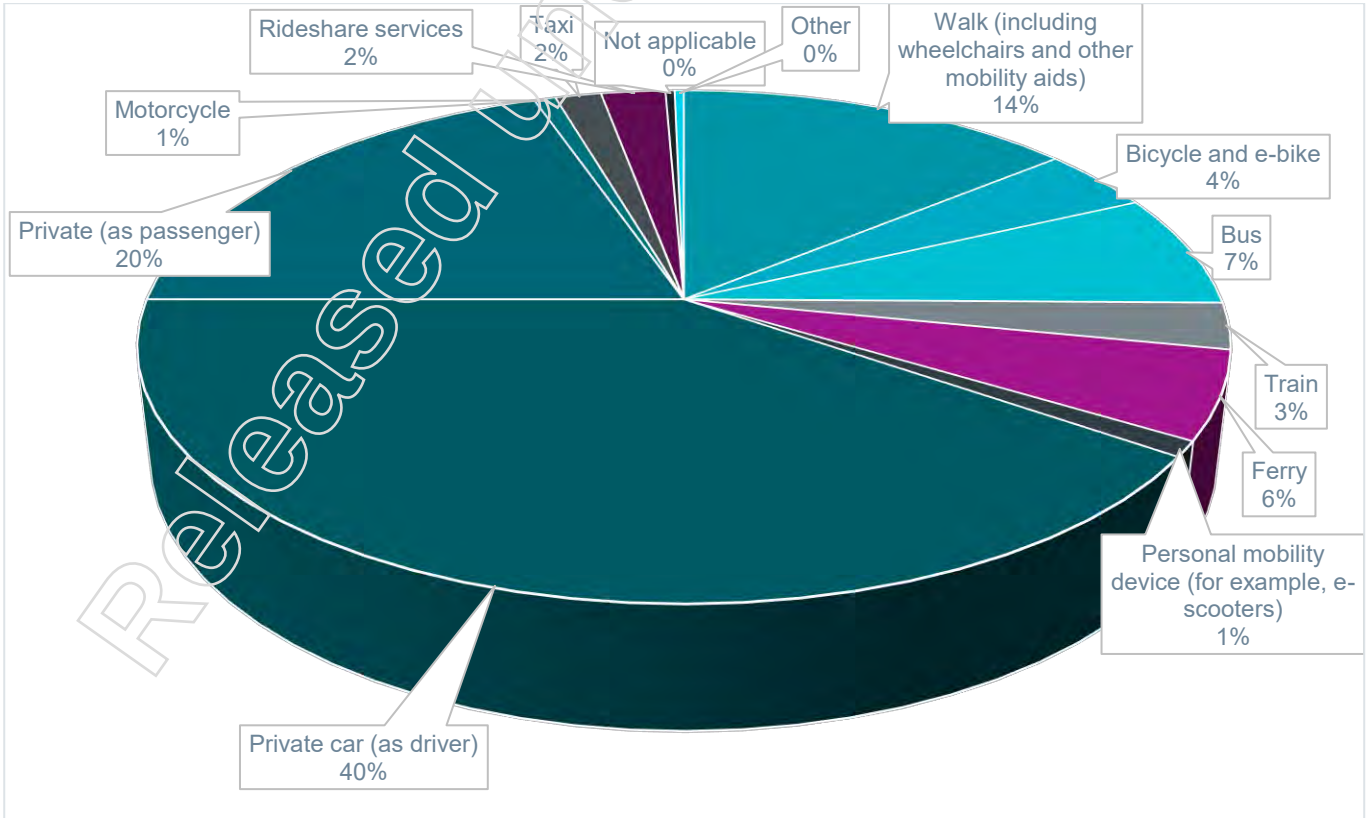
Question 7

Mode of transport for school/education



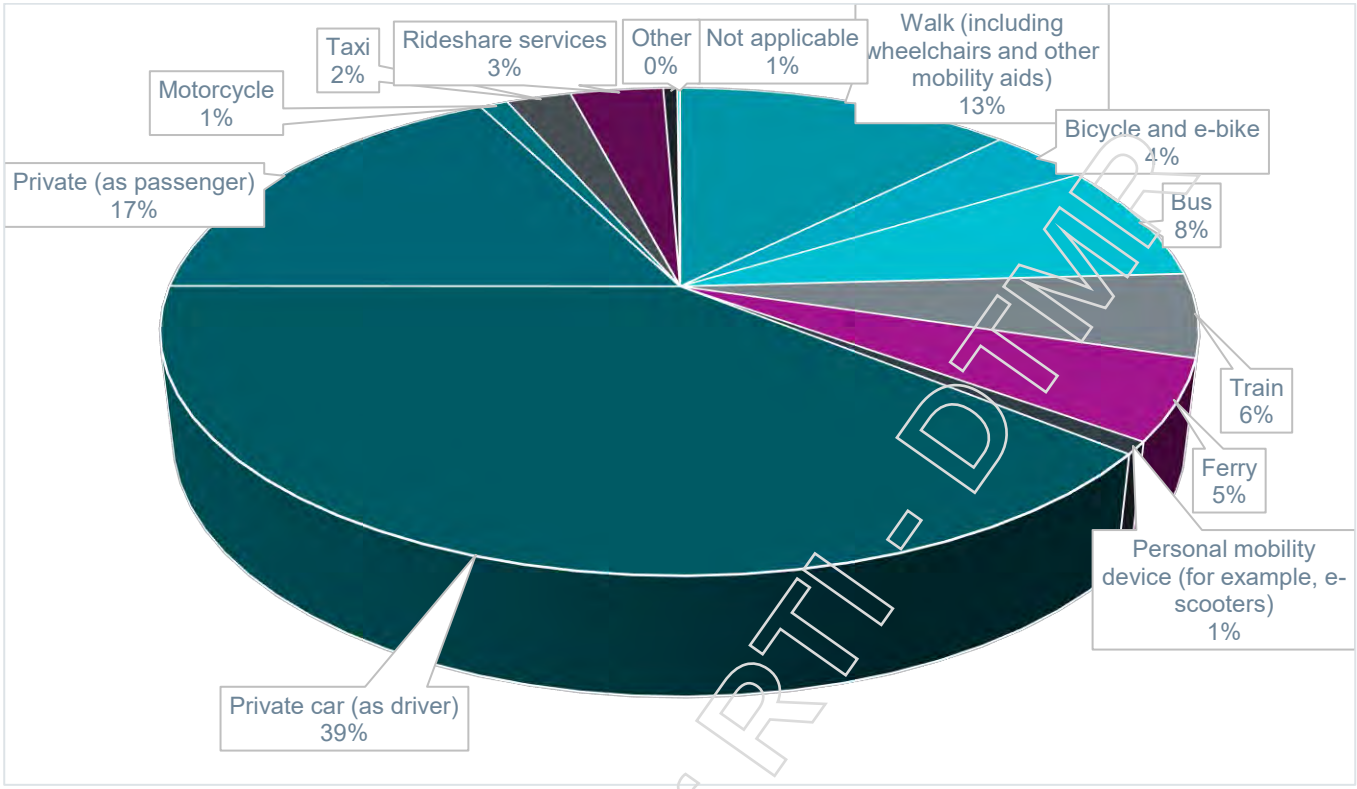
Question 8

Mode of transport for shopping



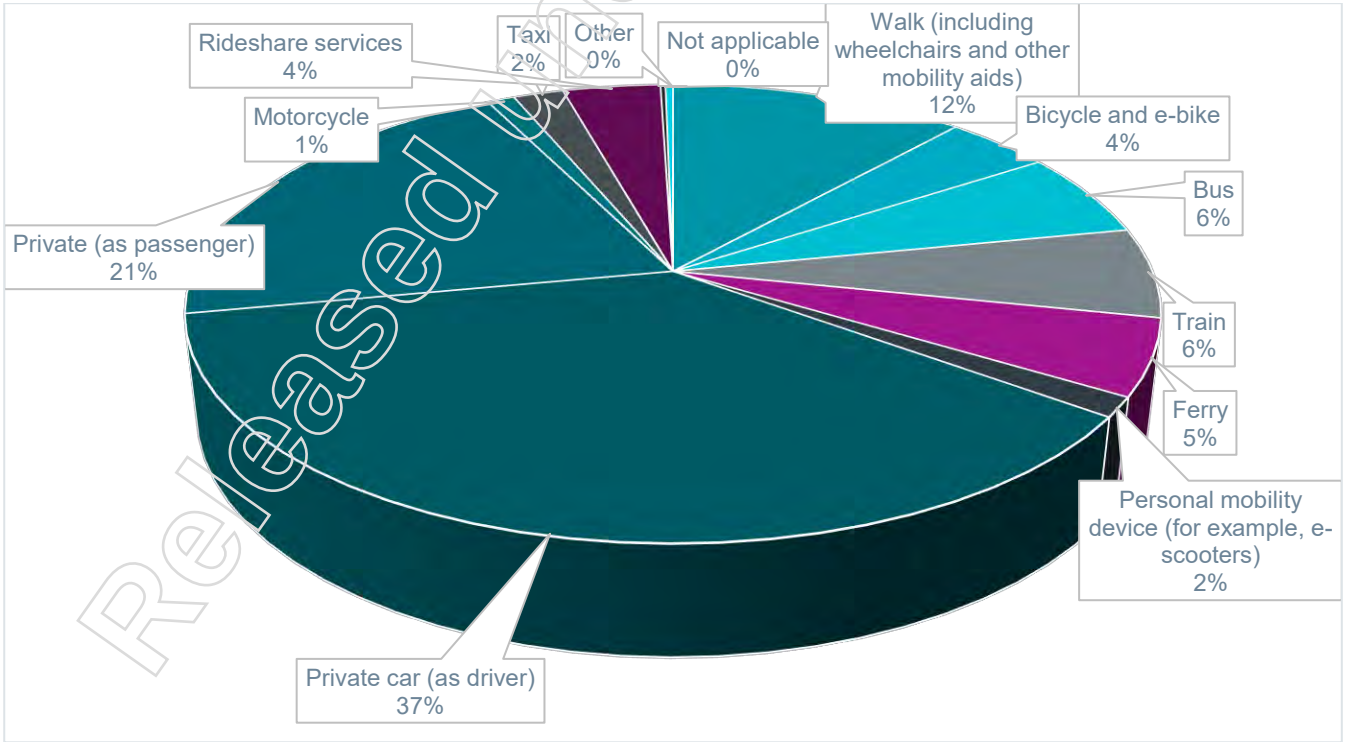
Question 9

Mode of transport for personal business or medical



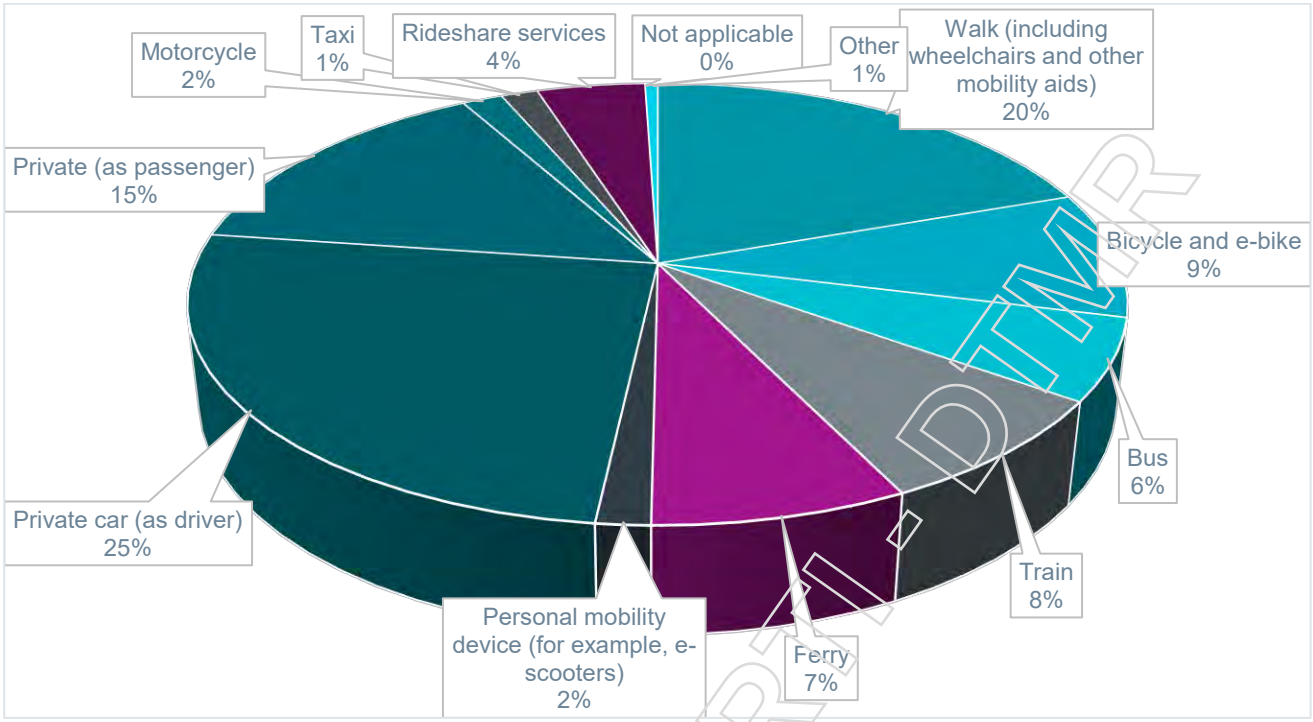
Question 10

Mode of transport for visiting family/friends



Question 11

Mode of transport for recreation



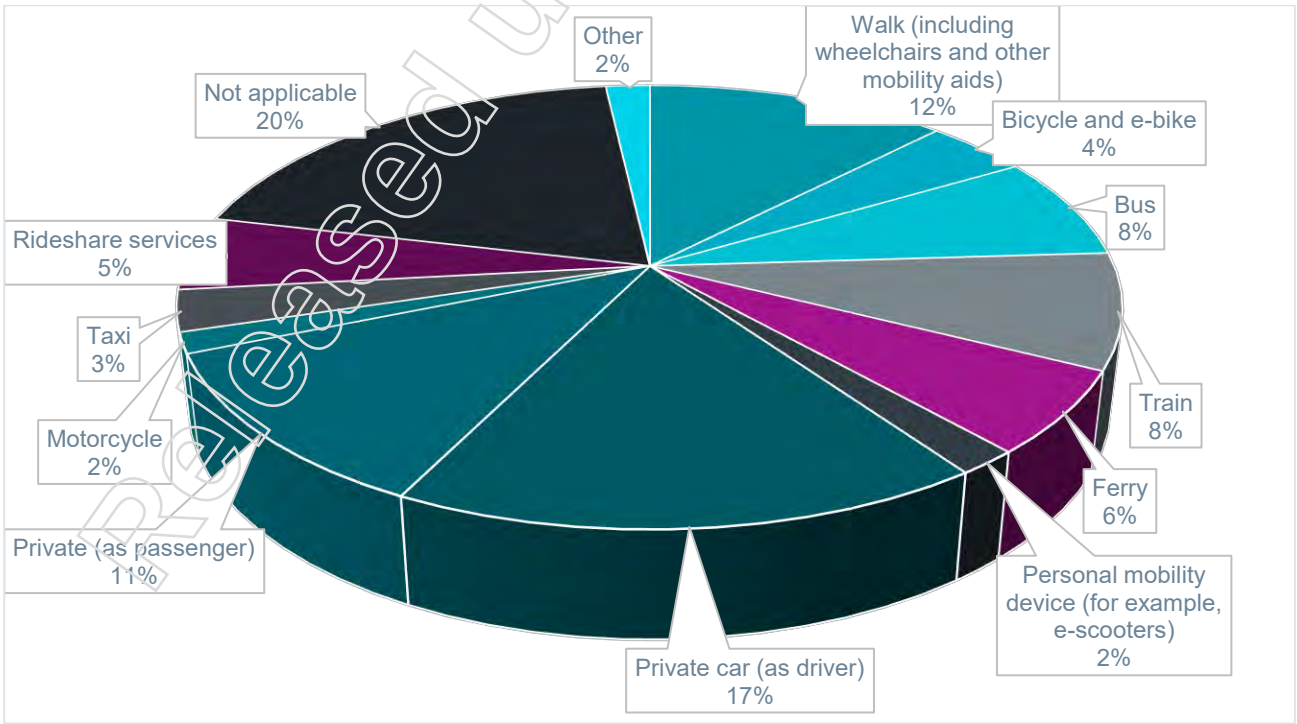
Question 12

Do you have other trip purposes?

A small number of respondents nominated other trip purposes, including attending sport and entertainment events, volunteering, and domestic travel.

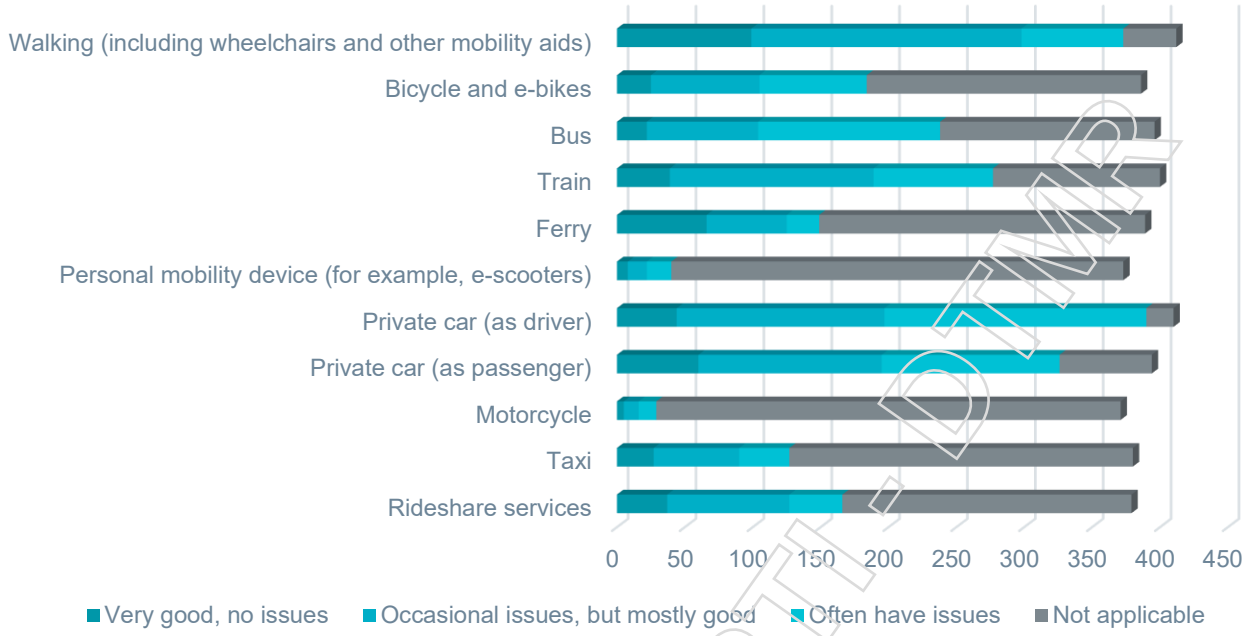
Question 13

If other, what transport modes do you use?



Question 14

What is your experience of travelling around the study area by different modes of transport?



Question 15

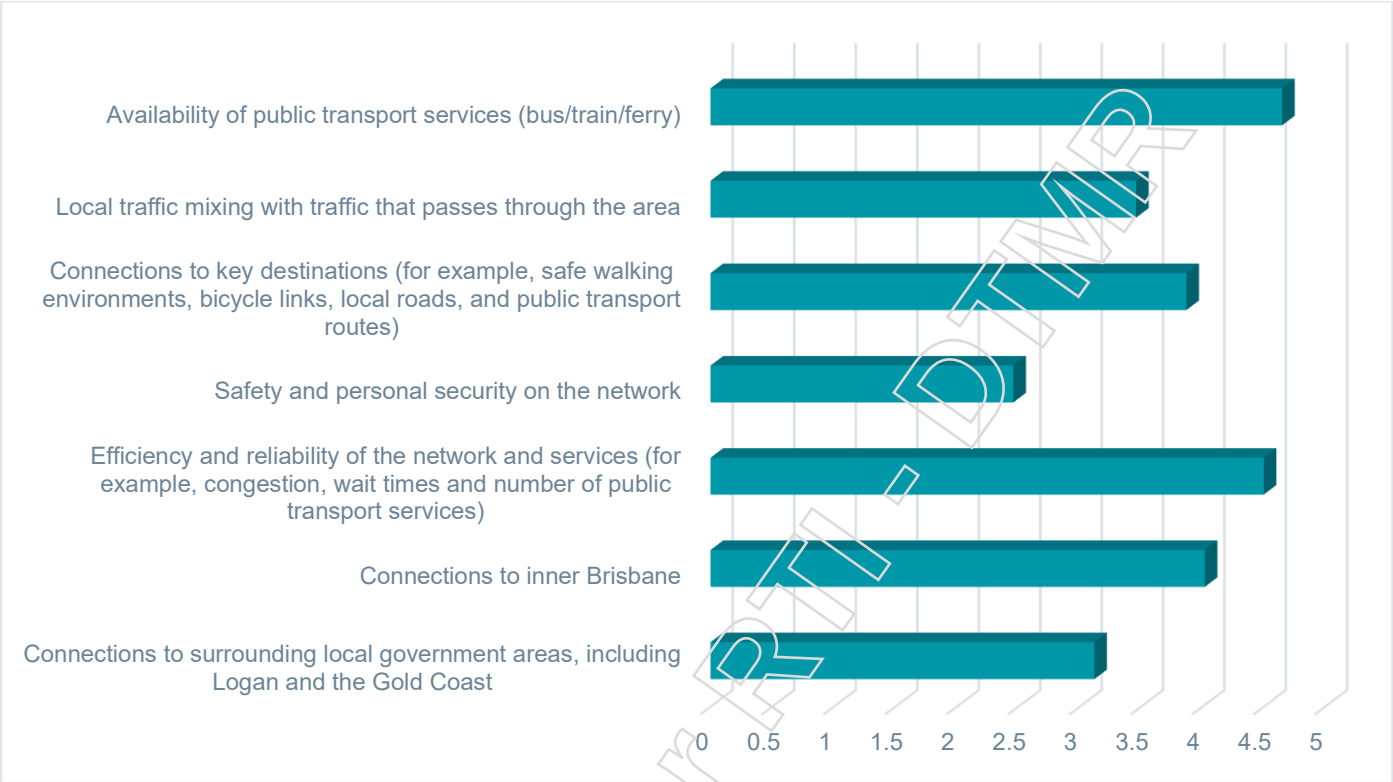
Can you please tell us why?

Of the total survey respondents, 265 provided free-text comments on the factors that influence their experience of travelling by different modes in the study area. Common themes in comments included:

- issues relating to heavy congestion on the road network, and impacts on travel times and inefficiency of private vehicle travel
- limitations of the public transport network, particularly availability of bus routes and services, connectivity between routes / modes and lack of genuine alternatives to private vehicle travel
- lack of connected cycling and walking links to make active transport a more attractive travel choice
- lengthy travel times for many journeys in the study area due to a perceived overall lack of reliability and inefficiencies of the transport network.

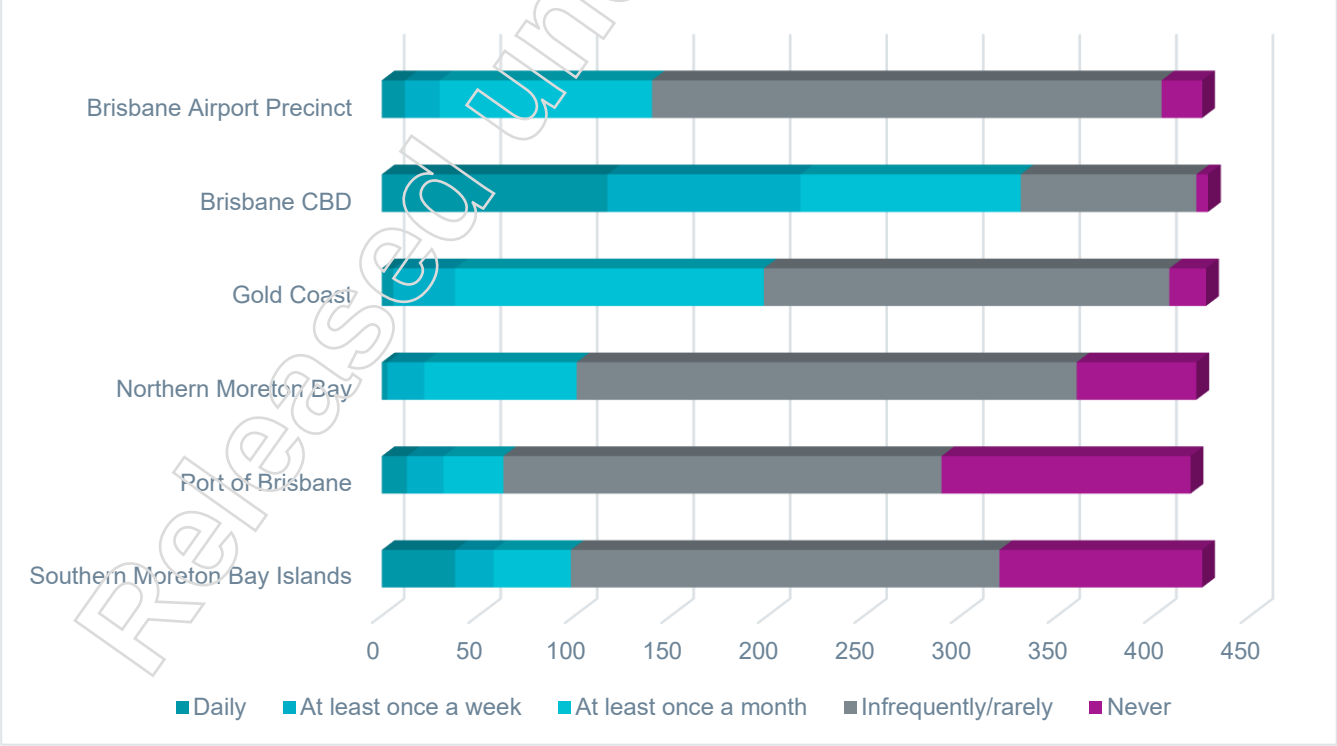
Question 16

Thinking about how you currently travel, what is the biggest transport or mobility challenge within the study area?



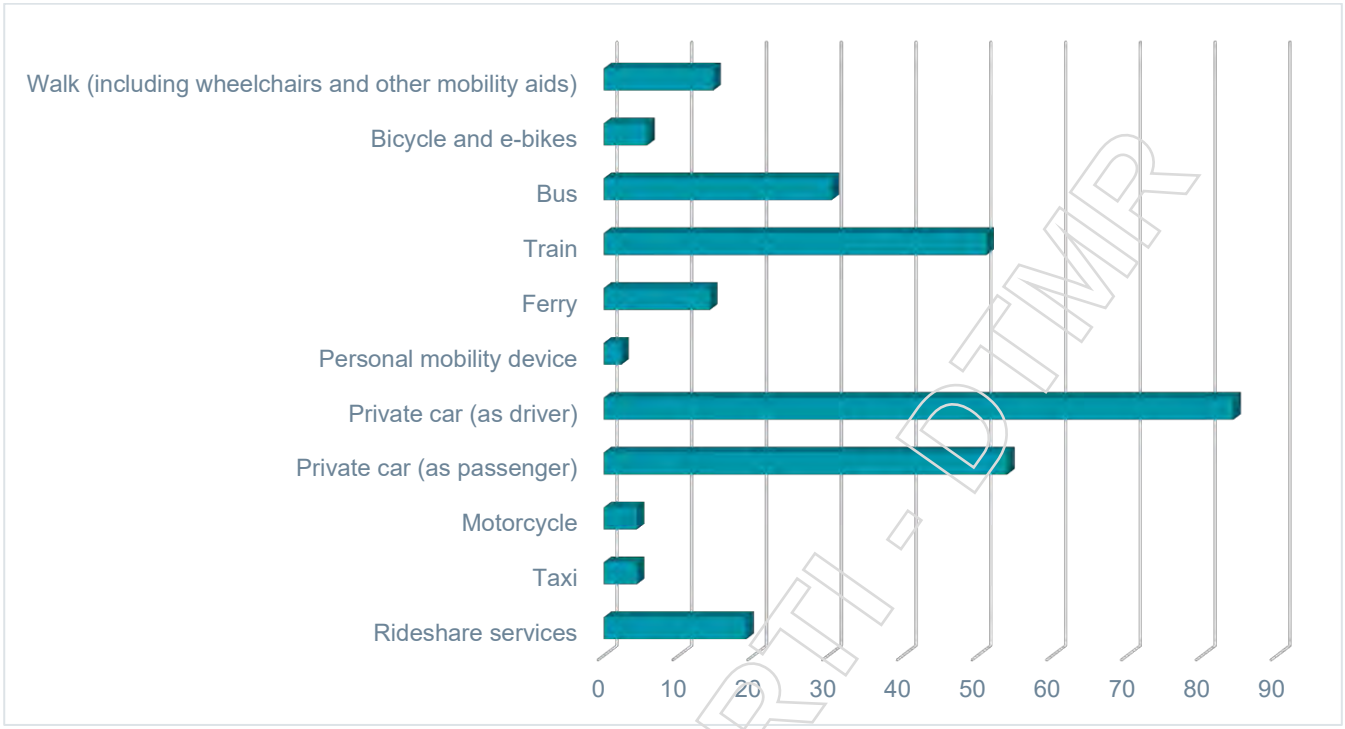
Question 17

How often do you travel between the following places and the study area?



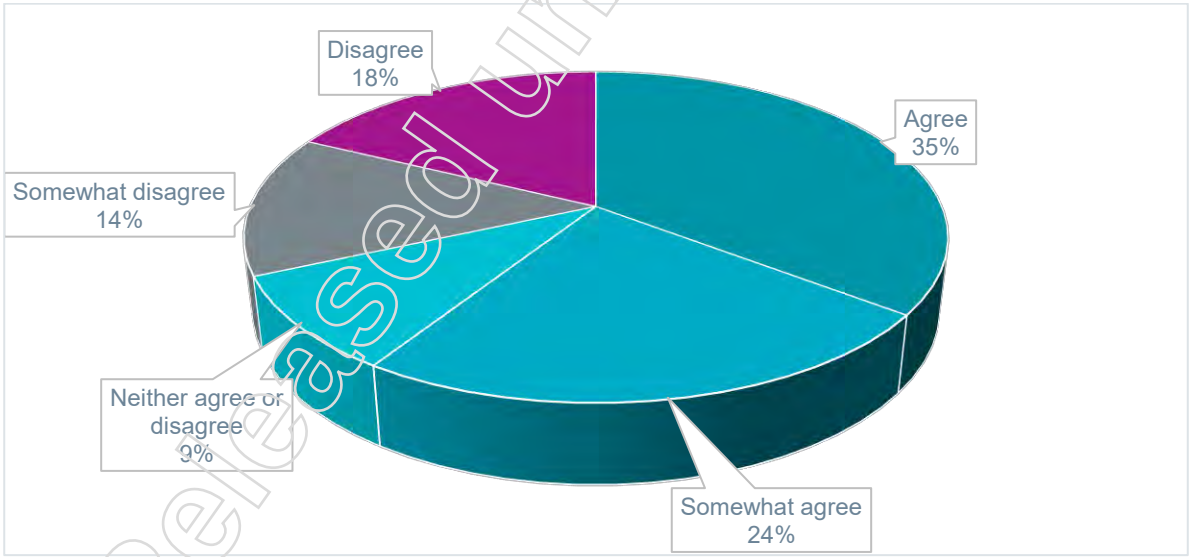
Question 18

What modes of transport do you typically use when travelling outside of the study area?



Question 19

How strongly do you align with the proposed vision for the Bayside and Redlands transport network's future?



Question 20

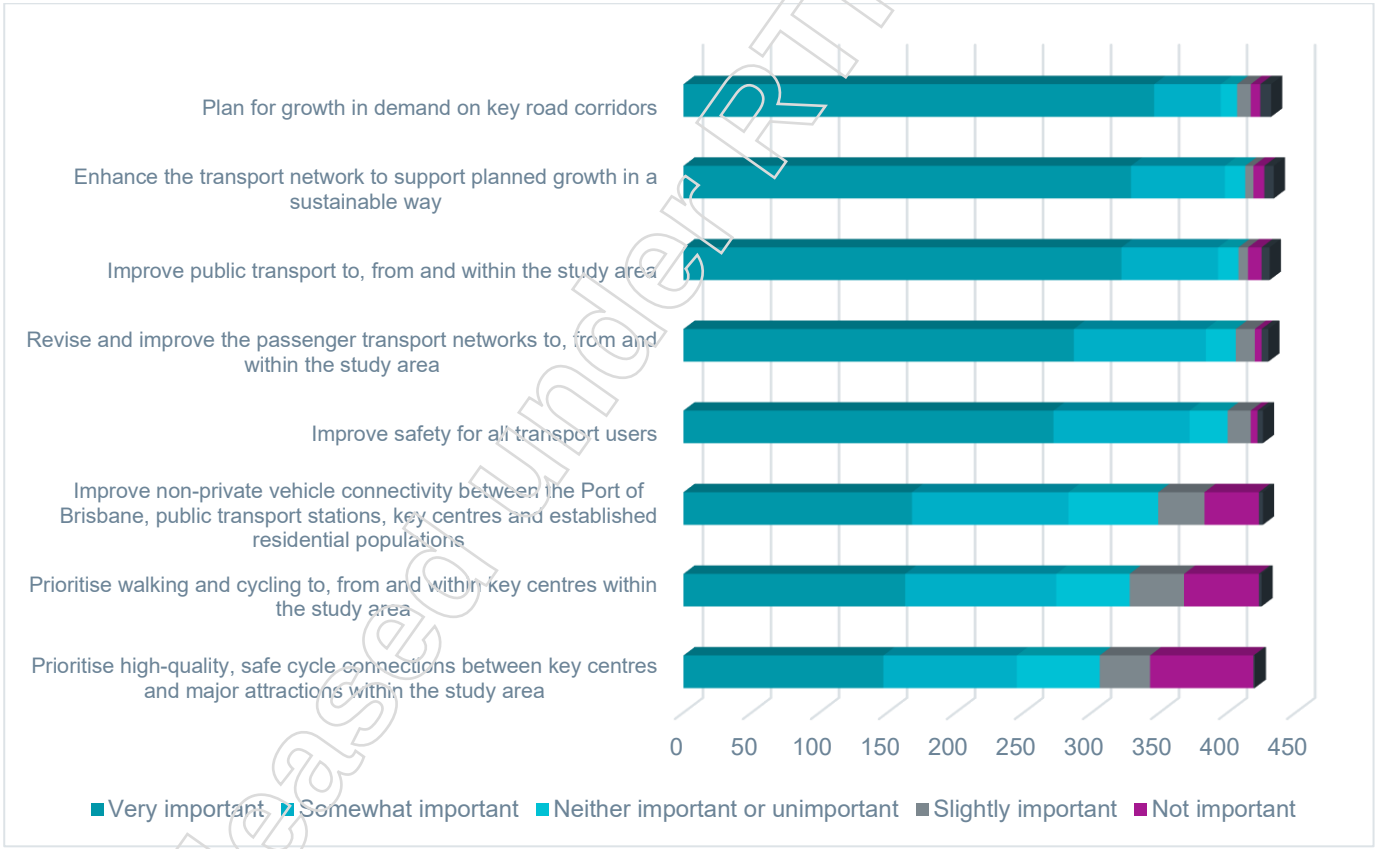
Do you have any suggestions on how we can improve the vision?

Of the total survey respondents, 219 opted to provide free-text comments on how they vision could be improved. Common themes in comments included:

- suggestions for the vision to include additional terms such as affordable, accessible and reliable to describe the transport network
- suggestions for the vision to be more specific and use language that is 'plain English' / less ambiguous and more relatable
- suggestions for improvements to public transport, particularly connectivity and frequency of bus services, to be specifically included in the vision
- suggestions for upgrades to the active transport network to be specifically included in the vision
- some suggestions for the vision to more specifically include mention of road upgrades to improve connectivity and reliability of the network.

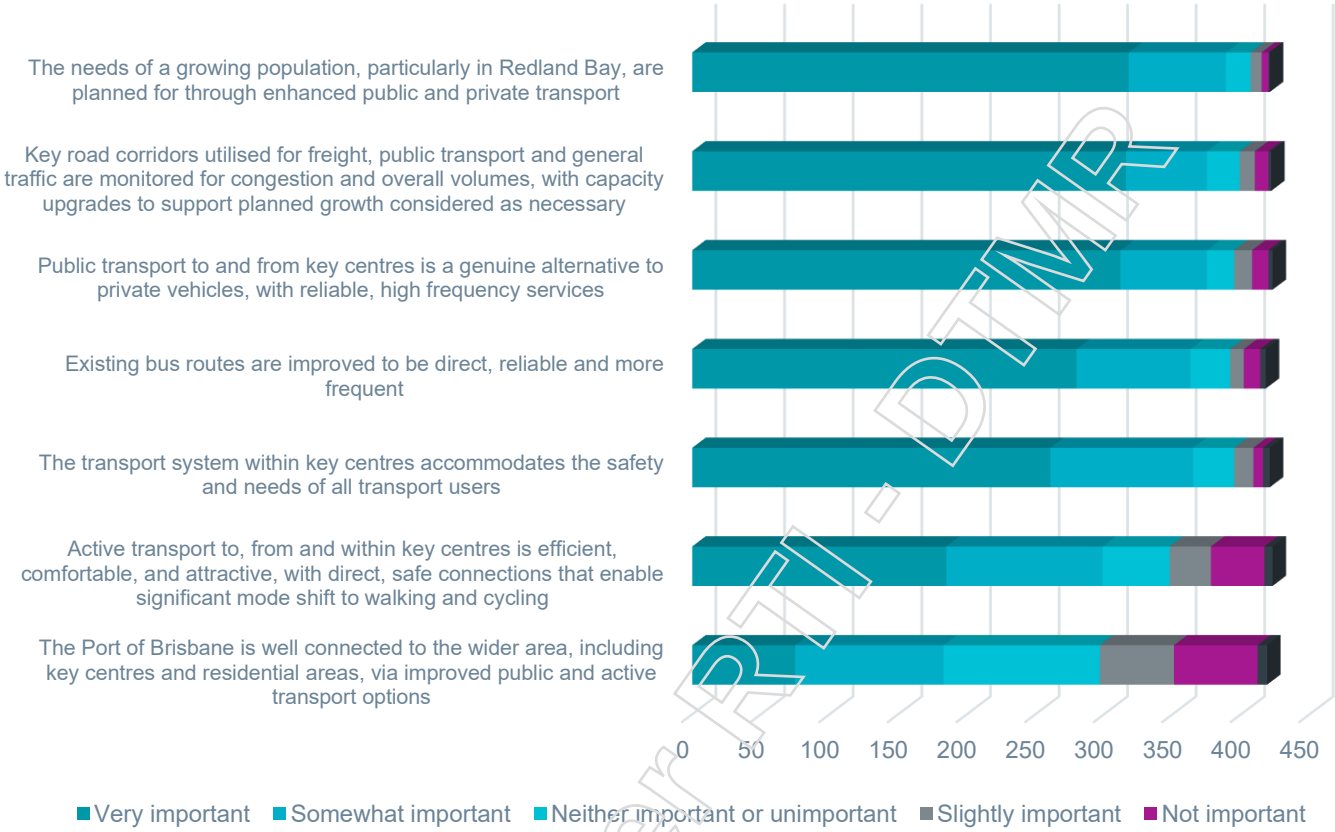
Question 21

Please tell us how important the strategic needs are to you.



Question 22

Please tell us how important these proposed outcomes are to you.



Question 23

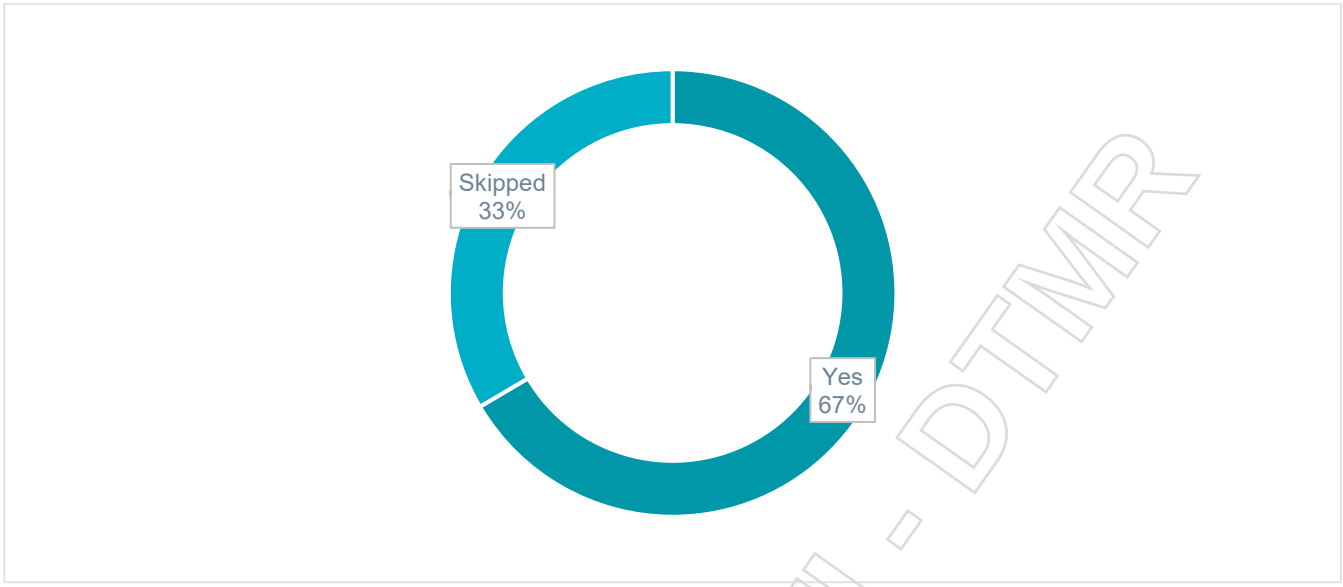
Do you have any suggestions on how transport and mobility could be improved when travelling to, from and within the Bayside and Redlands region over the next 20 years?

Of the total survey respondents, around 240 opted to provide free text comments with suggestions on how transport and mobility could be improved. Common themes in suggestions included:

- enhancements to prioritise public transport usage over private vehicle travel, including:
    - improving bus routes through better frequency and more routes
    - duplicating or extending rail services
    - providing more direct or express services for travel outside the study area
    - improving connections to local centres and hubs, including the Southern Moreton Bay Islands
- upgrading existing road infrastructure to provide additional capacity, service new developments and support population growth
- integrated planning across the network to provide choice of modes to connect with key destinations in the study area.

Question 24

Opt-in to be kept updated about the project?



4.2. Interactive map

The interactive comment map allowed consultation participants to suggest an idea, missing link, area of interest or challenge to be addressed as part of the study. Participants could select from one of ten categories for their comment.

In total, there were 403 comments submitted during the consultation period from 114 individual contributors. The figure below shows the categories and location of comments in each category across the study area. The most comments were received around the Rochedale, Redland Bay, Mount Cotton, Cleveland, Manly, Tingalpa and Capalaba areas.

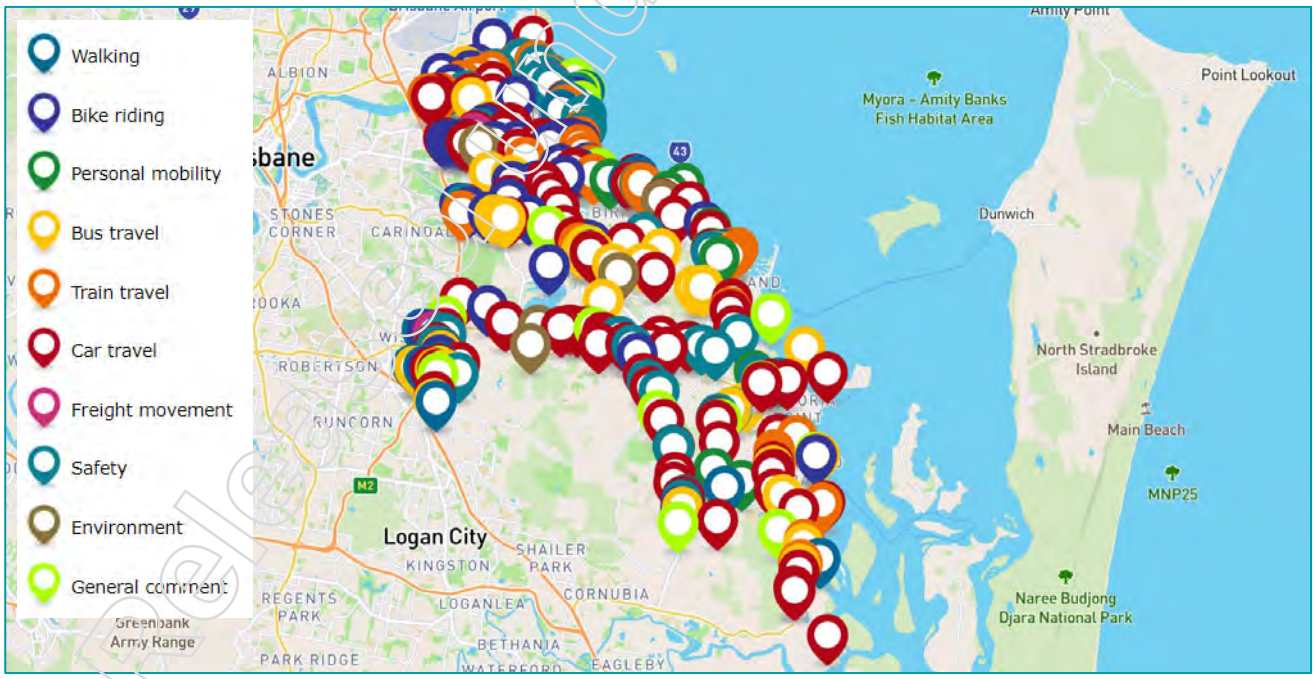
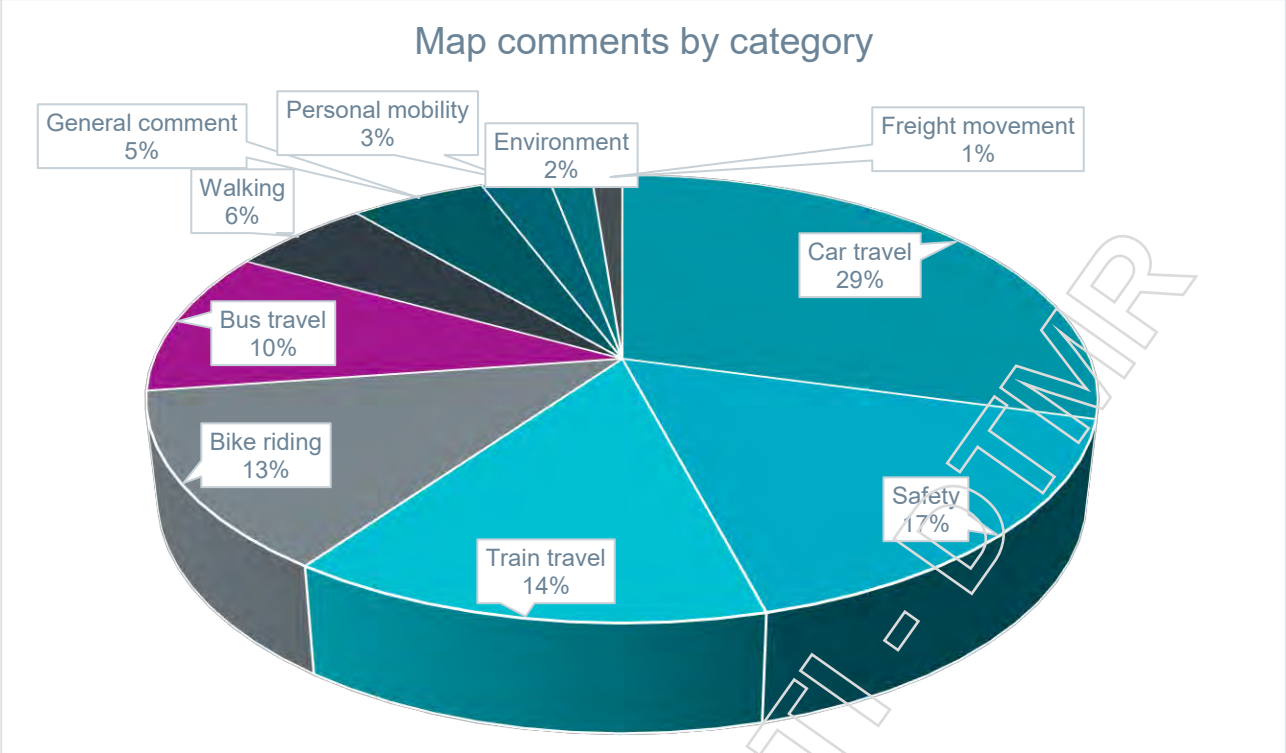
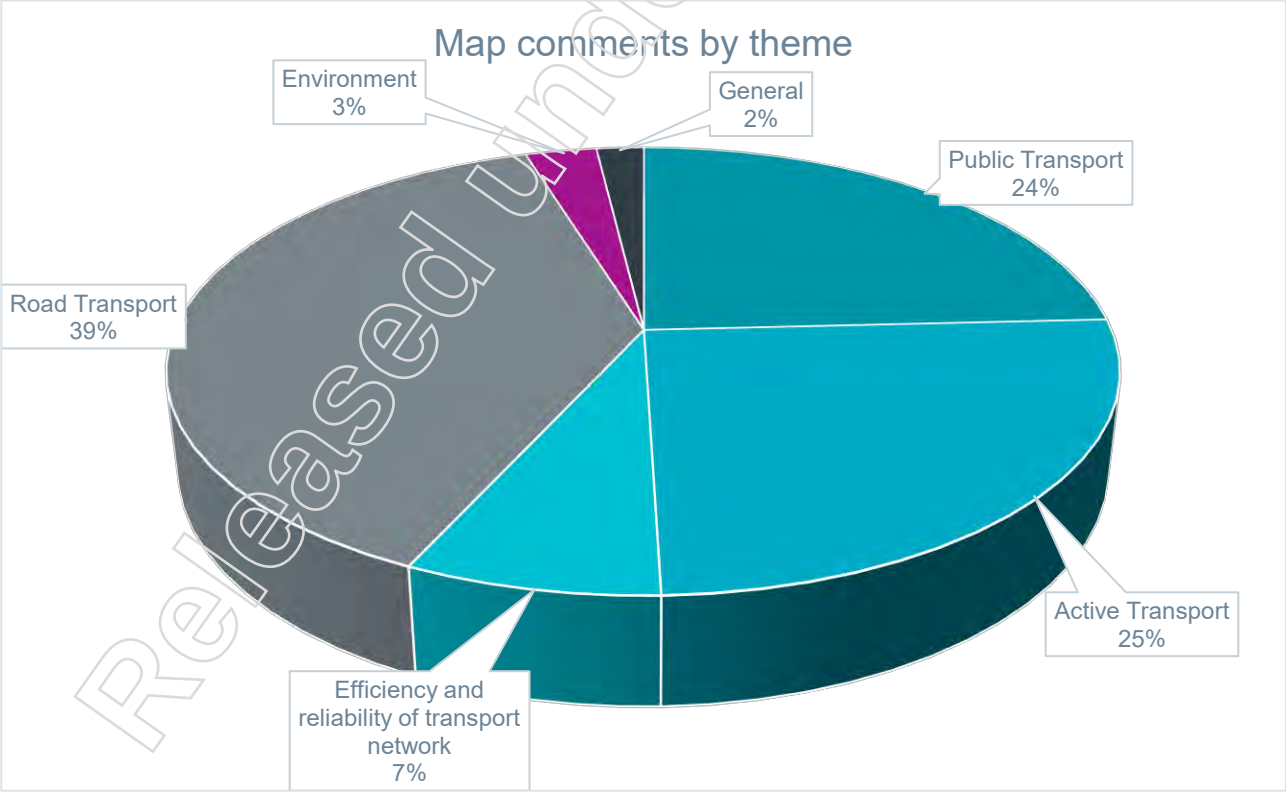


Figure 12: Interactive map with feedback categories for each comment type

The figure below shows the percentage of comments received across each category on the interactive map.



The majority of comments related to car travel, safety, train travel and bike riding, based on the respondents selected category. However, through a review of the individual comments a small number of overarching themes were identified. This analysis indicates around a quarter of comments were about public transport, a quarter around active transport, just under half were about issues related to road transport, with a smaller number across other themes. The suggestions and ideas provided in the map comments has informed the overarching key feedback themes outlined in Section 5.



5. Overarching key feedback themes

All feedback received through the four-week consultation period was collated and stored centrally by the project team. Individual comments from the online feedback survey, interactive map, and feedback forms collected at information sessions were assessed and categorised to identify common themes, insights and priorities across both modes of transport and locations within the study area. This section of the document outlines the key feedback themes across four broad categories: public transport, the road network, active transport, and environmental considerations.

5.1. Public transport

5.1.1. *Rail network and services*

- **Level crossing removals**: Respondents suggested the removal of level crossings at Lindum Road, Wynnum North Road, Wynnum Road, and Florence Street, citing traffic congestion and safety concerns. Elevating rail lines was suggested to improve safety and provide public amenities. Low bridges inhibiting freight movement were also noted as safety issues.
- **Cleveland line duplication**: Many respondents suggested duplicating the Cleveland line, leveraging additional capacity from the Cross River Rail project. This is perceived to lead to an increase in train service frequency. There was also suggestions to extend the Cleveland line to Redland Bay and the new Shoreline housing development, with some suggesting a link to the Beenleigh line for connections to Brisbane and the Gold Coast.
- **Station merges**: Some respondents proposed merging Wynnum Station and Wynnum North Station to reduce travel time on the Cleveland line.
- **Station facilities**: Concerns were raised about the lack of parking at train stations, with park 'n' ride spaces perceived to fill up quickly each morning. Accessibility issues were noted, with suggestions for better bike parking, safer active transport access, and the inclusion of lifts.

5.1.2. *Bus network and services*

- **Eastern busway/Brisbane Metro extension:** Respondents showed strong interest in extending the Eastern Busway / Brisbane Metro services to Capalaba, with some suggesting further extensions to Cleveland, Victoria Point, and Redland Bay. The lack of dedicated infrastructure linking Capalaba to the public transport network was noted. Additionally, extending busway services to the Sleeman Sports Complex in Chandler was suggested, to support travel for the Brisbane 2032 Olympic and Paralympic Games.
- **Rochedale bus services:** Respondents in Rochedale requested improved bus services to connect with the Eight Mile Plains station on the South East Busway.
- **Southern Redland Bay access:** Improved bus access near Shoreline Estate in southern Redland Bay was suggested, with Serpentine Creek Road highlighted as a suitable route for a new southbound service to Logan Hyperdome.
- **Reliable and frequent bus services:** Suggestions for more reliable and frequent bus services from Redland Bay and Victoria Point to Cleveland train station. The lack of direct services to Brisbane CBD and poor travel times for local and longer trips were concerns. Some respondents suggested a mass transit corridor as a long-term solution for the anticipated growth in southern Redlands and South Moreton Bay Island residents.
- **Redland Hospital connectivity:** Respondents identified Redland Hospital as a key location with poor transport servicing. Improved connectivity from the hospital to Capalaba and the Redland Bay Marina was considered important.

5.2. Active transport

- **Cyclist safety:** Many respondents expressed concerns about the lack of safe, separated, and connected cycling infrastructure. Key roads suggested for upgrades or new cycling infrastructure include:
    - Lytton Road
    - Wynnum Road
    - Manly Road
    - Whites Road
    - Old Cleveland Road
    - Miles Platting Road
    - Various smaller local roads.
- **Missing cycle links:** Respondents highlighted the need for new cycle links, including:
    - CBD to eastern suburbs foreshore (continuation of Moreton Bay Cycleway)
    - Molle Road to New Cleveland Road
    - Rochedale to the Veloway (V1)
    - Rochedale to the Bulimba Creek Bikeway
    - Whites Road and Chelsea Road in Lota.
- **Encouraging active transport:** A safer, better-connected network in town centres, including school locations, was suggested to encourage local trips by bike. More bike parking in shopping centres and transport stations, along with traffic calming measures in town centres, were also recommended.
- **Redland Bay Marina**: Improving bike facilities at Redland Bay Marina was highlighted as a way to encourage South Moreton Bay Island residents to use more active transport instead of private vehicle travel.
- **Town centre improvements:** Respondents suggested enhancing the amenity of town centres like Wynnum Central, Capalaba Park, and the Manly waterfront with increased shading and more pedestrian-friendly areas. Some suggested pedestrian-only zones for greater effectiveness.

5.3. Road network

- **Arterial road upgrades:** Many respondents suggested upgrading key arterial roads to dual carriageways with fewer roundabouts and traffic lights, and more on/off ramps similar to highways. Commonly mentioned roads include:
    - Manly Road
    - Old Cleveland Road
    - New Cleveland Road
    - Cleveland Redland Bay Road
    - Mt Cotton Road
    - Boundary Road
    - Gardner Road
    - Serpentine Creek Road.
- **Intersection concerns**: Respondents raised concerns about traffic congestion, light sequencing, and safety at several intersections, including:
    - Lytton Road and Hemmant Tingalpa Road

- Wynnum Road and Manly Road
- Moreton Bay Road and Redland Bay Road
- Mt Cotton Road and Double Jump Road
- Mt Cotton Road and Valley Way
- Cleveland Redland Bay Road and German Church Road.

- **New road connections**: Suggested new connections include:
  - extend Hargreaves Road to Wynnum Road to alleviate 'rat running' on Bognor Street
  - a new connection from Manly Road to Tilley Road and New Cleveland Road
  - extend Chelsea Road to Whites Road with a new bridge.
- **E.G.W Wood Bridge upgrade:** Respondents highlighted the need to upgrade the E.G.W Wood Bridge on Rickertt Road at Tingalpa Creek to a dual carriageway to handle high car and freight traffic volumes and reduce congestion.
-

5.4. Environment and sustainability

- **Encouraging sustainable travel behaviours**: Suggestions to promote active transport and create more walkable cities, prioritising transport planning and infrastructure development over the current car-centric focus.
- **Green areas and wildlife protection:** Respondents highlighted the importance of preserving green spaces and wildlife habitats in future developments. The need to protect the koala population in the Redlands and ensure that transport plans include measures for environmental preservation were noted.
- **Tramway and 'green' transport:** Suggestions for 'greener' transport modes such as tramway to improve travel along arterial roads in the Redlands. Suggestions for sustainable and accessible transport, road maintenance with green practices (e.g., planting trees, curb side gardens), and community safety measures.
- **Barriers to sustainable travel**: Insufficient availability of public transport and unsafe conditions for cycling in the Bayside and Redlands area were noted as barriers to traveling more sustainably. Some respondents felt they are often forced to drive due to a lack of other options, which is environmentally undesirable and problematic for parking, especially when accessing the Southern Moreton Bay Islands.
- **Road upgrades and wildlife movement:** Suggestions that any future road upgrades over waterways should ensure that roads are raised to allow for both the original water flow and the movement of wildlife underneath. This would support environmental sustainability and protect local ecosystems.

6. Conclusion

This document outlines the results of the community consultation program undertaken for the Bayside and Redlands Transport and Mobility Study across a four-week period from 29 April to 27 May 2024.

The two-phased program was successful in reaching a broad audience across the study area to raise awareness of the study, and encourage strong participation in the face-to-face events and online feedback tools, via the TMR 'Have your say' website.

Overall, the project team interacted with more than 1,100 community members across a program of 12 events, which included six intercept visits to transport stations and interchanges, and six pop-up information sessions at local markets, shopping centres and transport interchanges. Participation was from residents and transport network users across the study area, with particularly strong interest from people in areas such as Redland Bay, Mount Cotton, Rochedale, Manly, Capalaba, Victoria Point, Birkdale and Cleveland.

In total, more than 930 individual pieces of feedback were shared with the project team, which included 436 online survey responses, 403 interactive map comments, and more than 90 feedback forms completed at information sessions. Formal submissions were also received from a small number of key stakeholders.

Feedback received across all activities was collated by the project team and assessed to determine key themes and insights into current travel patterns, challenges when using the transport network, local areas of interest, and priorities for future upgrades and improvements.

Results from the online survey indicate that almost two thirds of respondents either agreed or somewhat agreed with TMR's draft vision for the transport network in the Bayside and Redlands. The strategic needs and outcomes identified as most important to survey respondents were those relating to planning for the needs of a growing population across the transport network in a sustainable way, ensuring key road corridors were upgraded to support increased demand from planned growth, and improving public transport so it can be a genuine alternative to private vehicle travel.

While a large majority of consultation participants regularly travel by private vehicle for a variety of trip purposes, many expressed a strong desire to travel more sustainably using public or active transport for more of their journeys, provided these modes were reliable, safe and accessible.

There is also a strong desire to see transport infrastructure and service improvements keep pace with population growth and new residential developments, to avoid further congestion and delays on the road network, and address capacity issues and services gaps in the public and active transport network, allowing people to connect more easily to key destinations.

Following consultation, the results and key feedback themes will help inform the finalisation of the study, and the final strategy and action plan.

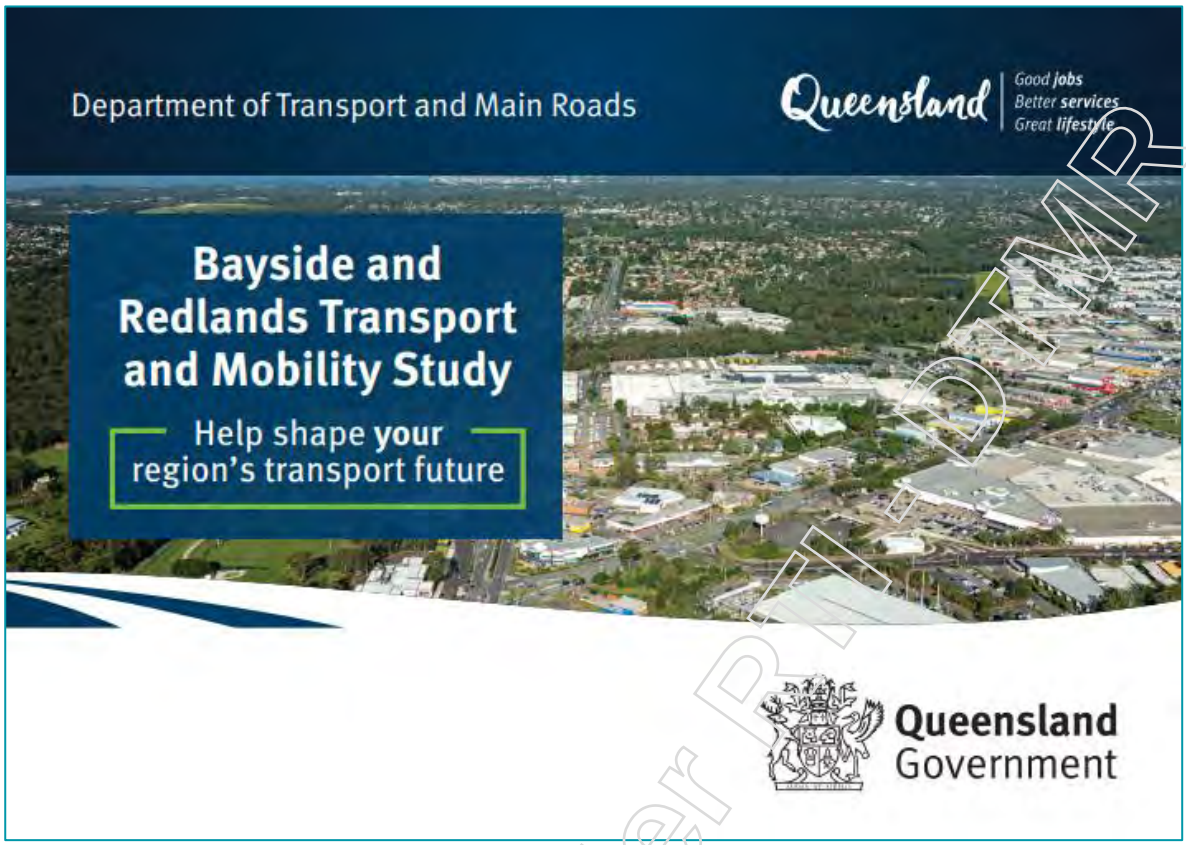
6.1. Recommendations

Based on a review and assessment of the feedback received during consultation for the study, it is recommended:

- TMR consider revising the wording of the draft Vision to:
    - recognise that accessibility and affordability of the transport system were identified as important factors by consultation participants, in addition to efficiency, safety and connectivity
    - ensure terms and language are simple, clear and easy to understand for all audiences, particularly in regards to 'safeguard place characteristics' and 'sustainable travel behaviours'
- TMR consider if 'improved connections to the Port of Brisbane' needs to be specifically referenced in the Strategic Needs and/or Strategic Outcomes, noting this was identified as the strategic outcome of least importance by survey respondents and did not feature prominently in other feedback
- TMR consider if the Strategic Needs and/or Strategic Outcomes should make specific reference to the ensuring the value of local environment and ecosystems is considered when planning for the growth of the transport network in the study area.

Appendix 1 – Collateral

Postcard



The Bayside and Redlands Transport and Mobility Study will help the Department of Transport and Main Roads to better understand the area's current and future transport challenges and opportunities.

The study will guide the development of the transport network within the region over the next 20 years to ensure a safe and reliable transport system for the area.

We are seeking feedback on the draft vision, and strategic needs and outcomes associated with the study, to inform future planning for the region's transport network.

Consultation closes 27 May 2024.

Have your say

Visit **www.tmr.qld.gov.au/baysideredlandstransportstudy** or scan the QR code to complete the survey or to find a community drop-in event in your area.

Email
baysideredlands@tmr.qld.gov.au

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www.tmr.qld.gov.au | www.qld.gov.au

Project newsletter – Page 1

Bayside and Redlands Transport and Mobility Study

The Bayside and Redlands region is continuing to experience growth and change, with an additional 74,500 people expected to live in this area by 2046.

The Department of Transport and Main Roads (TMR) is undertaking the Bayside and Redlands Transport and Mobility Study to better understand the area's current and future transport challenges and opportunities.

Extending from the Port of Brisbane down to Redland Bay, the area is rich with bayside neighbourhoods, protected bushland and wetlands, and industrial pockets.

Currently, travel to places of employment and key centres in the region is car-dominated, with high traffic volumes placing pressure on the road network.

Map of the study area for the Bayside and Redlands Transport and Mobility Study

Queensland Government

Project newsletter – Page 2

About the study

The study will guide the development of the transport network within the region over the next 20 years to ensure a safe and reliable transport system.

Planning will focus on getting the best out of existing transport infrastructure, improving road safety, and developing the public transport network to help reduce the number of private vehicle trips while encouraging more sustainable transport use.

The study has identified issues and opportunities (which are summarised as the 'strategic needs') of the region and developed a set of proposed strategic outcomes translating these needs into tangible results.

We are seeking feedback on the draft vision and the strategic needs and outcomes associated with the study to inform future planning for the region's transport network.

Transport snapshot

Approximately 91 per cent of commuters in the study area use a private vehicle.

Walking and bicycle connectivity to public transport in the study area is currently low.

The average time spent travelling on public transport in the Redlands is roughly three times more than in a car, and the distance is roughly twice as much.

Approximately 65 per cent of employed residents rely on the transport network to commute to work outside the study area, primarily to Brisbane, Logan and the Gold Coast.

Project timeline

Late 2022
- Background and context setting.
- Identification of issues, opportunities, and strategic needs.

2023
- Detailed analysis of movement corridors and place making.
- Development of vision, strategic needs and outcomes.

April/May 2024
- Community and stakeholder consultation seeking feedback on the draft vision, and strategic needs and outcomes for the study area.

Mid-2024
- Finalise the Bayside and Redlands Transport and Mobility Study.

Have your say

Share your feedback and help shape our transport future

Visit **www.tmr.qld.gov.au/baysideredlandstransportstudy** or scan the QR code to complete the survey or to find a community drop-in event in your area.

Consultation closes 27 May 2024.

Phone: 13 QGOV (13 74 68)

Email: baysideredlands@tmr.qld.gov.au

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Fact sheet - Strategic needs

Department of Transport and Main Roads

Queensland Good jobs Better services Great lifestyle

Bayside and Redlands Transport and Mobility Study

Fact sheet: Strategic needs

April/May 2024

Population growth and changing travel patterns are placing pressure on existing transport infrastructure. It's important we plan for and address these challenges now and into the future.

The Department of Transport and Main Roads (TMR) is progressing the Bayside and Redlands Transport and Mobility Study to investigate how the transport network can best support the region's expected population growth of 74,500 people by 2046 (source: ShapingSEQ 2023).

As part of the study, TMR has identified several high priority transport and mobility needs in the Bayside and Redlands region.

Transport and mobility needs

Our community needs:

- improved walking and cycling options to, from and within the key centres of Bayside and Redlands
- high quality, safe cycling connections between key centres and major attractions
- safer roads and roadsides
- improved public transport to, from and within Bayside and Redlands
- improved connections to the Port of Brisbane to remove access barriers for non-private vehicle users
- revised and improved passenger transport networks to, from and within Bayside and Redlands
- to plan for growth in demand on key road corridors in Bayside and Redlands
- enhanced transport systems to support planned population growth in a sustainable way.

And in doing so, we need to:

- balance the needs and safety of the community and all transport users.

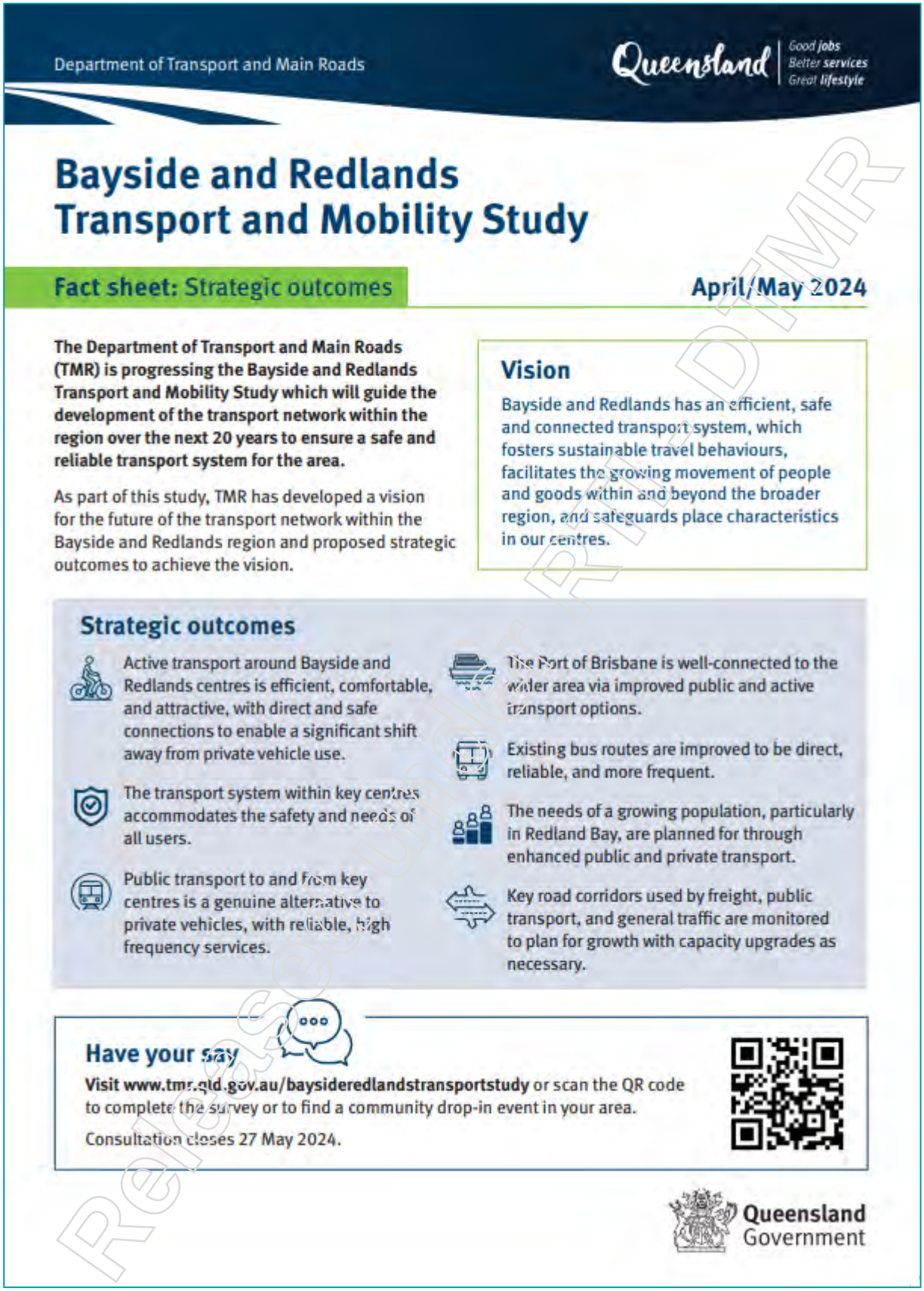
Have your say

Visit www.tmr.qld.gov.au/baysideredlandstransportstudy or scan the QR code to complete the survey or to find a community drop-in event in your area.

Consultation closes 27 May 2024.

Queensland Government

Fact sheet – Vision and Strategic Outcomes



Department of Transport and Main Roads

Queensland Good jobs Better services Great lifestyle

Bayside and Redlands Transport and Mobility Study

Fact sheet: Strategic outcomes April/May 2024

The Department of Transport and Main Roads (TMR) is progressing the Bayside and Redlands Transport and Mobility Study which will guide the development of the transport network within the region over the next 20 years to ensure a safe and reliable transport system for the area.

As part of this study, TMR has developed a vision for the future of the transport network within the Bayside and Redlands region and proposed strategic outcomes to achieve the vision.

Vision

Bayside and Redlands has an efficient, safe and connected transport system, which fosters sustainable travel behaviours, facilitates the growing movement of people and goods within and beyond the broader region, and safeguards place characteristics in our centres.

Strategic outcomes

- Active transport around Bayside and Redlands centres is efficient, comfortable, and attractive, with direct and safe connections to enable a significant shift away from private vehicle use.
- The transport system within key centres accommodates the safety and needs of all users.
- Public transport to and from key centres is a genuine alternative to private vehicles, with reliable, high frequency services.
- The Port of Brisbane is well-connected to the wider area via improved public and active transport options.
- Existing bus routes are improved to be direct, reliable, and more frequent.
- The needs of a growing population, particularly in Redland Bay, are planned for through enhanced public and private transport.
- Key road corridors used by freight, public transport, and general traffic are monitored to plan for growth with capacity upgrades as necessary.

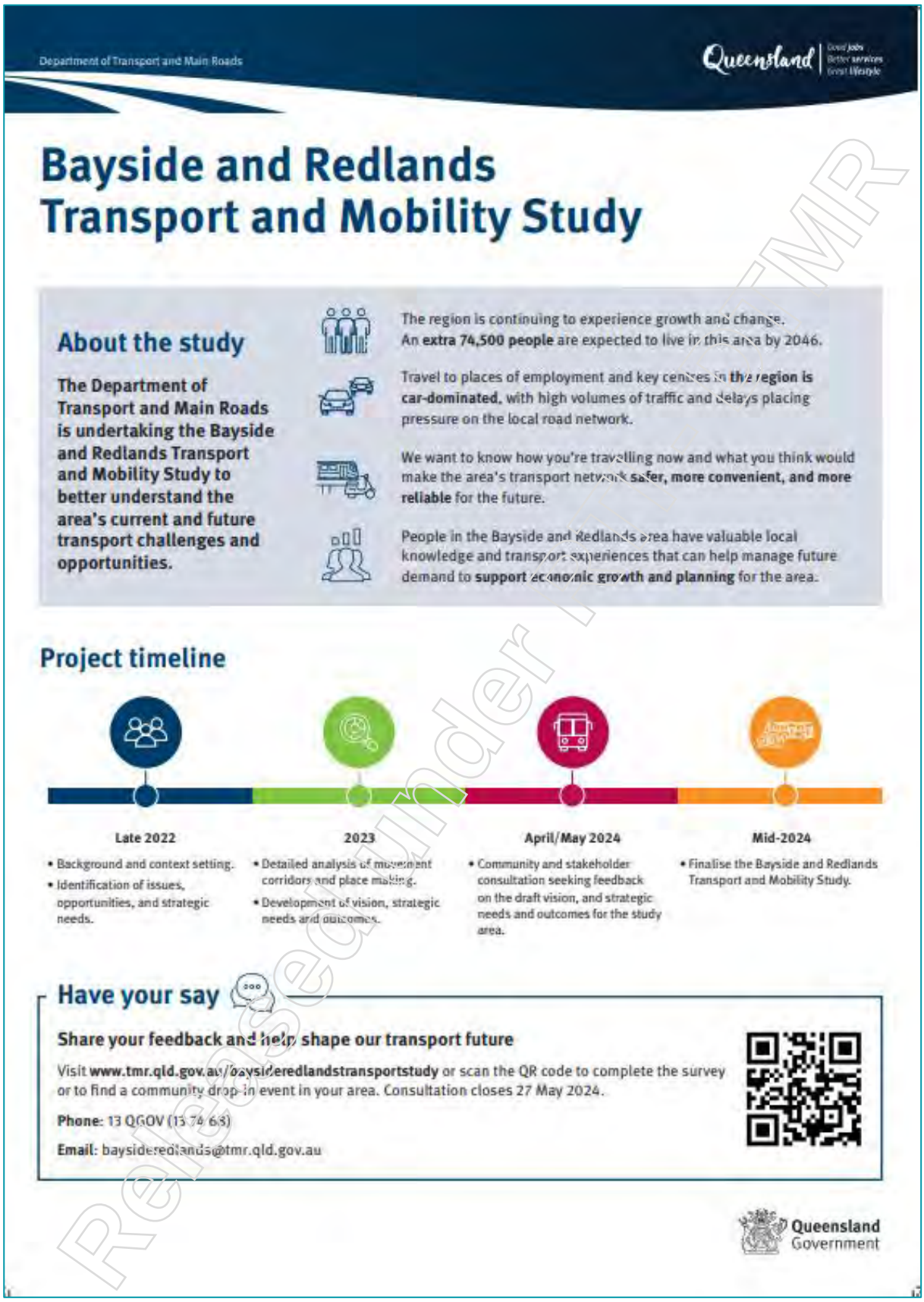
Have your say

Visit www.tmr.qld.gov.au/baysideredlandstransportstudy or scan the QR code to complete the survey or to find a community drop-in event in your area.

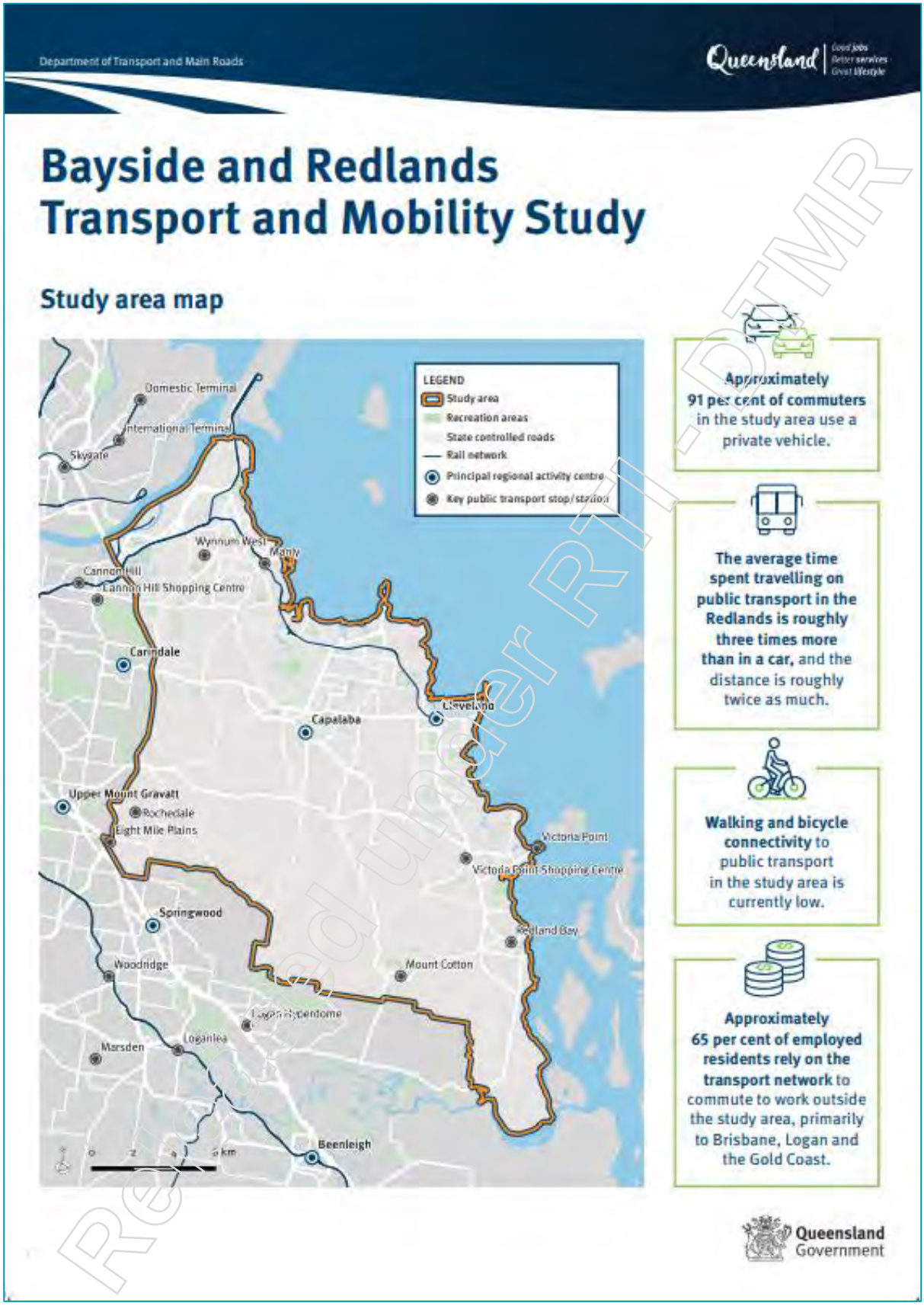
Consultation closes 27 May 2024.

Queensland Government

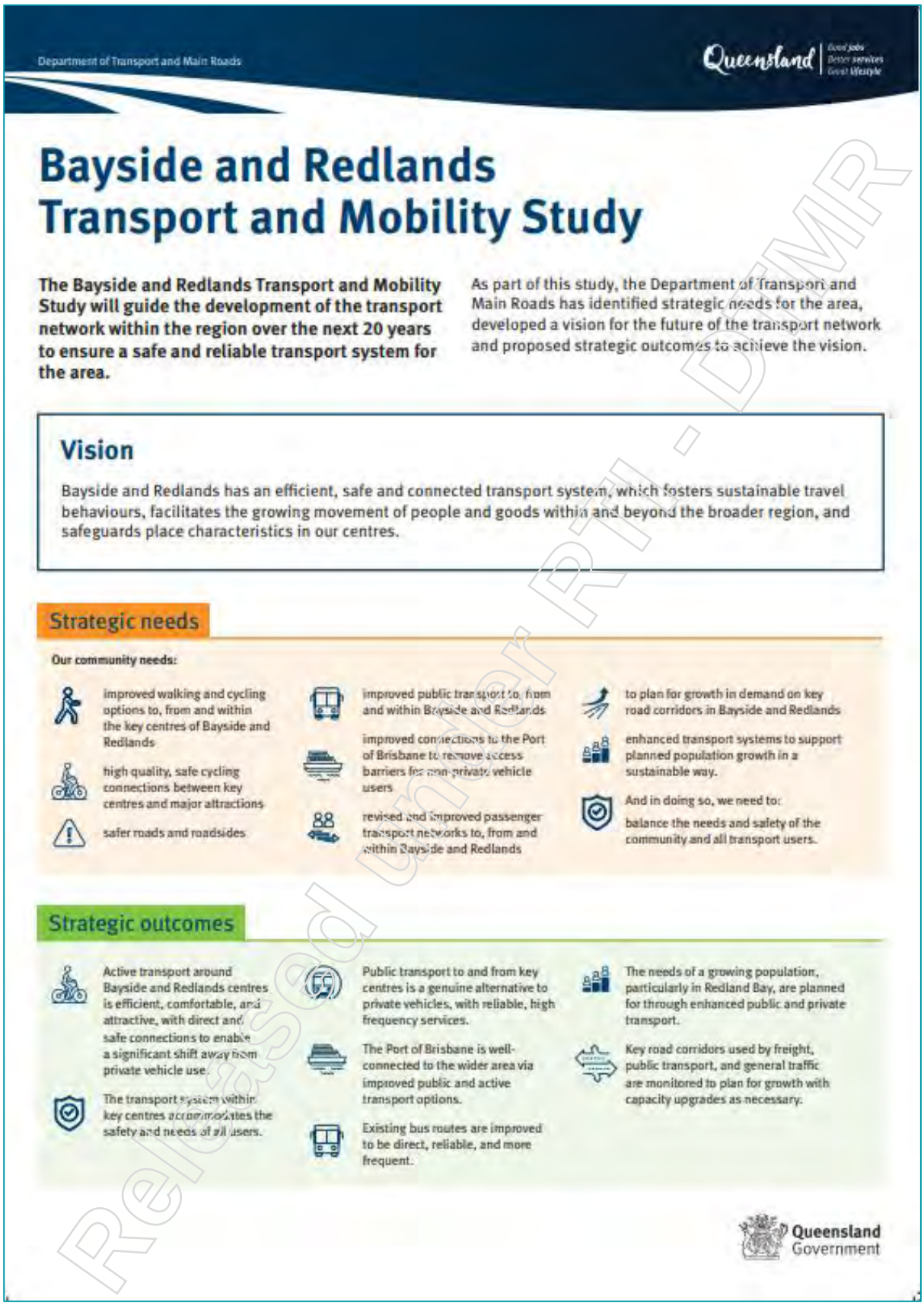
A1 display board – About the study



A1 display board – Study area map



A1 display board – Vision, strategic needs and strategic outcomes



A frame signage

Appendix 2 – Summary of stakeholder submissions

Not relevant

Overarching feedback

- Community group of over 40 residents who discuss issues that affect local lifestyle and the environment.
- Some members have provided input through the online study survey and the group moved to provide this list of issues that the study should address.
- Important safety issues as well as suggestions for improvement to meet growth challenges for the future as well as the present.

Feedback on active travel

- Need better cycle pathways in Thorneside and Birkdale as there is no separation from traffic and ends abruptly i.e. roundabouts etc.
- Improving these cycle paths around schools to ensure safety and promote cycle use.
- Limit parking in cycle paths.
- Often uneven with poor surface edges.
- Roundabout safety – pedestrian crossing needed (Birkdale Road/Quarry Road).

Feedback on rail

- Cleveland line duplication.
- More peak hour express services.
- Light rail – extend Cleveland station south.
- Light rail – Coorparoo station to Redlands.
- More parking at stations.

Feedback on the bus network

- Smaller buses coming more frequently.
- On demand services (App or AI scheduling).
- Cheaper fares to promote bus transport.
- Complete proposed Busway from Buranda to Capalaba.

Feedback on the road network

- Extend dual carriageway:
    - Rickertt Road
    - Greencamp Road.
- Congestion in Capalaba needs addressing (Redland Bay Road).
- Cleveland roundabouts need improvement or traffic lights

Fiteni Homes

Overarching feedback

- Transport network upgrades have not kept pace with historic growth and have an impact on the liveability of the city.

Feedback on public transport

- Deliver the extension of the Eastern Metro to Capalaba and beyond.
- Enhance connectivity between Southern Redlands and Logan City.
- Explore opportunities to connect southern Redlands/Cleveland to Brisbane City via ferry.

Feedback on the road network

- Complete upgrade of Cleveland Redland Bay Road between Victoria Point and Shoreline.
- Work with Redland City Council to deliver the Victoria Point Bypass.
- Upgrade Mt Cotton Road (critical intersection upgrades)
    - Woodlands Drive
    - West Mt Cotton Road
    - Double Jump Road.

Feedback on active transport

- Delivery of the northern greenway active transport corridor
- Co-located with a public transport corridor along the northern greenway
- Incorporate active transport/fauna underpasses in the vicinity of Sirromet to facilitate regional mountain biking connections as per RCC/Logan City and State discussions.

Lendlease Communities

Overarching

- Lendlease has been actively involved in development within the Southern Redland Bay area through major projects and is aware of the importance of consistent and clear land use planning.
- Strongly supports the process of identifying, prioritising and delivering transport infrastructure that is reflective of the needs of the growing community.

Feedback on the transport network

- Direct services need to be a priority:
    - Southern Redland Bay development will mean improvement of transport trips (time and distance).
    - Upgrading routes that funnel traffic to and from the Coomera Connector.
- Limited road connections are a challenge to the network reliability:
    - Further impacted by the traffic congestion in the Redlands.

Feedback on growth in demand on key corridors

- Major priority is securing the potential for planned growth by identifying upgrade requirements in Southern Redland Bay.
- Delivery of critical infrastructure has been complicated due to lack off future transport planning along Beenleigh-Redland Bay Road.

    - Coordinated planning of Beenleigh-Redland Bay Road is needed and transport infrastructure aligns with planning decisions by RCC and the state.
    - Clear opportunity exists for cohesive planning by collaborating with stakeholders
- No coordinated infrastructure planning that reflects TMR commitment to cooperative transport planning and delivery of transport infrastructure.
- Clear opportunity exists for cohesive planning by collaborating with stakeholders.
- Surround planning and development outcomes reflect with strategic outcomes:
    - Future-proof road corridors
    - Timeframes established and defined around delivery of infrastructure.

Urban Development Institute of Australia

- Leading peak body representing the property industry in Queensland with members across the State.
- Strongly support this study to enhance movement to, from, and within the study area.
- Significant work is required to address:
    - community concerns
    - respond to growing local population
    - deliver much needed additional housing supported by infrastructure.
- The additional supply of new homes has never been more critical.

Feedback on public transport

- Deliver the extension of the Eastern Metro to Capalaba and beyond.
- Explore opportunities to connect southern Redlands/Cleveland to Brisbane City via ferry.
- Increase public transport for southern part of Redland City given the ongoing development.

Feedback on roads

- Complete upgrade of Cleveland Redland Bay Road between Victoria Point and Shoreline.
- Work with Redland City Council to deliver the Victoria Point Bypass.
- Upgrade Mt Cotton Road (critical intersection upgrades)
    - Woodlands Drive
    - Double Jump Road.
- Upgrade of roundabout/intersection, concerning congestion
    - Boundary Road
    - Taylor Road
    - Redland Bay Road.
- Mount Cotton Road requires upgrades to facilitate connectivity to Logan and the Gold Coast.

Feedback on active transport

- Delivery of the northern greenway active transport corridor:
    - co-located with a public transport corridor along the northern greenway
- Incorporate active transport/fauna underpasses in the vicinity of Sirromet to facilitate regional mountain biking connections as per RCC/Logan City and State discussions.

Redland City Council

Overarching feedback

- There are several matters council requests to be addressed in the final study (approved by the Minister for Transport and Main Roads and Minister for Digital Services).
- Current RCC and TMR road network needs reviewing to address growth and travel.
- Welcomes TMR sharing data collected during 50c public transport trial period to assist performance monitoring.
- Study should identify travel behaviour change initiatives.
- Commends project study team for positive engagement with RCC officers.

Travel to and from the islands

- Council wishes to partner with the State Government to enhance access to and from the islands and improve functionality and visual appeal
- Should be addressed in the study
- Residents suffer social and economic disadvantage and have limited travel options

Travel needs (Redland, Gold Coast, Logan and beyond)

- Study excludes eastern side of Logan City (number of key transport routes connect with Redlands).
- Study should address connectivity to:
    - Coomera connector
    - Logan Motorway
- Consider public transport services from Redlands to Logan and Stapylton / Beenleigh area.

Link between Redland and Brisbane

- This should be addressed in the study.
- Capacity restraints from Tingalpa Creek bridge westwards on Rickertt road.
- Congestion on this route will become greater from population and employment growth.

Public transport

- Long advocated for duplicated on Cleveland line between Manly and Cleveland.
- Extend Eastern Busway from Stones Corner to Capalaba.
- Should be completed before 2032 to support Olympic venues.
- Lowering public transport service fares is supported.

Safety matters for priority attention

- Quarry Road / Birkdale Road intersection.
- Shore Street West / Wellington Street roundabouts.
- Capalaba intersections.
- Upgrading Moreton Bay Cycleway (Chelsea Road section) to be free of tidal inundation.

Pages 109 through 125 redacted for the following reasons:
- -
Not relevant

Appendix 3 – Online survey questions

Survey

Bayside and Redlands Transport and Mobility Study

The Department of Transport and Main Roads is collecting information in this survey for the purpose of seeking feedback on the Bayside and Redlands Transport and Mobility Study only.

We would like your feedback on the draft vision, strategic needs and outcomes associated with the study, as well as your travel experiences to help better understand the transport challenges and opportunities within the study area, both now, and for the future.

The study area includes mainland suburbs within the Redland City Council area, and Brisbane City Council suburbs east of the Gateway Motorway including Wynnum, Wynnum West, Manly, Lytton, Lota and Wakerley.

Please answer the questions as best you can; there are no right or wrong answers. Your views and experiences will help us better understand how the transport network is working for you in the area.

Any personal information provided will be managed in accordance with the *Information Privacy Act 2009*. This information will not be disclosed to a third party without your consent unless required to do so by law. For more information on TMR's information privacy policy visit www.tmr.qld.gov.au/Help/Privacy.aspx

Thank you for participating. The information and feedback collected from this survey will be provided to the project team. Please return your completed survey by post, or email by 27 May 2024.

If you have any enquiries regarding this survey or would like receive project updates, please contact the project team.

Contact us

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Section A: Trips within the study area

1. **Do you live, work, study, or regularly visit any of the following suburbs within the Bayside and Redlands study area? Please select all that apply.**

Suburb name	I live in...	I study in...	I work in...	I regularly visit...
Alexandra Hills				
Belmont				
Birkdale				
Capalaba				
Chandler				
Cleveland				
Gumdale				
Hemmant				
Lota				
Lytton				
Mackenzie				
Manly				
Manly West				
Mount Cotton				
Ormiston				
Port of Brisbane				
Ransome				
Redland Bay				
Sheldon				
Thornlands				
Tingalpa				
Victoria Point				
Wakerley				
Wellington Point				
Wynnum				
Wynnum West				
Other suburb (Please list)				

2. How often do you use the following modes of transport within the study area:

(1) Daily – (2) At least once a week – (3) At least once a month – (4) Rarely – (5) Never.

Walk (including wheelchairs and other mobility aids)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Bicycle and e-bikes

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Bus

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Train

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Ferry

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Personal mobility device (for example, e-scooters)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Private car (as driver)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Private car (as passenger)

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Motorcycle

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Taxi

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Rideshare services

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

3. What modes of transport do you typically use for the trip purposes below? Please select all that apply.

If you use multiple transport modes, please select all that apply (that is, if I walk to the bus stop and catch a bus, please select walking and bus in your answers).

	Walk (including wheelchairs and other mobility aids)	Bicycle and e-bike	Bus	Train	Ferry	Personal mobility device (e.g. e-scooters)	Private car (as driver)	Private car (as passenger)	Motorcycle	Taxi	Rideshare services	Other	Not applicable
Commuting to work													
School / education													
Shopping													
Personal business or medical													
Visiting family / friends													
Recreation													
Other													

4. What is your experience of travelling around the study area by different modes of transport?

(1) Very good, no issues – (2) Occasional issues, but mostly good – (3) Often have issues – (4) Not applicable

Walk (including wheelchairs and other mobility aids)

☐ 1 ☐ 2 ☐ 3 ☐ 4

Personal mobility device (for example, e-scooters)

☐ 1 ☐ 2 ☐ 3 ☐ 4

Bicycle and e-bikes

☐ 1 ☐ 2 ☐ 3 ☐ 4

Private car (as driver)

☐ 1 ☐ 2 ☐ 3 ☐ 4

Bus

☐ 1 ☐ 2 ☐ 3 ☐ 4

Private car (as passenger)

☐ 1 ☐ 2 ☐ 3 ☐ 4

Train

☐ 1 ☐ 2 ☐ 3 ☐ 4

Motorcycle

☐ 1 ☐ 2 ☐ 3 ☐ 4

Ferry

☐ 1 ☐ 2 ☐ 3 ☐ 4

Taxi

☐ 1 ☐ 2 ☐ 3 ☐ 4

Rideshare services

Can you please tell us why?

5. Thinking about how you currently travel, what is the biggest transport or mobility challenge within the study area? Please rank the following options in order of importance, with no.1, being the most important and no.7 being the least important.

Issue	Importance
Availability of public transport services (bus / train / ferry)	
Local traffic mixing with traffic that passes through the area	
Connections to key destinations (for example, safe walking environments, bicycle links, local roads, and public transport routes)	
Safety and personal security on the transport network	
Efficiency and reliability of the transport network and services (for example, congestion, wait times and number of public transport services)	
Connections to inner Brisbane	
Connections to surrounding local government areas, including Logan and the Gold Coast	

Section B: Trips outside the study area

6. How often do you travel between the following places and the study area?

(1) Daily – (2) At least once a week – (3) At least once a month – (4) Rarely – (5) Never

Brisbane Airport Precinct

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Brisbane CBD

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Gold Coast

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Northern Moreton Bay

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

Port of Brisbane

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

South Moreton Bay Islands

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

7. What modes of transport do you typically use when travelling outside the study area?

(Select up to 3)

Walk (including wheelchairs and other) mobility aids	
Bicycle and e-bikes	
Bus	
Train	
Ferry	
Personal mobility device (for example, e-scooters)	
Private car (as driver)	
Private car (as passenger)	
Motorcycle	
Taxi	
Rideshare services	

Section C: Alignment of draft vision, strategic needs and outcomes

8. The proposed vision for the Bayside and Redlands transport network's future is:

"Bayside and Redlands has an efficient, safe and connected transport system which fosters sustainable travel behaviours, facilitates growing movement of people and goods within and beyond the broader region, and safeguards place characteristics in our centres."

How strongly do you align with the proposed vision for the Bayside and Redlands transport network's future? *(Select one)*

Agree	
Somewhat agree	
Neither agree or disagree	
Somewhat disagree	
Disagree	

Do you have any suggestions to improve the vision?

(Extra writing space continued on the next page)

Do you have any suggestions to improve the vision? *(Continued)*

9. A proposed a set of strategic needs relating to travel to, from and within the Bayside and Redlands region for the next 20 years have been developed. Please let us how important the strategic needs are to you.

	Very important	Somewhat important	Neither important or unimportant	Slightly important	Not important
Prioritise walking and cycling to, from and within key centres within the study area					
Prioritise high quality, safe cycling connections between key centres and major attractions within the study area					
Improve safety for all transport users					
Improve public transport to, from and within the study area					
Improve non-private vehicle connectivity between the Port of Brisbane, public transport stations, key centres and established residential populations					
Revise and improve passenger transport networks to, from and within the study area					
Plan for growth in demand on key road corridors					
Enhance the transport system to support planned growth in a sustainable way					

10. A proposed a set of strategic outcomes aimed at enhancing transport and mobility in the Bayside and Redlands region over the next 20 years have been developed. Please tell us how important the strategic outcomes are to you.

	Very important	Somewhat important	Neither important or unimportant	Slightly important	Not important
Active transport to, from and within key centres is efficient, comfortable, and attractive, with direct, safe connections that enable significant mode shift to walking and cycling					
The transport system within key centres accommodates the safety and needs of all transport users.					
Public transport to and from key centres is a genuine alternative to private vehicles, with reliable, high frequency services.					
The Port of Brisbane is well-connected to the wider area – including key centres and residential areas – via improved public and active transport options.					
Existing bus routes are improved to be direct, reliable, and more frequent.					
The needs of a growing population, particularly in Redland Bay, are planned for through enhanced public and private transport.					
Key road corridors utilised for freight, public transport, and general traffic are monitored for congestion and overall volumes, with capacity upgrades to support planned growth considered as necessary.					

11. Do you have any suggestions on how transport and mobility could be improved when travelling to, from and within the Bayside and Redlands region over the next 20 years?

Thank you for your feedback.