

REDLAND COAST
TRANSPORT STRATEGY
SUBMISSION REPORT

January 2020

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1. Introduction

The Draft Redlands Coast Transport Strategy (draft strategy) was endorsed by Council on 5 September, 2018 for the purpose of progressing to community consultation. The purpose of this report is to provide an overview of the community consultation and engagement schedule and outline how the comments received were assessed and used to inform the review of the draft strategy.

The last major City-wide transport planning document was the Redlands Integrated Local Transport Plan which was adopted in 2003. Aspects of transport have changed a lot since 2003 and the purpose of creating a new strategy, rather than updating an existing plan, is to introduce new concepts of transport to Redlands while also reiterating the value of known travel modes.

2. Engagement Objectives

The overarching objective of community engagement was to present the draft strategy to key stakeholders and the broader community, and capture their feedback on it.

The community engagement schedule aimed to build community awareness and understanding of the draft strategy's key messages, vision, and priorities, and to seek detailed feedback and comments on it, to strengthen future advocacy and implementation.

The vision of the draft strategy is “Redlands Coast has an efficient, accessible and integrated transport system that facilitates the sustainable movement of people and goods within and beyond the city and bay”.

The key themes of the draft strategy are:

1. Integrated, Innovative and Sustainable Planning
2. Leadership, Governance and Decision Making
3. A Liveable, Active and Prosperous City
4. A Connected and Accessible City
5. Positive Education and Behaviour

3. Engagement Schedule

The community engagement program for the draft strategy included two broad phases:

1. Key internal and external stakeholder engagement
2. Community Engagement

The engagement program for the draft strategy ran from October, 2018 to 1 March, 2019. Following endorsement a set of internal engagement briefings were completed seeking to inform and discuss the draft strategy with key departments.

4. Engagement Platforms

4.1 Digital

Engagement through digital platforms is an effective way to reach a greater amount of the City's population. The digital platforms that were used for the engagement program included social media pages

(Facebook, Instagram and Twitter) and the Redland City Council Yoursay page. The Yoursay page is Council’s focal engagement page for projects.

Throughout the engagement schedule there were a total of 1,800 visits to the Yoursay page, a breakdown of these visits is shown in table 1 below.

Table 1: Sources of traffic

Traffic Channel	Aware Visits	Informed Visits (%)	Engaged Visits (%)
Direct	491	313 (63.7%)	75 (15.3%)
Social	804	465 (57.8%)	94 (11.7%)
Email	2	2 (100%)	0 (0%)
Search Engine	153	107 (69.9%)	15 (9.8%)
.GOV sites	183	124 (67.8%)	30 (16.4%)
Referrals	132	91 (68.9%)	11 (8.3%)

4.2 Yoursay Redlands Coast Transport Strategy

The Redlands Coast Transport Strategy Yoursay page was created to act as an information hub and main portal for the project. The yoursay page was utilised to upload the endorsed draft strategy, transport fact sheets, additional background information, community survey/feedback forms and an interactive map, figure 1 below.

The interactive map proved to be a good method for the community to provide feedback on the transport network. Visually, the interactive map was also able to show hot spots in the transport network. In total there were 190 responses/interactions with the map. The feedback received ranged from very specific transport issues that have been forwarded to relevant departments for further investigation, to broader aspects that are within scope of the draft strategy. Feedback from the interactive map

have been collated and a response has been provided outlining how they’ve been addressed. See appendix 1.

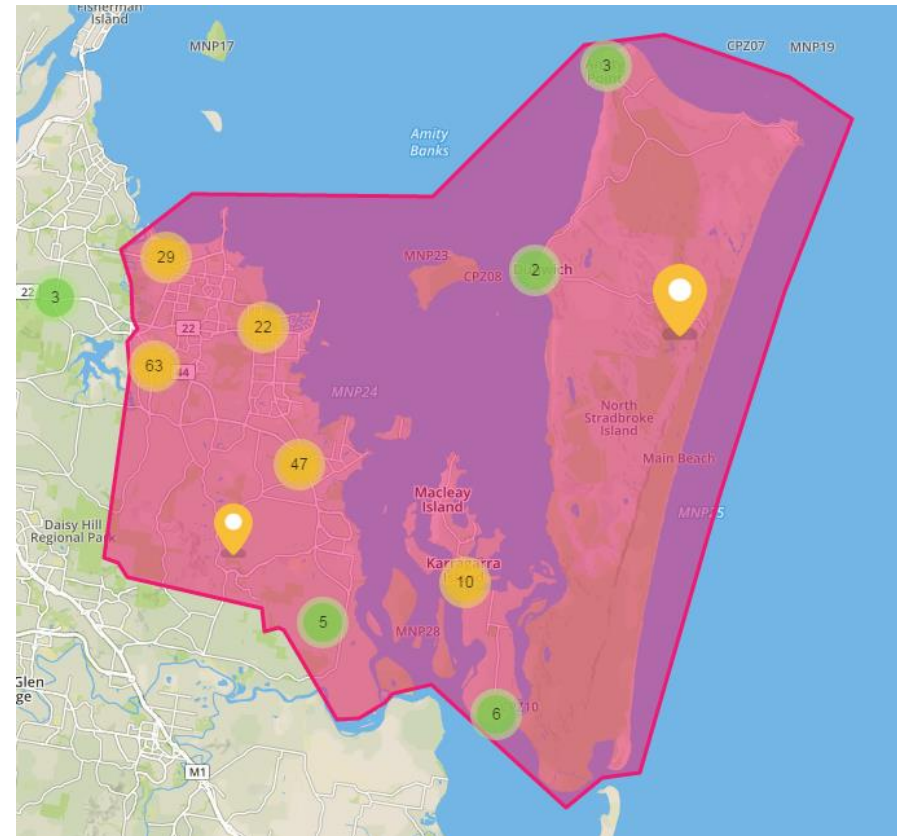


Figure 1 – Yoursay Interactive Map

4.3 On the ground initiatives

The five month engagement period involved a significant amount of on the ground actions through installations, pop-up events and intercept

surveys. The purpose of undertaking these actions was to engage directly with the community and reach sectors of the community that would not necessarily be involved with social media or the digital platforms.

On ground activities occurred on the following dates:

- 5-9 November – Capalaba Library Installation
- 11 November – Cleveland Markets pop-up
- 12-16 November – Cleveland Library Installation
- 17 November – William Stewart Park pop-up
- 19-23 November – Victoria Point Library Installation
- 24 November – Raby Bay Markets pop-up
- 21 January – Southern Moreton Bay Islands pop-up
- 23 January – Coochiemudlo Island pop-up
- 15 February – Cleveland centre pop-up
- 19 February – Victoria Point pop-up
- 21 February – Weinam Creek Ferry Terminal pop-up

4.4 Community surveys

Community surveys were utilised as part of the on ground initiatives through the engagement program. The purpose of the community surveys were:

1. To gauge feedback on the transport priorities
2. Understand community travel behaviours
3. Inform the community of broader network responsibilities between local and state government.

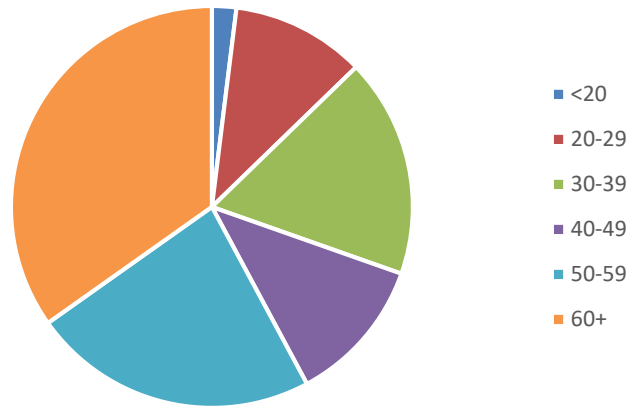
During the engagement schedule there were approximately 300 surveys completed by the community. The amount of surveys completed are

sufficient for a reliable analysis in order to understand trends and data interrogation.

In addition to collecting key data about travel habits and issues on the transport network, the surveys also provide basic background information, such as age, gender and suburb of residence. This information is important because it enables a broader understanding of the data being collected and also informs the need for more targeted action if there's a dominant response from a particular sector. In these circumstances initiatives would be implemented aimed at balancing the data.

The recorded age split from completed surveys is a good spread across most of the community, however the under 20 year old demographic has been underrepresented, see figure 2. Throughout the engagement schedule the project team was cognisant of the need to reach as much of the community as possible. Engaging with a diverse age profile across the city ensures there is good generational representation and that differing perspectives are captured.

Figure 2 - Age Profile



An objective of the engagement program was to understand community travel behaviours, and it is interesting to understand that the average distance travelled for a trip was predominately beyond over 20 kilometres, figure 3. This result is generally consistent with the commuting habits of the population and also is reflective of the “city of villages” and sprawled footprint of the Redlands Coast. The usual distance travelled is also a key determining factor when choosing the travel mode and whether alternative modes such as active travel or public transport is viable.

The average trip time highlighted in figure 4, also generally supports the average travel distance (20 km and over). It is considered that the split between 20-40 and 40-60 minute travel time would be consistent in the difference between on and off-peak and travel mode.

Figure 3 - How far do you travel?

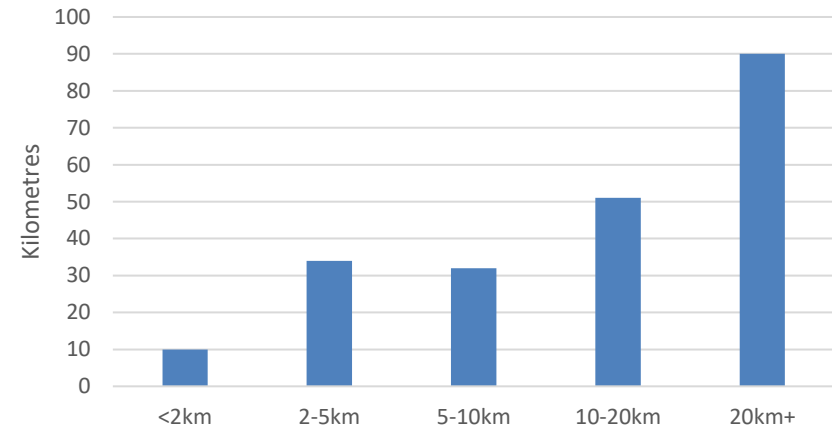
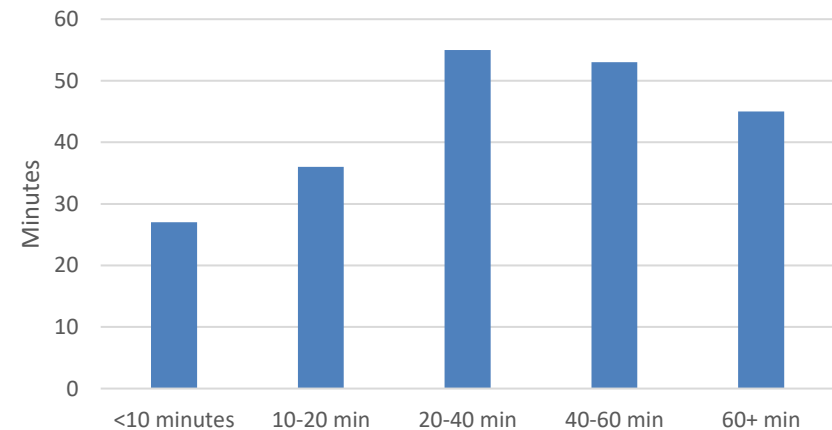
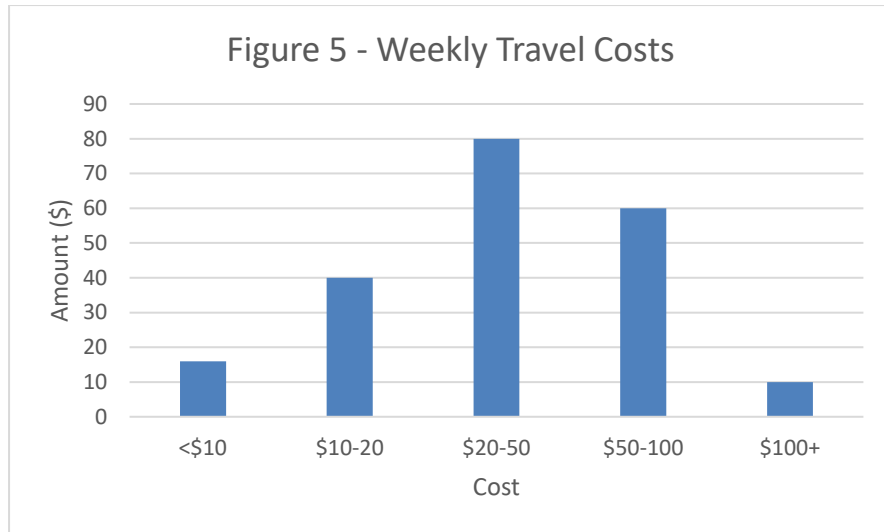


Figure 4 - Average trip time





The weekly travel costs shown in figure 5, is an unusual result as it indicates that actual costs for travel are either not fully known or appreciated. The reason for this assertion is that if private vehicles are the preferred travel mode and most trips are over 20 kilometres, then it is assumed that during a working week at least 200 km are travelled. The table below outlines the private vehicle costs for each type of car and shows that the cheapest car to own has an average weekly cost over \$100. Based on this information, the least expensive vehicle would cost approximately \$84 and the most expensive car would cost \$283 for 200km of travel.

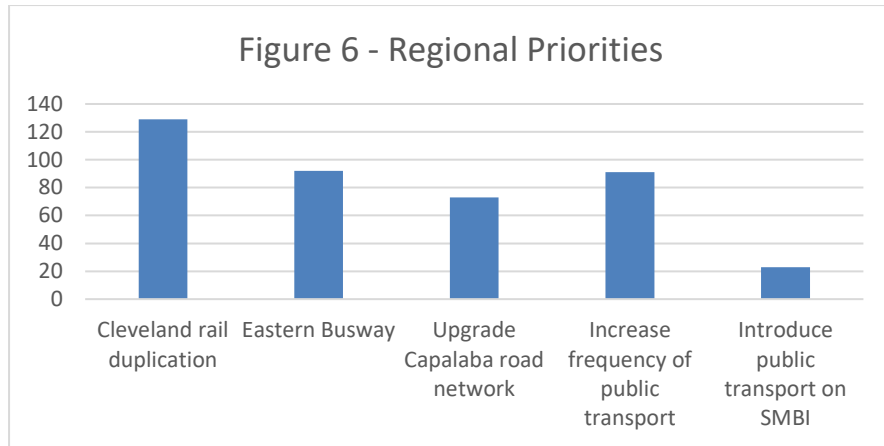
Table 2 – Private vehicle expenses

Vehicle Category	Cents/km	Average \$ per week
Micro	41.8	\$120.62
Light	46.2	\$133.38
Light Prestige	64.1	\$184.86

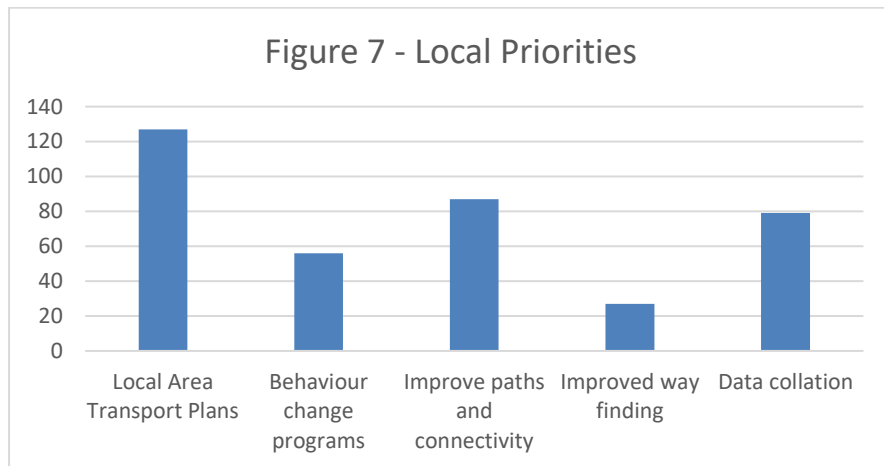
Small	55.2	\$159.21
Small Prestige	78.4	\$226.03
Medium	70.1	\$202.16
Medium Prestige	99.2	\$286.05
Large	86.9	\$250.73
Large Prestige	141.7	\$408.68
Sports	82.7	\$238.45
People Mover	83.4	\$240.47
SUV Small	59.9	\$172.85
SUV Small Prestige	84.0	\$242.21
SUV Medium	71.9	\$207.31
SUV Medium Prestige	103.2	\$297.66
SUV Large	80.7	\$232.64
SUV All Terrain	99.0	\$285.48
2wd utility	75.4	\$217.63
4wd utility	84.8	\$244.55
Electric	118.2	\$340.8

Source: Private vehicle expenses, RACQ, 2018

The community surveys asked respondents to nominate which State and Local priorities should have higher priority for delivery. In terms of State priorities, the community said that the Cleveland rail duplication should have the highest priority with the Eastern Busway, more frequent public transport and an upgraded State road network following that order. The introduction of public transport on the SMBI had the lowest number of nominations, however this can be perceived as a smaller proportion of the SMBI community responding to the surveys and the lower visitation rate to the islands. See figure 6.



The response rate on the local priorities reflected a desire for more specific local area transport plans to be created across the city as the top priority. This was followed by improved paths and connectivity and data collection. See figure 7.



In addition to the regional and local priorities shown above, the main transport issues “hot spots” from the community surveys are highlighted under the key issues section.

4.5 Intercept surveys

A key objective of the engagement schedule was to understand broader travel behaviours within the community and to test anecdotal stories that residents were travelling across the city to catch the train. Intercept surveys that were completed found that the majority of commuters were travelling from within the same suburb as the station. The completion of a comprehensive city-wide travel behaviour survey is a desired outcome of the transport strategy and a separate body of work that will be used to inform the development of travel behaviour programs and transport initiatives.

4.6 Media (Print)

Media releases and advertisements were also undertaken as part of engaging with as much of the population as possible. A total of four media releases and display advertisements were completed throughout the engagement schedule.

4.7 Stakeholder sessions

Briefing sessions were also undertaken to consult directly with key stakeholders and ensure meaningful engagement on the draft strategy. These sessions were organised with State agencies, transport providers, industry bodies and community groups.

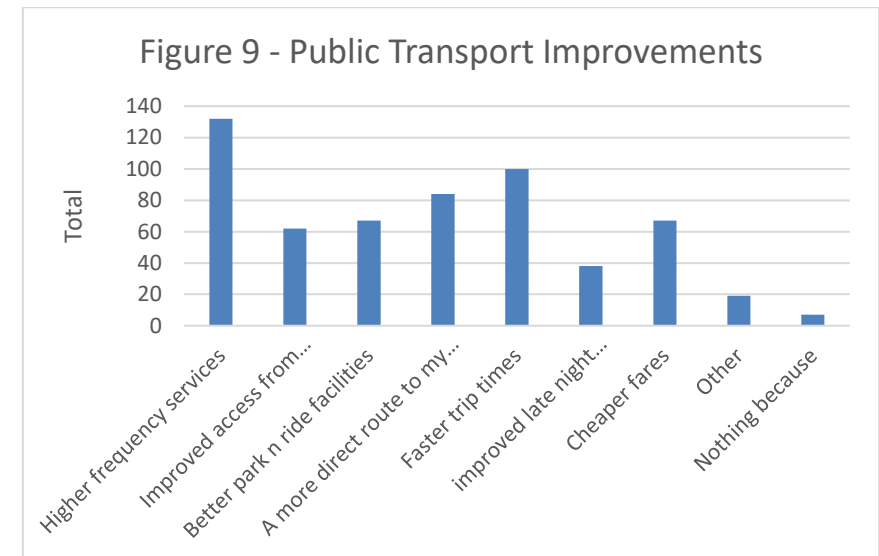
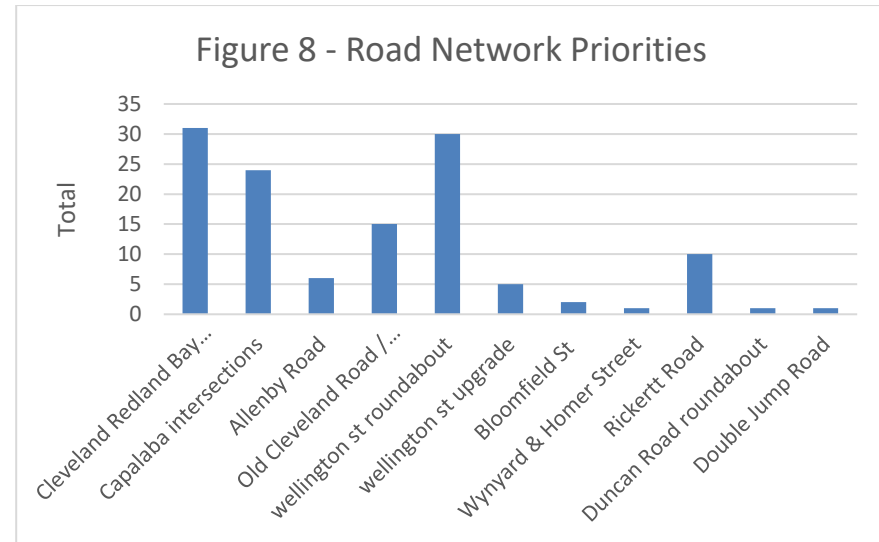
5. Key Issues

Throughout the community engagement schedule, there were common issues or concerns raised about the transport network. These key issues were primarily relating to the road network and public transport. Importantly the community responses reaffirmed the identified advocacy priorities in the draft strategy but also identified other sections in the road network that are perceived to be an issue, shown in the figure 8 below.

5.1 State Controlled Network

Comments and submissions received during the engagement period in relation to the road network were most notably in relation to the State controlled network. It is noted that the locally controlled road that featured prominently as an issue amongst the community was the Rickertt Road section between Redlands and Brisbane.

A question from the survey asked respondents to identify “which section of road or intersection you would fix first”. The top three road network priorities to survey respondents were Cleveland Redland Bay Road, Capalaba intersections/network and Wellington Street/Shore Street West roundabout. See Figure 8. Interestingly, the Wellington Street/Shore Street West roundabout rated as a high community priority. While Wellington Street/Shore Street West roundabout is not currently nominated as a top priority, it is recommended this area of road be considered as a priority in response to the community survey results.



5.2 Public Transport

The top priorities for public transport are primarily related to improving travel times through higher frequency services and faster trip times/more direct routes.

- Bus frequency

The limited frequency of current services is a deterrent for members of the community when choosing a transport mode. Of all the public transport operated bus routes within Redlands (27 services), only 8 services currently operate for a period of time with a frequency of under 35 minutes. It is also important to note that most of these high frequency services operate during peak times and two of the services operate at this frequency through off-peak.

- Journey times

In addition to the frequency of trips, the time for trips to be completed on the public transport network is a major factor when considering travel options. As it currently stands, travel by car within and outside of the City is generally faster than using public transport. The difference in journey times between private vehicles and public transport is a key factor of the low patronage numbers across the Redlands.

- Late night services

The frequency and timing of services at night was mentioned as a key issue that stops the community utilising bus services in the evening, during weekdays and weekends.

- Fares and zones

The cost to use public transport across the city is a significant factor when the community choose how to travel. This is particularly relevant to the residents of the Southern Moreton Bay Islands where the zones change from zone 3 on the mainland to zone 5 on the islands.

Also, the zone change from 2 to 3 has been demonstrated to influence travel choice on the Cleveland rail line, where Ormiston and Cleveland stations are within zone 3 and the other rail stations within the Redlands (Wellington Point, Birkdale and Thorneside) are zone 2. The fare structure outlined in the below table highlights how travel originating from each zone compares.

Table 3 – Zone fares

Zone	Adult fares		
	Go card	Go card off-peak	Single paper ticket
1	\$3.31	\$2.65	\$4.80
2	\$4.03	\$3.22	\$5.80
3	\$6.16	\$4.93	\$8.90
4	\$8.11	\$6.49	\$11.80
5	\$10.66	\$8.53	\$15.50
6	\$13.53	\$10.82	\$19.60
7	\$16.82	\$13.46	\$24.40
8	\$19.96	\$15.97	\$28.90

Source: Translink (effective 7 January, 2019)

- Security and safety at interchanges

The feeling of being safe and presence of security or casual surveillance was another key issue as to why the community choose not to use public transport across the city. Security and safety was also a significant

concern at major transport hubs, such as ferry terminals, where residents are at risk of being stuck on the mainland if they miss the last ferry and have no other option for accessing the islands. This is a particular concern for shift workers, who are at a greater risk of missing these services.

The key issues of the public transport system have all been addressed in the updated draft strategy.

6. Detailed submissions

Throughout the engagement campaign, a series of key stakeholder sessions were undertaken to enable direct consultation with key agencies, industry bodies and transport representatives. While the stakeholder sessions were a good opportunity to engage directly with key stakeholders, it did not necessarily correlate into receiving specific submissions on the draft strategy.

The submissions were generally quite detailed and addressed numerous components of the draft strategy. As expected, most written submissions did cover specific themes within the draft strategy. This enabled the submissions to be categorised and addressed in accordance with the particular theme. The key themes addressed in the submissions were:

- State Controlled Network
- Local Road Network
- Public Transport
- Vehicle ferries
- Car parking
- Land Use
- Priorities

- Targets
- Content
- Active transport
- General comments

For the purpose of the submission report, each written submission has been summarised and addressed in table 4 below. The submissions have been presented in the following format:

- The corresponding theme;
- Submission details and a response as to how it has been considered; and
- Used to inform the review of the draft strategy.

While the detailed submissions have been summarised and addressed below, specific correspondence will be prepared responding to each submission received and how it has been used to inform the review of the draft strategy.

Table 4: Detailed submission summary and response

Theme	Submission Details	Response	Recommended Strategy Amendment
State Controlled Road Network	<p>Development of a works program to address the “infrastructure deficit” currently existing in the Redlands:</p> <ol style="list-style-type: none"> 1. The state funded component agreed with DTMR with a set timeframe to complete. 2. Council’s own component will include; works to: ‘local’ roads, footpaths, cycleways etc., also with a set timeframe. 	<p>The draft strategy is aimed at guiding the direction of transport planning across the city and has outlined a suite of priority projects in both an advocacy terms and Council led initiatives. Clearly defining the regionally significant projects that are a top priority enables Council to more effectively advocate to the State Government. The strategy outlines the importance of working collaboratively with State Government and utilising evidenced based planning in achieving more effective advocacy. The Council led priorities have also been defined in the draft strategy to assist the development of annual implementation plans and project planning.</p>	<p>Minor amendment to clarify the advocacy role of the draft strategy</p>
	<p>The Strategy failed to mention the so-called Coomera Connection. This was recently discussed in local media and State media. Clearly planning is well advanced by the State government yet it was not mentioned in the draft Strategy. The credibility of the document is impacted accordingly.</p>	<p>The Coomera Connector that has been recently been gazetted followed the drafting and endorsement of the Draft Transport Strategy. Since this regionally significant infrastructure project has been publically gazetted it will be reflected in the draft Strategy.</p>	<p>Add Coomera Connector to transport maps and Road Network section.</p>
	<p>Greater focus on the road congestion issues outside the Redland City boundary.</p>	<p>The draft strategy identifies the regionally significant projects across the city that are aimed at improving the transport network. These projects include the Eastern Busway Extension, high frequency public transport and Cleveland Rail Duplication, and by improving the quality and viability of public transport that connects Redland City Council with neighbouring local government areas than it would help improve the transport mode share between public transport, active transport and private vehicles. The functioning of the road network external to Redland City Council is an advocacy role and Council continues to advocate to State and local governments to address these issues.</p>	<p>No change to the draft strategy</p>

Theme	Submission Details	Response	Recommended Strategy Amendment
	Recognition of the need to provide additional road capacity on Old Cleveland Road between Moreton Bay Road and Creek Road.	This section of road is within Brisbane City LGA and is also a Council controlled road. The strategy does however reference the need for effective connectivity between Redlands and neighbouring local governments.	Vision map amended to show this section of road as a significant road.
	Presentation of the case for the State government to declare the section of Old Cleveland Road between the Gateway Motorway and Creek Road as a State-controlled road.	This section of road is within Brisbane City LGA and is also a Council controlled road. The strategy does however reference the need for effective connectivity between Redlands and neighbouring local governments. Council can utilise the draft strategy as an advocacy tool and the significance of this section of road and advocate to both State Government and Brisbane City Council to protect this road corridor.	No change to the draft strategy
Local Road Network	A number of key roads in the city are entirely within the remit of the Council, yet the strategy largely fails to mention these routes or identify what Council is planning to do.	The vision and objectives for the transport network is outlined in the strategy. The maps that have been created in the strategy generally outline the major roads rather than the whole road network. Illustrating all local roads will generally provide too much detail and result in an unreadable map. Council's Asset Management Plans and City Plan (Local Government Infrastructure Plan) provide greater clarity in terms of the strategic intent and role of these roads and necessary upgrades are included	No change to the draft strategy
	Acknowledgement of the role that the Council-controlled arterial roads play in the transport network.	The content and maps in the draft strategy reflect the importance of the local arterial road network.	Maps updated in the draft strategy
	Greater focus on the road congestion issues internally within the Redland City area, particularly through Capalaba.	The road network through Capalaba is an identified priority.	No change to the draft strategy
Public Transport	Cost of fares are prohibitive in increasing patronage numbers on public transport	The draft strategy notes that the cost of fares is an influencing factor when choosing a mode of transport. The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of	Amend the draft strategy to place greater emphasis on the importance

Theme	Submission Details	Response	Recommended Strategy Amendment
		a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	of an effective public transport in the City.
	Allocation of the fare zones in Redlands. Difference in zones from mainland and SMBI	<p>The delineation of fare zones in the city are highlighted in the draft strategy as an example of how public transport can influence travel choices (for example, the zone change between Ormiston and Wellington Point results in an increased demand on Wellington Point station as the travel costs are cheaper).</p> <p>The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community.</p>	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	A comprehensive review of all public transport in the Redlands including the overlap of services with Brisbane and Logan. This should be carried out in conjunction with DTMR and the respective Councils.	This is an important body of work but will not be included in the draft transport strategy. The role of the strategy is to inform this type of further planning/advocacy.	No change to the draft strategy.
	Secure funding for the Eastern Busway	The Eastern Busway extension is identified as a priority in the draft strategy.	No change to the draft strategy.
	Better alignment of services between Redlands and Brisbane.	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	More needs to be done to encourage patronage on public transport	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style	Amend the draft strategy to place greater emphasis

Theme	Submission Details	Response	Recommended Strategy Amendment
		service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	on the importance of an effective public transport in the City.
	More frequent bus services	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	Incorporate mode share targets within the draft document	It is agreed that mode share targets are useful to track progress of actions but specific mode share targets are not desired in the draft transport strategy at this point in time because there are key transport modes, such public transport that Council does not manage. As transport planning begins to mature in the city and transport initiatives and travel behaviour programs are implemented, it is expected that the introduction of more visible transport targets may be established. Council is also utilising its advocacy role to make representations have been made to TMR to include public transport mode share targets into the Regional Transport Plans.	No change to the draft strategy.
	Identify improvement to public transport facilities to improve speed, service, and reach of facilities, to limit future transport congestion	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	Seek improved service standards for public transport in growing urban areas	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style	Amend the draft strategy to place greater emphasis

Theme	Submission Details	Response	Recommended Strategy Amendment
		service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	on the importance of an effective public transport in the City.
	Articulate better connection to Brisbane with good public transport to provide access to the growing number of jobs	The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.
	Inclusion of further analysis and discussion on justifications for provision of additional park'n'ride facilities at all railway stations.	<p>The continued expansion of park 'n' rides is beyond the scope of the transport strategy, however it is accepted that further analysis on the use, provision and vision of park 'n' rides is required. A walkability analysis has been included into the draft strategy for the bus and train network exploring accessibility to public transport. Intercept surveys completed as part of the community engagement program also found that a majority of passengers who use park 'n' rides are travelling from the same suburb, rather than destinations from across the city. Long term this travel behaviour, of short distance driving to park 'n' rides, is not sustainable and a more effective solution is to promote and provide better quality active travel options to key transport interchanges.</p> <p>The draft strategy notes that the cost of fares is an influencing factor when choosing a mode of transport. The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services</p>	<p>Amend the draft strategy to include a walkability analysis for the bus and train network.</p> <p>Amend the draft strategy to place greater emphasis on the importance of an effective public transport in the City.</p>
Vehicle	High cost of travel	The draft strategy notes that the cost of fares is an influencing factor when	Amend the draft

Theme	Submission Details	Response	Recommended Strategy Amendment
ferries		choosing a mode of transport. The draft strategy outlines a vision for public transport across the city and developing a public transport network that is fit for purpose for the community. This includes the introduction of a trunk and feeder style service that would prioritise bus movement along key corridors focussing on more direct trips and frequent services.	strategy to place greater emphasis on the importance of an effective public transport in the City.
Car parking	The discussion about car parking was concerning especially on top of recent actions of RIC to sell off car parks in Cleveland. For the duration of the vision (2041) it is unlikely the use of private vehicles will be seriously impacted by new technology	New technology is not the sole solution to manage car parking, it is the integration of land use planning and transport, creating a more desirable and efficient public transport network and enabling the community to choose active travel above vehicle travel. A Council led priority defined in the draft strategy are Local Area Transport Plans, these plans are created to developed for specific areas across the city and can also be used to address specific transport modes, such as car parking.	No change to draft strategy.
	Initiate car share schemes as a way to manage car parking demand	Generally agree that car sharing is a transport initiative that will assist in managing car parking demand. This initiative is outlined in the draft strategy as part of a travel behaviour initiative. It is considered that the ideal location for car share schemes are at locations where car parking supply and demand is at a premium, such as ferry terminals.	Amendments the draft strategy further highlighting car share schemes as a travel behaviour initiative.
	Removal of any reference to the statements that parking supply should be restricted to drive greater use of public transport, because this would be counter-productive for the Redlands.	The aim of the strategy is to provide long term guidance to transport matters and importantly reflect the value of land in close proximity to public transport nodes. The draft strategy introduces long term vision for greater integrated land use and transport development outcomes as well as prioritising active travel.	Minor amendment clarifying the importance of integrated development outcomes and prioritising active travel
Land Use	Pursue the development of the Weinam Creek Priority Development Area to improve car parking options for SMBI	The draft strategy outlines a suite of transport solutions that will improve the current transport options for the SMBI residents, this includes a vision for public transport that delivers a high frequent bus service as well as	No change to the draft strategy.

Theme	Submission Details	Response	Recommended Strategy Amendment
	residents	more connected active transport options and travel behaviour initiatives such as car share schemes. These options can be further refined through the development of a Local Area Transport Plan and Council's role in advocating to State Government is also an important component of improving transport choices.	
	Recognition of the transport problems associated with the development of the Toondah Harbour PDA, and how the associated road congestion can be mitigated.	The draft strategy outlines a vision for improving the transport network across the city. In relation to Toondah Harbour it is considered that the identified priority of the Cleveland rail duplication will improve accessibility. The vision for the improved bus service also identifies a trunk route service connecting Toondah Harbour,	Minor change to draft strategy showing greater public transport connections to Toondah Harbour
	Identify additional growth areas and infill development to the public transport routes	The projected growth areas across the city have been highlighted in the draft strategy and the accompanying public transport vision as well as the identified themes of "A Connected and Accessible City" and "Integrated, Innovative and Sustainable" outline the opportunities for integrated growth and public transport.	Minor amendment to draft strategy highlighting public transport vision.
	Greater recognition of large development in the Redlands need to mitigate transport impacts	The projected growth areas across the city have been highlighted in the draft strategy and the accompanying public transport vision as well as the identified themes of "A Connected and Accessible City" and "Integrated, Innovative and Sustainable" outline the opportunities for integrated growth and public transport.	Minor amendment to draft strategy highlighting public transport vision.
Priorities	Inclusion of the Rickertt Road-Wynnum Road link as an important transport corridor.	Included in the draft transport strategy map as a locally significant road.	Maps updated in draft strategy.
	Listing the need for additional road upgrades, both State-controlled roads and Council arterial roads	The purpose of the identified priorities is to clearly show which transport projects are the top priority in Redlands. The intent of highlighting top priorities is not to discount other projects but to ensure it is clear from an advocacy perspective which projects Council intends to pursue for delivery. Upgrades of Council owned projects are outlined in other plans, such as Asset Management Plans or the Local Government Infrastructure	No change to draft strategy.

Theme	Submission Details	Response	Recommended Strategy Amendment
		Plan (for trunk infrastructure).	
	Identification of strategic and tactical approaches that will ensure advocacy being effective, without being so specific as to “give the game plan away”.	The draft strategy outlines the top advocacy and Council led priorities and the importance of working collaboratively with State Government on achieving delivery of this projects. It also highlights the importance of focussing on evidenced based planning to justify these regionally significant projects.	No change to draft strategy.
	Articulate the importance of region-shaping public transport corridors (duplication of Cleveland line and Eastern Busway)	These projects are identified as transport priorities and their importance to the Redlands are outlined in the draft strategy.	No change to draft strategy.
	Commit to clear mode share targets away from motor car use	The targets defined in the strategy provide the broad direction for transport planning. It is expected that continued delivery in transport planning projects and implementation of travel behaviour initiatives will achieve these targets. It is expected that once high level targets are achieved, the setting of more detailed targets may be implemented to ensure momentum is maintained. It is also important to note that as Council is not responsible for delivering public transport in the city, it is difficult to set targets for this mode. As part of Council’s advocacy role, representations are being made to the State Government to set specific public transport targets for Redlands.	No Change to draft strategy.
Targets	Monitor and publicly communicate mode share targets	The role of the current defined targets are outlined above.	No Change to draft strategy.
	Identification of important additional targets that better align with the objectives.	The role of the current defined targets are outlined above.	No Change to draft strategy.
	Identify investments to achieve mode share targets	Maximising investment and funding is an identified priority. The concern with nominating specific funding streams at this point in time is that funding opportunities may change resulting in an outdated document. In other words it is not possible to reflect dynamic possibilities/options in a static document.	No Change to draft strategy.

Theme	Submission Details	Response	Recommended Strategy Amendment
Content	<p>Planning, with up to a 50 year horizon, for major road corridors and a study to determine the merits and location of a 'Redlands Spine Road'. (This is particularly relevant should the Redlands be envisaged to transform itself into a 'real' city.)</p>	<p>The draft strategy has been drafted to align with State government planning documents and key Council documents such as the Economic Development Framework with a planning horizon of 2041.</p>	<p>No Change to draft strategy.</p>
	<p>The draft has not a lot to disagree with, but it is not detailed and does not go far enough in terms of actions.</p>	<p>The strategy has been developed as a high level robust document that outlines the direction of future transport planning across the city. The draft strategy outlines the process in which an annual implementation plan will be created, to align with internal budget planning processes. The key reason for adopting this approach is to ensure there is a certain amount of flexibility in future transport projects. Transport planning is currently a very dynamic space and it is important that the draft strategy is able to adapt to this changing environment.</p>	<p>No change to draft strategy.</p>
	<p>It contains a number of good points e.g. a need to increase "active transport" but does not go into "how" and "when".</p>	<p>The draft strategy outlines the process in which an annual implementation plan will be created, to align with internal budget planning processes. The key reason for adopting this approach is to ensure there is a certain amount of flexibility in future transport projects. Transport planning is currently a very dynamic space and it is important that the draft strategy is able to adapt this changing environment.</p> <p>In relation to the active transport network, it is considered a key mode where Council has primary responsibility for delivery. The direction for implementing active transport projects are identified under Council priorities such as delivering Local Area Transport Plans and travel behaviour initiatives. It is also important to note that by outlining the importance of active transport it provides direction for greater investment and planning on delivering this network across the city and also enables more effective advocacy to State Government (in terms of end of trip facilities at transport nodes, or pathway facilities on the State Controlled</p>	<p>Minor change to draft strategy emphasising active transport opportunities</p>

Theme	Submission Details	Response	Recommended Strategy Amendment
	<p>Road Network).</p> <p>Redland City currently functions from a transport standpoint in a manner similar to a series of outer suburbs of Brisbane. The “Vision” does not convey whether this will continue to be the case in future or whether at some stage it will become a “real city”.</p>	<p>Brisbane is the Queensland capital and as a result across SEQ there is a significant movement of people into Brisbane every day. The draft strategy recognises the importance of ensuring there is high quality inter and intra-regional connectivity and this is reflected through the defined Transport Priorities.</p> <p>The vision in the draft strategy provides a clear goal for transport for the city and in conjunction with the defined themes and objectives and the vision for the whole transport network demonstrates the aspiration for Redlands to be high functioning, connected and accessible city. .</p>	<p>No change to the draft strategy.</p>
	<p>There is little in the Strategy of a substantive nature especially in terms of actions, which the community can identify and know with confidence they will be carried out. Many of the “objectives” should already be part of Councils regular “Day Job”.</p>	<p>The draft strategy outlines the process in which an annual implementation plan will be created, to align with internal budget planning processes. This will assist Council in business as usual processes, such as informing operational planning and budget planning by clearly defining priorities.</p>	<p>No change to draft strategy.</p>
	<p>The document omits mention of Council’s previous strategies; what worked, what didn’t work and what is still outstanding. A proper evaluation of the previous strategy (presumably the basis of the new planning scheme given the absence of an updated Transport Strategy) seems a huge oversight.</p>	<p>A review of the previous Integrated Local Transport Plan was completed and this work was used to inform the development of the draft strategy. This was a comprehensive review that concluded over 90% of actions in the ILTP were completed over the life of plan and the information from this body of work was used to determine transport trends and themes in the draft strategy.</p> <p>The draft strategy outlines the vision and objectives for the transport network and the methods for achieving these goals. The document has been developed as a forward facing plan for the transport network in Redlands Coast.</p>	<p>No change to the draft strategy.</p>
	<p>Redland City has to compete with other</p>	<p>The transport strategy clearly articulates the transport priorities and</p>	<p>No change to the</p>

Theme	Submission Details	Response	Recommended Strategy Amendment
	local authorities for funding of major transport infrastructure. If the Strategy is to provide a basis for advocating for Redlands needs, it should provide compelling reasoning...it doesn't!	provides a foundation for effective advocacy.	draft strategy.
	Transport planning, particularly projecting the need for major transport infrastructure, requires long term vision. The planning horizon date of 2041 is considered too close.	The planning horizon aligns with current State and local strategic documents. While the current life of the document is 2041, the strategy has been purposely developed to be a document that is flexible and adaptable to the dynamic nature of the transport.	No change to the draft strategy.
Content	A summary of the success or otherwise of previous road and transport strategies and the works still outstanding.	A review of the previous Integrated Local Transport Plan was completed and this work was used to inform the development of the draft strategy. This was a comprehensive review that concluded over 90% of actions in the ILTP were completed over the life of plan and the information from this body of work was used to determine transport trends and themes in the draft strategy. The draft strategy outlines the vision and objectives for the transport network and the methods for achieving these goals. The document has been developed as a forward facing plan for the transport network in Redlands Coast.	No change to the draft strategy.
	There are a number of statements about sustainability, respect for the Redlands Coast natural environment, creation of a high quality built environment, etc without explanation as to what will be done to bring about corresponding changes in values and conduct.	Noted, the strategy outlines the importance of the natural environment and how transport can help promote, connect and value these spaces.	No change to the draft strategy.
	Inclusion of additional data, metrics and	Additional data has been added in relation to travel times, cycling trends,	Amend the draft

Theme	Submission Details	Response	Recommended Strategy Amendment
	empirical analysis to support the objectives, targets and advocacy.	walkability analysis have been added to the draft strategy.	strategy to include more data and infographics
	More discussion on the transport authorities that have an influence on transport planning, delivery and operations for the Redlands community.	The role of managers across the transport network and governance structures are clearly outlined in the strategy.	No change to draft strategy.
	Clearer presentation of the vision-theme-objectives-targets hierarchical relationship.	Infographic outlining vision, themes and objectives has been improved.	Amendment to improve the infographic in the draft strategy.
	Recognition that corridors and key sites required in the long-term need to be identified now and protected from development.	Future transport corridors have been highlighted in the strategy	Amend the draft strategy to show future transport corridors and words inserted in Road Network explaining these transport corridors.
	Recognition of the challenges associated with development within the Capalaba Principal Regional Activity Centre and associated transport system, particularly the urgent need to undertake significantly more planning work related to the Eastern Busway in Capalaba.	The Eastern Busway extension to Capalaba is defined as a transport priority. It is also noted that the interim solution of the Eastern Transitway to Capalaba is also a favourable outcome in promoting public transport.	No change to the draft strategy.
	Expansion of Objective 4a into four separate objectives to give greater recognition to the road network and the differences in approach on transport	The submission has merit for more detailed objectives addressing specific issues, however considering the intent of the objective, the other objectives and its position under the theme of “ a connected and accessible city” a broader objective provides sufficient guidance for further	No change to the draft strategy.

Theme	Submission Details	Response	Recommended Strategy Amendment
	issues internal and external to Redland City.	detailed planning and advocacy.	
Content	Being more specific on the works that the Redland City Council should undertake to support the strategy, e.g., infrastructure to increase walkability and cycling to railway stations.	The role of the strategy is to guide the future direction of transport planning, in terms of walkability and cycle-ability to rail stations, this is covered in the strategy.	No change to the draft strategy.
	Emphasise the importance of a collaborative working relationship between state government and council	The strategy reflects on the importance of strong working relationship and the need to progress evidenced based planning as an advocacy tool.	No change to the draft strategy.
	Provide more up to date transport data in this plan and communicate this to the community	The strategy has used the latest data available.	No change to the draft strategy.
	Undertake a substantial community engagement program on mode share and related targets and investments	Travel behaviour initiatives are defined as a Council led priority which indicates the importance of these projects.	No change to the draft strategy.
	Support and facilitate innovative micro smart shared mobility revolution options.	The draft strategy highlights the role of transport technology to achieving a high quality network. In terms of mobility options and micro-mobility, these initiatives will be addressed as part of developing Local Area Transport Plans, Active Travel and also Travel Behaviour initiatives/programs.	No change to the draft strategy.
Active Transport	A strategy to increase the adoption of active transport modes with a program for creating a network of shaded, safe and attractive walking and off road cycling routes suitable for travel to and from transport hubs, retail precincts and places of employment.	Noted, active travel and the importance of connected and accessible urban areas is highlighted in the strategy. It is expected that achieving a more effective active transport network will be delivered through the development of Local Area Transport Plans, Active Travel programs and also Travel Behaviour initiatives. The draft strategy also highlights the importance of prioritising active travel from a design perspective to ensure the transport system is safe and accessible for everyone.	No change to the draft strategy.
	Increasing the adoption of active transport (walking, cycling etc) receives	Noted, active travel and the importance of connected and accessible urban areas is highlighted in the strategy. It is expected that achieving a more	No change to the draft strategy.

Theme	Submission Details	Response	Recommended Strategy Amendment
	appropriate mention. However, apart from increasing residential densities around stations there is little mention of identifying and implementing ways to increase this.	effective active transport network will be delivered through the development of Local Area Transport Plans, Active Travel programs and also Travel Behaviour initiatives. The draft strategy also highlights the importance of prioritising active travel from a design perspective to ensure the transport system is safe and accessible for everyone.	
General comments	Lobby the State Government to remove the toll on the Gateway Bridge as discriminatory against the resident of Redlands (because it is the obvious route north for Redlanders whereas most other residents of SEQ can make a decision to travel through the Brisbane CBD (which is free).	This is not the role of the transport strategy, however it is important to note that there are routes throughout Brisbane and SEQ that are not toll roads.	No change to the draft strategy.
	Council should lobby the State Government to manage the road network without regard to specific toll funded components. A system wide toll would be much more efficient than the random tolls that currently apply and would bring into operation the underutilized tunnel network for the benefit of all uses of the road network.	Noted, the notion of transitioning to user pay fees as opposed to specific tolls roads has been discussed in a broad sense. It would be interesting to understand the State Government's position on this type of system and how it could be implemented across South East Queensland. At this point in time, this type of user pay system is not being considered by Council or outlined in the draft strategy.	No change to the draft strategy.
	Council prepare a discussion paper on the merits of duplication of the Cleveland railway on the basis of the level of service of the Cleveland line compared to other passenger services and the likely impacts of a duplication in terms of the density (at Thorneside, Birkdale, Wellington Point, Ormiston and Cleveland) needed to justify	Noted, the duplication of the Cleveland Rail Station is defined as a high priority in the draft strategy. Council is continuing to advocate to State Government for this project to be delivered and is committed to using evidence based planning to justify the benefits of regionally significant projects.	No change to the draft strategy.

Theme	Submission Details	Response	Recommended Strategy Amendment
	<p>the duplication (i.e. population increase). The real costs may deter many of the people who simple see a duplication of the railway as a nice to do with no implications.</p>		
	<p>Improve employment self-containment in Redlands to change commuting patterns</p>	<p>Noted, improving self-containment and broader economic opportunities are outlined in Council’s Economic Development Framework. This is turn will assist in future transport planning.</p>	<p>No change to the draft strategy.</p>

7. Conclusion

The submission report has been developed to provide a summary of the community engagement program that has been completed, outline the key issues identified and how they've been used to inform the major revision of the draft strategy. In particular, the feedback from community surveys and digital platforms have been critical in confirming the transport priorities and which parts of the transport network the community considered as being the biggest issues. Utilising specific briefing sessions with key stakeholders also enabled more direct feedback on the draft strategy and updates should be considered.

The last major City-wide transport planning document was the Redlands Integrated Local Transport Plan which was adopted in 2003. Aspects of transport have changed a lot since 2003 and the purpose of creating a new strategy, rather than updating an existing plan, is to introduce new concepts of transport to Redlands while also reiterating the value of known travel modes.

The duration of the community engagement schedule, five months, was comprehensive and enabled a large amount of activities to be completed. The objectives of community engagement were to:

1. Present the draft Redlands Coast Transport Strategy and gain feedback on the draft strategy,
2. Inform the community on the roles of responsibilities of the transport network across the city,
3. Collect data about the community's travel behaviour.

The engagement program can be considered successful as the project team were able to engage with a reasonably significant proportion of the community, key stakeholders, industry representatives and community groups. Receiving feedback from various sectors from the community enabled a holistic review of the draft strategy.

Appendix 1 – Yoursay Interactive Map Comments

Suburb	Location	Yoursay Interactive Map Comment	Response
Thorneside	Rickertt Road	Really need to have a four lane car access and bike/pedestrian ways across this creek for both directions of travel. This area is so dangerous for bike users and cars merging into 2 lanes as well as the number of bikes crossing for work every day.	Council officers are actively engaging with Brisbane City Council and Department of Transport and Main Roads to improve this pathway corridor.
		Four lanes for Rickertt Road.	Rickertt Road is a Brisbane City Council managed road. However, the upgrading of this road is a desired project and Council is engaging with Brisbane over possible timing.
		Deliver the transport corridor from Redlands Coast to Brisbane Port.	A direct corridor to the Brisbane Port would be beneficial to the Redlands community. As this project is wholly within and managed by Brisbane City Council, it is the responsibility of Brisbane to deliver.
		Desperately need four lanes across the bridge. Major entry/exit to Redland City. Can't believe it's still a goat track. Four lanes to Greencamp road need yesterday.	Rickertt Road is a Brisbane City Council managed road. However, the upgrading of this road is a desired project and Council is engaging with Brisbane over possible timing.
		There is a lot more cyclist/ pedestrian traffic at this intersection than cars driving to/ from the sewage plant, it would make sense to let bikes/ pedestrians have right of way and not cars as the marking on the road currently indicates. At the moment bikes/ pedestrians do not expect cars, and an accident could easily happen.	Noted, this initiative is being investigated further.
	Rail Station	Better connectivity with transport hub at Capalaba.	Noted, this initiative is being investigated further and Council officers are discussing with TMR.
	Quarry Road	There is no current bus stop to service the many, many privately run school busses that frequently stop in this area. Many students access buses in both directions from both Clive Road communities and the St James Estate community. The way these buses stop and pull out is really dangerous on both sides of the road way. I would suggest a formalised pull in zone on both sides of the roadway. Pedestrians cannot currently cross the road as there is no footpath	Noted, further investigations will be undertaken to determine feasibility of increasing the length of existing bus stop to accommodate school busses. TMR have been advised on the concern.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		on the other side. A small section of footpath is required on the railway side of the road leading to a formal pick up area for pedestrians.	The missing footpath section has been noted and will be investigated.
		The speed for this entire stretch of road could be reduced to 70km. There are so many people now pulling out near the new developments, Charles St, Creek Rd lights, St James Rd further down, and the roundabout entry/exit, I think an investigation needs to be done to see if this area can have a reduced speed limit all the way along.	Noted, concerns have been forwarded on to relevant teams for further investigation.
		The light at this intersection is not adjusted to let pedestrians pass both sections of the road in one go. Users would therefore be tempted to cross on a red light.	The pedestrian crossing at these lights are a two phase signal, not a single phase. The reason the crossing is in two phases is the need to comply design standards in accordance with road width.
		Improve pedestrian safety on Quarry Road.	Noted, further investigations and consultation with TMR will be undertaken to determine safety and appropriate implementation measures.
	Birkdale Road/Quarry Road roundabout	Left lane turn left only to reduce waiting times at roundabout. Too many vehicles getting held up waiting unnecessarily.	Noted, further investigations will be undertaken to determine suitability of installing a left turn lane.
		Agree with the other person. It's a pain that the left lane can turn right. Please stop that. Left turn only.	As above.
Birkdale	Birkdale Road	Light rail - Birkdale station, to Wellington Point and Capalaba.	Greater connectivity between Birkdale, Wellington Point and Capalaba is required to improve public transport opportunities. While light rail is not currently being considered, further planning will be undertaken to determine the most effective transport option.
		Traffic congestion on Birkdale Road is a major issue.	Further investigations will be required to understand issues and determine appropriate solutions.
		Timing for pedestrian access at these lights need to be considered. There is often not enough time for the primary school students to cross and they have to wait a very long time for the next round.	Noted, Council officers will liaise with TMR regarding suitability of pedestrian clearance times at the traffic signals.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		Pedestrian and bike crossing needs to be improved in this area. Many young children, older people using scooters and walking frames use this route to attend nearby schools and to get to the shopping centre. There have been so many near accidents for crossing this area.	As above, Council will work with TMR to determine measures to improve pedestrian safety.
	Birkdale Rail Station	Need two tracks all the way from Lota to Cleveland. Also extend train line to at least Redland Bay or even better all the way and link up with Gold Coast/Beenleigh line.	Cleveland rail duplication is defined as a high priority.
		Additional parking considerations required for train services.	Expansion of park 'n' opportunities is limited. Improving the ability of walking and cycling to rail stations is another option to increasing rail patronage.
	Dorsal Drive	Walking bridge across canal entry.	Noted, this has been forwarded to the relevant department for investigation. This option may not be possible due to location of private residences at the canal entrance
	Old Cleveland Road East	Light rail - Wellington Point-Birkdale-Capalaba. Link up with Birkdale train station.	Greater connectivity between Birkdale, Wellington Point and Capalaba is required to improve public transport opportunities. While light rail is not currently being considered, further planning will be undertaken to determine the most effective transport option.
Wellington Point	Birkdale Road	Light rail - Wellington Point- Birkdale Station - Capalaba Central.	Greater connectivity between Birkdale, Wellington Point and Capalaba is required to improve public transport opportunities. While light rail is not currently being considered, further planning will be undertaken to determine the most effective transport option.
	Main Road	Pedestrianise Wellington Point town centre and create a bypass road to the point.	Further investigations need to be undertaken to determine best options for managing traffic through Wellington Point. This body of work can be completed as part of a Local Area Transport Plan.
	Main Road	Possible fast ferry to Brisbane CBD via Wynnum. Pickup points at Raby Bay, Vic	Ferry connections between Brisbane CBD and

Suburb	Location	Yoursay Interactive Map Comment	Response
		Point and Cleveland Points.	Redlands Coast are being discussed as part of the Economic Transition Strategy, and the possibility of additional connections from the mainland are expected to be included in these discussions.
	Wellington Street	As I understand, at present there are only bus services along Wellington St early morning and late afternoon, for people in the workforce. I have the impression there are a lot of retired people in the area and a bus service during the day is needed. I have found that to catch a bus during the day, to Cleveland or Capalaba for example, or all over, or to just get up to Ormiston rail station, I have to walk for more than half an hour to catch the bus or train, and that can be a long walk for the elderly or for someone with mobility issues.	The draft strategy outlines the vision for public transport in the Redlands Coast, which is aimed at creating a system that better serves the community's needs.
	Montgomery Drive	Is there a better way of making the connection between Main Road and Vienna Road? Going via Allenby Road is a bit messy. May be extend McDonald Road to Vienna Road somehow?	The current hierarchy notes McDonald Road as being a Sub-arterial and Allenby Road as Trunk Collector, this means that McDonald Road is meant to accommodate higher traffic volumes. Therefore it is preferred for more traffic to utilise Macdonald road. This issue has been forwarded to the relevant department to undertake further investigations to determine what actions are possible to improve traffic flow between these road sections.
Capalaba	Old Cleveland Road	Before 8 am, traffic trying to get out of the left hand lane turning lane for Green Camp Road.	This issue has been forwarded to Brisbane City Council for further investigation. The current upgrade program along Green Camp Road may assist in relieving the current peak congestion issues.
		Traffic backs up all the way from Carindale into Capalaba during peak times in the afternoon.	That portion of Old Cleveland Road is a State Controlled Road and Brisbane City Council managed road, Council officers are liaising with TMR officers regarding the need to upgrade aspects of this corridor to improve the operational function of this road during peak times.

Suburb	Location	Yoursay Interactive Map Comment	Response
			The draft strategy also outlines a vision for public transport in the Redlands Coast, which is aimed at creating a system that better serves the community's needs and reducing the reliance on private vehicles.
		After 4 pm this whole section of road backs up, traffic trying to get out of the right hand turning lane before Redland Bay Road intersection plus traffic turning into the seafood and fruit barn.	Upgrading the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Major traffic congestion during peak times in the afternoons.	As above.
		Too many signalised intersections creating traffic congestion. The number of intersections need to be reduced to improve traffic flow from Redland Bay Road to Finucane Road.	As above.
		Safety could be improved for bike riders travelling north if a traffic light was added to let bikes travel a short time before cars. Alternatively a pedestrian crossing could be added so all four side of the intersection had pedestrian crossings.	Council officers are actively advocating to TMR for improving the active travel capability along this section of road.
	Moreton Bay Road	Eastbound right turn lane (turning onto Mt Cotton Rd) at peak times in the afternoon is blocked due to queuing at the lights.	Upgrading the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Add tunnel between these intersections to improve traffic flow and bypass Capalaba Central.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Eastern Busway is required now. Develop Capalaba CBD.	The Eastern Busway is an identified advocacy priority in the draft strategy and Council is committed to continue to advocate for its delivery.
		Moreton Bay Rd looks like it was meant to be a bypass but it is no different to Old Cleveland Rd for commuters to/from Brisbane. Too many traffic lights,	Moreton Bay Road is a State Controlled Road and the upgrading of the road network

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Suburb	Location	Yoursay Interactive Map Comment	Response
		mostly unsynchronized ending in congested Capalaba. This needs a redesign.	through Capalaba is an identified advocacy priority in the draft strategy.
		Right hand turn lane onto Redland Bay Road needs to be longer.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Need more direct buses to go to and from the city from here outside the current hours - even a couple of hours either side of the morning and evening peak?	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands.
		Bus frequency requires dramatic improvement. More evening buses also need to be added.	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands.
		Provide overpass lane to improve traffic flow. Shopping centre should have paid and provided this originally.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Right hand turning lane onto Moreton Bay Road needs to be extended so the cars turning right don't impede the ones travelling along Finucane Road.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Provide overpass to improve traffic flow.	Moreton Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
	School Road	Speeding on School Road has become a , major safety issue. It's a busy thoroughfare, which is of concern because of the school and also the many children who live in the street. I think a simple solution is to put in traffic calmers	Noted, this concern has been forwarded to relevant department for further investigation.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		all the way along School Rd and close off to traffic other than locals and school traffic. Thank you.	
	Redland Bay Road	Traffic lights along Redland Bay Road need to be synchronised, this is particularly an issue during peak hour.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Overpass needed.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Left and right turn lanes too short.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		This area in Capalaba is always so highly congested Monday to Saturday in the mornings and Monday to Friday in the afternoon. It would be great to entice a large shopping precinct on the other side of the Redlands like Thornlands or Victoria Point so we don't have to go to Capalaba - or outside the Redlands - to get what we need.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Redland Bay Road is consistently frustratingly slow with backed up traffic.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		The intersection at Smith Street and Redland Bay Road needs to be investigated and realigned as the concrete kerbing is often broken and sharp.	Noted, concerns have been forwarded to TMR for further investigation.
		Traffic lights are out of sync, there are 5 sets of lights within 1k and they are all out of sync.	Noted, concerns have been forwarded to TMR for further investigation.
		The merge lane from Redland Bay Road into Old Cleveland Road is hopelessly dangerous. The corner needs cutting off. And then, to get into the right lane for Wynnum is also a dangerous exercise.	Upgrading the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Implement Capalaba Centre Master Plan and turn this road into a mall.	Council is currently undertaking an Expression

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Suburb	Location	Yoursay Interactive Map Comment	Response
			of Interest process for the purpose of revitalising Capalaba Activity Centre. The delivery of an effective and high quality transport network is a key objective of this project.
		The traffic lights in this section of Redland Bay Road between Moreton Bay Road and Mt Cotton Road do not co-ordinate to ensure a smooth flow of traffic. They are also non responsive, i.e., you can get a red light when there is no other traffic at the intersection, particularly at the entrance intersection to Capalaba Park Shopping Centre. Ridiculous	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Lights near Centrelink are badly timed and give preference to traffic coming out of the shopping centre, so that traffic travelling along Redland Bay Road get caught at the lights sometimes though multiple changes of the lights being unable to move.	Redland Bay Road is a State Controlled Road and the upgrading of the road network through Capalaba is an identified advocacy priority in the draft strategy.
		Construct an underground bus exchange.	The Eastern Busway is an identified advocacy priority in the draft strategy.
		Outbound afternoon traffic lights out of sync.	Noted, concerns have been forwarded to TMR for further investigation.
		Outbound traffic lights out of sync - these go red as the others go green.	Noted, concerns have been forwarded to TMR for further investigation.
	Ney Road	It appears this intersection lights are on a timer rather than sensors and recommend their upgrade as currently the lights result in inefficient traffic movement and unnecessary delays.	Noted, concerns have been forwarded to TMR for further investigation.
	Finucane Road	Remove the u turn here, it's far too dangerous and affects buses from safely stopping at the bus stop.	Noted, concerns have been forwarded to TMR for further investigation.
		The pedestrian crossing is not synchronised for crossing Finucane Road. This encourages crossing at a red light.	Noted, concerns have been forwarded to TMR for further investigation.
		Traffic Congestion	Upgrading of Finucane Road is identified as an advocacy priority in the draft strategy.
	Mount Cotton Road	Traffic congestion peak hour is terrible. Recent works did nothing to address the problem. Recent bus stop upgrade has no path to Lyndon red end and it is too	Council officers are engaging with TMR for ways to improve this bus stop.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		dangerous to walk on the side of the road.	
		During peak afternoon times the right turning lane from the eastbound traffic on Mt Cotton Rd into Mt Cotton Rd becomes heavily congested. It then backs up all the way past the turning lane itself to form a bottleneck in the one lane section. Traffic then backs up all the way to the Ney Road roundabout compounding the traffic issues already faced at this intersection. Recently works were made to this section of Mt Cotton Road yet this problem wasn't addressed and if anything was worsened by the new concrete islands that were put in place, giving traffic nowhere to go but congest the only lane of Mt Cotton rd. Something needs to be done in this area as there is more and more traffic wishing to turn right onto Mt Cotton rd as well as all the commercial traffic such as the b double Karreman quarry dump trucks. The development further Double Jump Road will also increase the traffic using this route so the problem will only get worse, much worse...	The Mt Cotton/Duncan Road corridor is a regionally significant project in the draft strategy. Council officers actively advocate to the State Government for improving the operational capacity of this corridor.
		Traffic is congested by 6:45 every morning.	Noted, as above.
Alexandra Hills	Finucane Road	Traffic Congestion on Finucane Road.	Upgrading of Finucane Road is identified as a major transport corridor in the draft strategy.
		A permanent speed camera on Finucane Road is needed to stop excessive speeding.	Noted, this comment has been forwarded to the State Government for further investigation
		Right turning lane should be expanded further down Finucane Road (towards McDonald Road) to allow better traffic flow of a morning.	Noted, this comment has been forwarded to the State Government for further investigation
	Dawson Road	There a lot of rat runners that use Dawson Road to avoid lights at McDonald and Finucane Roads - the current right turn access from Finucane Rd should be closed. The bus route should be diverted to McDonald Road and the bus stop on southern side of Finucane Rd should be moved to east of Dawson Road to maintain public transport access.	Noted, these concerns have been forwarded to the relevant department for further investigation.
Picton Drive	The buses near Hilliard State School only go every hour. Is there any way of making them more frequent & go to Carindale	Implementing a bus network that is fit for purpose and serves the needs for the Redlands community is outlined in the draft	

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Suburb	Location	Yoursay Interactive Map Comment	Response
			strategy.
	Redland Bay Road	With the increased traffic from Era Estate, this U turn creates a blind spot for cars turning from Redland bay Rd into Seven Oaks street. The u-turn facility should be relocated or a different entry point into Era Estate considered.	Noted, these concerns have been forwarded to TMR for further investigation.
Ormiston	Gordon Street	Cars travelling at 60KPH as there is no 50kph sign approaching Ormiston State School, however 50kph signs at the opposite end of Gordon Street.	The default speed in urban areas is 50kph, unless signed otherwise. This query has been forwarded to the relevant department for further investigation.
Cleveland	Shore Street West/Wellington Street Roundabout	This roundabout at Wellington and Shore Street West is extremely dangerous and has far too much traffic having to go through it. Needs to be replaced with traffic lights ASAP.	This is part of the State Controlled Network and Council officers are continuing to engage with TMR regarding the best outcome for the Wellington St/Shore Street West roundabout.
		This roundabout is incredibly dangerous especially at peak times	This is part of the State Controlled Network and Council officers are continuing to engage with TMR regarding the best outcome for the Wellington St/Shore Street West roundabout.
		The roundabout at the corner of Shore and Wellington, including entries to 7Eleven, IGA and McDonalds, is such a disaster that drivers are deliberately avoiding it and using Freeth Street West as a less stressful alternative rat run.	Noted, these concerns have been forwarded to the relevant department for further investigation.
		Agree with other comment. This roundabout is very hazardous and needs lights now.	This is part of the State Controlled Network and Council officers are continuing to engage with TMR regarding the best outcome for the Wellington St/Shore Street West roundabout.
	Shore Street West	Right turn from Gordon Street onto Shore Street should be removed, blocks cars view from turning left onto shore street and can be dangerous for cars trying to fit into moving traffic on an 80km/hr road	This is part of the State Controlled Network and Council officers are continuing to engage with TMR regarding the best outcome along this section of Shore Street West.
	Russell Street	The overdue opening of Long Street option would alleviate the stress and smog residents in Russell Street have to put up with.	Work is being completed to determine the ultimate design of Wellington Street and connections with neighbouring streets and this includes possible future connections to Long Street.
	Cleveland Rail Station	Please add a Cleveland-Beenleigh rail line to connect the Redlands to the Southside. There is extremely limited public transportation to go from the	A high quality public transport system is key objective between Cleveland and Redland

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Suburb	Location	Yoursay Interactive Map Comment	Response
		Redlands to Logan, to take the train you must go into the city and then down the Beenleigh line, which takes over 2 hours, and taking busses is unreliable and time consuming as well as the network connections aren't developed.	Bay. The draft strategy does identify key corridors for delivering greater cross boundary connectivity with Logan and Gold Coast. At this point in time the extension of the rail line has not been proposed, however further work is required to determine the best transport options.
		Absolutely agree with other comment. Need to plan and implement extension of rail line down through Thornlands, Victoria Point, Redland -bay, Mt Cotton, Carbrook, Logan to Beenleigh line.	A high quality public transport system is key objective between Cleveland and Redland Bay. The draft strategy does identify key corridors for delivering greater cross boundary connectivity with Logan and Gold Coast. At this point in time the extension of the rail line has not been proposed, however further work is required to determine the best transport options.
		1. Investigate possibility of a fast ferry to Brisbane CBD via Wynnum and the Port of Brisbane. 2. Extend the Park and Ride facility.	Ferry connections between Brisbane CBD and Redlands Coast are being discussed as part of the Economic Transition Strategy, and the possibility of additional connections from the mainland are expected to be included in these discussions.
	North Street	Possible fast ferry to Brisbane CBD via Wynnum. Pickup points at Raby Bay, Vic Point and Cleveland Points	As above.
	Middle Street	Security and parking needed at Toondah	Noted. The redevelopment of Toondah Harbour will address security and parking.
Thornlands	Wellington Street	Upgrade Wellington Street from Panorama Drive to Boundary Road. It is a vital road and there is ample space.	Work is being completed to finalise the ultimate design of this road corridor. From a Council perspective the Local Government Infrastructure Plan outlines an expected delivery timeframe of 2020 -2031. It is also important to note that recent Federal Government funding commitment identified

Suburb	Location	Yoursay Interactive Map Comment	Response
			intersection upgrades along this road corridor.
	Walter Drive	There is no bus services to this area of Thornlands	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands.
	Panorama Drive	Traffic is backed up here of a morning and afternoon. Often from Ziegenfusz Road back to South Street.	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands.
		Extend the train line from Cleveland down to Redland bay with additional stations at Thornlands and Victoria Point	A high quality public transport system is key objective between Cleveland and Redland Bay. The draft strategy does identify key corridors for delivering greater cross boundary connectivity with Logan and Gold Coast. At this point in time the extension of the rail line has not been proposed, however further work is required to determine the best transport options.
	Colthouse Drive	Get caught at traffic lights of a morning when only a few cars get through lights at a time.	Noted, this query has been forwarded to TMR for further investigation.
	Cleveland Redland Bay Road	There should be double lanes between Cleveland and Redland Bay (5 years ago).	The Cleveland Redland Bay road corridor is a regionally significant project in the draft strategy.
		The traffic is getting better here but with only one man way into Victoria Point/Redland Bay from Cleveland this spot backs up and the cars from Boundary Road can be intense in the afternoon.	Noted, as above.
		Daily blockage causing gridlock along all roads feeding that roundabout.	Noted, as above.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		Always busy late afternoon.	Noted, as above.
	Boundary Road	Right hand turn lane to short.	Boundary Road is a State Controlled Road and this issue has been forwarded to TMR for further investigation.
		Traffic lights out of sync.	This query has been forwarded to TMR for further investigation.
		Left hand turn lane needs lengthening (onto Panorama Drive).	Noted, this query has been forwarded to TMR for further investigation. The Boundary Road corridor is a high priority in the draft strategy.
		A slip road is need near the business's on Boundary Road, and the completion of the Redland Arterial Corridor from the Boundary Rd-Duncan Road roundabout to Mt. Petrie Road in Brisbane should be the #1 priority.	The Boundary Road corridor is a high priority in the draft strategy and the Council is engaging with TMR to develop the ultimate design for this corridor.
		Traffic lights out of sync.	This query has been forwarded to TMR for further investigation.
	Kingfisher Road	It's called Springacre Road, not Kingfisher Road. Make this road a wildlife zone and lower the speed limit to 60! It's not the solution to a Victoria Point bypass, fix the main roads and everyone will stop the back street dodges.	The road name for Kingfisher Road and Springacre Road changes at Erapah creek. The proposal to review the speed limit on this section of road and implement a wild life zone has been forwarded to the relevant department for further investigations.
	Panorama Drive	Boundary to Mt Cotton Road all the way to Garden City/the City is a nightmare in the morning and afternoon at peak times - there has to be a way to get cars off this road by inviting big companies with bases in the City to have hubs out here in the suburbs to ease traffic and travel times. Why not collaborate with Suncorp, State Government or even the local councils come together and share resources by having a remote work location in Thornlands to ease the daily commute - this location is a prime central location for a hub like this.	The Boundary Road/Duncan Road corridor is a high priority in the draft strategy and recognised as a regionally significant project.
Victoria Point	Cleveland Redland Bay Road	Traffic around this road during peak times especially around 3pm to 5pm the traffic backs up	The section of this road through Victoria Point Centre is one of the busiest sections of road in Redlands Coast. Cleveland Redland Bay Road is identified as a regionally significant project and Council is continually engaging with State Government for upgrading this road.

Suburb	Location	Yoursay Interactive Map Comment	Response
		<p>This area, that being, Boundary Rd south through to Benfer Road & through to Vic Pt Jetty, "the triangle", is already a nightmare at school times, with no less than 4 schools, at least 3 preschool centres and 3 Retirement Villages all within the 'triangle'. Relocating the VP Bus Station to either side of the Cleveland-Redland Bay Roads highway between Colburn Ave and the middle set of traffic lights (adjacent to the Woolworths Service Station) will cause so much more traffic hassle... with pedestrians having to cross this main highway to catch their buses home to the SMBI with their trundles of shopping; currently these traffic lights carry little (few) pedestrian traffic, so it does not hold up the traffic flow. Neither is it going to make it easier for Public Transport commuters at all, will Translink adjust the timetables to allow for folks to cross the highway to make their connection? I wrote to you about this in-depth back in August 2016, along with letters to the Ministers' for Main Roads & Transport... it all fell on deaf ears, so, I expect this will too. Why not extend the current bus station platform by two bays, east and west of its current expanse. Construct a multi-storey car park over the adjacent Bus Station car park and cantilever it out over the bus station footpath (perhaps even out to the median strip, creating a 'tunnel'), to afford the better weather protection, lighting & security currently sought. Where do you think all the people living in the high density developments which you have permitted, Affinity, Altitude, Esperance, Watermark and then the high density townhouse complex's on Beveridge Rd & over the road from there on the southern side of Esperance and Finlandia; then yet to come, more high density with the remainder of Thornlands Nursery soon to be developed right down to the Boundary Rd roundabout , where are going to park to catch their public transport? You expect them to walk to the bus interchange... sorry, can't see them doing that. Even if they did, how are the folks living on the north side of the Boundary Rd roundabout, expected to cross that very roundabout on foot? No sane person would try it... same as the roundabout in Shore St Cleveland at IGA/McDonalds... a veritable nightmare. Surely then the proposed Bus Station will be a mammoth parking problem for our local shopping centres which are already suffering 'road rage' & what of those shops at Redlands Corner and the Town Centre S.C. strip shopping... where are their customers going to park? Perhaps they'll all go broke and then you will be able to take over the premises, demolish them and build more high density living! There is absolutely no logic or sensible planning to this new Bus Station. This proposal has nought to do with</p>	<p>Improving pedestrian accessibility and connectivity is outlined as a priority in the draft strategy, in addition to developing local area transport plans and implementing travel behaviour programs.</p> <p>The draft strategy acknowledges that the current bus network is not fit for purpose and a proposal to re-imagine the bus network to suit the community is outlined.</p> <p>The bus interchange being constructed at Victoria Point alongside Cleveland Redland Bay is a Translink led project and a key challenge Council noted to the Translink team (based on the current network) was enabling community to access buses at this site and also how passengers were expected to access the commercial centre in a safe and secure manner.</p>

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Suburb	Location	Yoursay Interactive Map Comment	Response
		forward thinking nor good town or traffic planning at all... again another typical example of cart before the horse. Currently it can take me 20+ minutes to traverse the 3½ klms from Vic Pt Jetty through to the roundabout on Boundary Rd at school times... what do you expect that it will be like once you add a heap of pedestrians crossing at these two major intersections? Chaos... Heaven help us if there is ever a serious vehicular crash between Boundary & Benfer Roads, (I've seen one already at the Woolies Servo intersection lights... a mid-sized truck crashed into the lights) that was a nightmare. There are a lot of elderly folk living east of the Vic Pt shops in the 'triangle', add in the schools, preschools... over fifties complex's & retirement villages, how do you propose that any emergency services will get through in a timely fashion? Surely you have a moral obligation to ensure that all residents, young and old, have clear access to emergency services. Just send in the helicopter! Better still, build a helipad alongside Vic Pt Jetty.	
		I know a bus stop is coming Cleveland-Redland bay road but more safer way over top the road is needed for islander to get there shopping over road would be better then what the Queensland government has plan for the site like what is at Springwood would be better idea	Accessibility from the bus interchange being constructed alongside Cleveland Redland Bay Road and the commercial premises has been raised with TMR/Translink and Council continues to liaise with these agencies to ensure a safe and practical solution is implemented.
		Traffic lights out of sink	Noted, this query has been forwarded to TMR for further investigation.
		There are 3 sets of traffic lights and they are all out of sync. The traffic lights need to be coordinated and the access to the shopping centres improved.	Noted, this query has been forwarded to TMR for further investigation.
		The poor flow of traffic from the Victoria Point Shopping Centre through to Giles Road has been a topic of conversation for years as the this road goes from two lanes to one back to two through the Benfer Road intersection, back to one heading south to Giles Road. The Benfer Road intersection is of significant concern due to the high volume of traffic during peak times heading to the schools and out of Redland Bay and Victoria Point. This only contributes to poor traffic flow and increased risk of incidents. As development proposals grow for the area, this infrastructure needs to be addressed in line with the SE Regional	The duplication of Cleveland Redland Bay Road is a regionally significant project and Council is continually advocating to the State Government to complete this project.

Suburb	Location	Yoursay Interactive Map Comment	Response
		Plan recommendations for the Redlands.	
		Need more 80kph signs as everyone does 50kph. This needs to be made double lanes each way.	Noted, this query has been forwarded to TMR for further investigation.
		Needs big flashing 80 signs as nobody does the speed limit through here. Also needs to be dual lanes all the way from Cleveland. Atrocious section of road and will only get worse with more houses being built	Noted, this query has been forwarded to TMR for further investigation.
	Cleveland Redland Bay Road/Anita Street intersection	Urgently need traffic lights at the Anita Street intersection. Don't try to leave home before 9.00 am or after 3.00pm. Many elderly people live in this estate and you have to GO if there is a small gap in traffic. Traffic lights at Benfer Rd and Boundry St need to line up to give us a chance.	Signalising this intersection is a State Government election commitment and the project to signalise this intersection is underway and being led by TMR
		The intersection of Anita Street and Cleveland-Redland Bay Rd urgently needs traffic lights. Trying to turn right out of Anita St is an accident waiting to happen, as is turning right into Anita St off Cleveland-Redland Bay Rd. I have just bought a house off Anita St a few months ago and there have already been 4 accidents that I'm aware of.	Signalising this intersection is a State Government election commitment and the project to signalise this intersection is underway and being led by TMR.
Cleveland Redland Bay Road/ Double jump Road intersection	The Double Jump Road intersection with Cleveland-Redland Bay Road is another intersection that needs to be addressed. Too often people use the BP service station as a thoroughfare to make their way onto the northbound side of Cleveland-Redland Bay Road due to a build-up pf traffic on Double Jump Road. With future development ear marked between Double Jump Road and Bunker Road, this intersection needs a significant upgrade to manage both current and future traffic scenarios. Town and infrastructure planning including roads and services needs to be adequately addressed for the next 30 plus years given the expected growth forecasts for our region. In my 15 years of living in this area, I have seen increased pressure on our local road network which appears to have failed in keeping up with the population growth in this part of the Redlands.	This particular section of road will be subject to detailed planning as part of a Council led structure planning project. The upgrading of this intersection will be provided by developers in the structure plan area.	
	Upgraded intersection to take the traffic coming from Double Jump Road as it is nearly impossible to get onto the main road safely.	This particular section of road will be subject to detailed planning as part of a Council led structure planning project. The upgrading of this intersection will be provided by developers in the structure plan area.	

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Suburb	Location	Yoursay Interactive Map Comment	Response
	Ferry Terminal	Possible fast ferry to Brisbane CBD via Wynnum. Pickup points at Raby Bay, Vic Point and Cleveland Points.	Ferry connections between Brisbane CBD and Redlands Coast are being discussed as part of the Economic Transition Strategy, and the possibility of additional connections from the mainland are expected to be included in these discussions. .
Coochiemudlo Island	Coochiemudlo Island	There is currently no public transport on Coochiemudlo Island. A mini bus service on the island linking the North and interior to the ferry service would be most welcome. This is of particular importance for the older demographic and for those without transport.	Noted, further detailed planning is required to determine the possibility of providing a public transport service on Coochiemudlo Island, it is understood that investigations are currently underway by the local community to initiate a small bus service on the island.
Redland Bay	Cleveland Redland Bay Road	In the mornings there is a choke point between the new lights at Giles Rd and the lights at Bunker Rd.	Cleveland Redland Bay Road is a regionally significant road. The draft strategy indicates that the upgrading of this corridor.
	School of Arts Road	This road needs to be repaired / resurfaced to fix the erosion on the bend.	Noted, this query has been forwarded to the relevant department for further investigation.
		Around this area the buses are few and far between and non-existent on Sundays. It's a fair walk to Queen Street, especially for young kids or the elderly. More frequent buses and reviewed bus routes are needed	A plan to review and implement a bus service that reflects the needs of the community is outlined in the draft strategy.
	Serpentine Creek Road	Improved cycle paths that can adequately accommodate a pedestrian and cyclist. More cycle paths on edges of roadways and remove the dangerous bollards that appear on cycle paths.	Improving active travel opportunities is a high priority in the draft strategy.
		Desperately need a train line to go come down as far as Redland Bay. Buses are not sufficient enough on their own, especially with frequent delays and buses not showing up. Whether that train line comes from Cleveland down to Redland Bay or it goes from Redland Bay and links into the system at another point - it is much needed and well overdue. If this plan is to put the Redlands in a better transport position for the next 20 years, then population growth should justify the need and cost for it. This is just a marker to position how far down the train line should go.	A high functioning and quality public transport service along this corridor is identified in the draft strategy.
		There is inadequate lighting along this road from Cornubia to Redland Bay. At night time, this stretch is quite dangerous, especially with the amount of wildlife	Noted, this query has been forwarded to TMR for further investigation.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		around the area. Needs to be better lit up to improve safety.	
		There is no appropriate public transport supporting Redland Bay to the city	A plan to review and implement a bus service that reflects the needs of the community is outlined in the draft strategy.
Redland Bay Marina		I have numerous times taken the 250bus from the marina bus stop to Cleveland station. Nearly every time I had to wait around 20minutes for the bus and when I arrive at the Cleveland station, the train leaves Right before my eyes and I have to wait another 30 minutes for the next train. And you wonder why so many people want to have another car at the marina!! Put in quick and proper transport and people will use it. Also quick and proper transport to Victoria Point and to Redland Hospital. If done, You will not have the nightmare problems with car parking. I have also checked the car sharing at the marina, but my husband wasn't eligible as he was 78 years. So a car sharing company that lets older Australians use it would be of benefit.	The issue of transport services not integrating have been forwarded to TMR for further investigation. Council officers continue to raise these issues to TMR officers. The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands
		As Bay islander we need express bus to Victoria point to take away overcrowding of 250 and 280 buses what run late due to islanders getting on the bus at one time slowing down loading and offloading of the buses on its way to the shopping centre a loop bus would help large number people who use it for shopping who fill bus up with loaded trolleys on the way back to Redland Bay marina and meet ferries when 250 and 280 buses are running late.	The draft strategy outlines a vision for the bus network to transition to a frequency model where there are trunk routes operating at a higher frequency and more direct route. Council officers are using this vision to advocate to the State Government for a better bus network in Redlands
		Shocking lack of CCTV and NO security even tho a police station is nearby.	Specific transport issues can be addressed through the development of a Local Area Transport Plan. Redland City Council has secured a Federal Government grant to install CCTV cameras at the Weinam Creek Ferry Terminal.
		Lack of CCTV security and no on-site personnel at this transport hub is appalling. What disgusting bureaucracy can be blamed for this lack of security?	Redland City Council has secured a Federal Government grant to install CCTV cameras at the Weinam Creek Ferry Terminal.
Southern		Insufficient ferry services for SMBI communities. Bridge or cable barge Russell to	A bridge to Russell Island is not included in the

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Suburb	Location	Yoursay Interactive Map Comment	Response
Moreton Bay Islands		ease congestion across all Islands and all modes of transport to and from islands	draft strategy, improving access to the islands through water transport and implementing transport options on the islands have been identified as priorities. It is also noted that the construction of a bridge would be the responsibility of State Government.
		The passenger ferries are fine but the vehicle barges are too slow and too spread apart also the price is way too high. The vehicle ferries should be updated and have three times as many services. The cost should be a max of \$30 return trip.	Noted, the vehicle ferry services are operated privately and not currently regulated by the State Government. It is important to note that the improving the public transport services and connectivity to the islands is defined as a high priority in the draft strategy. It is expected that the development of a Local Area Transport Plan would outline ways to improve transport in greater detail.
		Travelling times from the SMBI are increased because of a lack of coordinated interchanges I use the 282 service a lot. On Saturdays I arrive at the marina in time to see the ferry is heading for the main channel. By moving the bus starting times forward 15 minutes this would enhance travelling times. The hourly bus departure times are adequate for the patronage but the fact that the 280 and 250 services pick up 15 minutes apart means they both arrive for the same ferry. Adjusting these times by about 15 minutes would enhance travelling time. Unlike the 250 service, the 282 and 280 services can keep to travel times. The 250 service, one of which was recently 26 minutes late, will never improve until congestion along Old Cleveland Road, Victoria Point and Redland Bay are addressed	Council is continually engaging with TMR/Translink about improving public transport services from the SMBI and the mainland. The draft strategy outlines a vision for improving the public transport system across the city.
		The Karragarra Community would like the Redlands Coast Transport Strategy plan to consider different transport strategies for Karragarra Island. The Karragarra Island Residents believe that the use of electric motorised golf carts as a means of transport on the island is an environmentally practical and viable solution to transport and parking issues on the Island. Two petitions have been conducted on the island with 80% of the population wanting to use Golf Carts. Karragarra Island is 2 km long and 800metres wide with a small population of approximately 200 and a limited road network, there has never been a recorded	Council supports the use of golf carts on Karragarra Island, however the measure is not supported from a State Government and Queensland Police perspective. Council is currently investigating transport opportunities for Karragarra Island are expecting to implement an initiative in the second half of 2019.

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Suburb	Location	Yoursay Interactive Map Comment	Response
		<p>road accident on the island and the maximum speed limit is 40kmh; it has no shops or other commercial businesses. There are many challenges for residents who own a car, with the transportation of petrol to the island being just one. The Redland City Council gave their formal approval to the use of Golf Carts on Karragarra Island in September 2016, and the Department of Transport and Mains road has advised it does not object to islanders' use of Golf Carts. Unfortunately the Queensland Police Service has opposed the use of Golf Carts on the island, but has failed to explain why, only stating safety concerns. The Karragarra Community believe the use of cars on the island pose a greater safety concern to pedestrians, push bike riders and mobility scooter users than golf carts ever would. The Karragarra community would like the Chief Executive, Department of Transport and Mains Roads to name Karragarra Island as "a designated area" under the Guideline for Conditionally Registered Vehicles in Queensland Form 17 Version 3.8, May 2017 , 5.8.2.3 LO3 – Restricted to a designated area. We believe this would allow register golf carts to be used on the Island. We look forward to further discussions regarding this request. Yours Sincerely Shirley Lindsay For the Karragarra Buggy Owners Group</p>	
		<p>the Russell Island jetty pontoon needs to be double in size so 2 loading boats can be in at the same time and some more seating under cover keep people dry as we wait for the ferries with up to 100+ people at peak times this has been big issue on this Island</p>	<p>Council and TMR are working collaboratively on a project to upgrade the SMBI ferry terminals.</p>
		<p>This walkway needs wheelchair access and complete signage upgrade to notify new visitors at the ferry terminal to understand and access this key walkway.</p>	<p>Noted, these concerns have been forwarded to the relevant department for further investigation.</p>
		<p>This council car park has no adequate drainage, dirt and unsealed. No pathways for wheelchairs, no pathway at all, except stairs that stop where dirt starts. Council maintained but utterly inadequate</p>	<p>Noted, these concerns have been forwarded to the relevant department for further investigation. .</p>
<p align="center">Southern Moreton Bay Islands</p>		<p>Whistling Kite Wetlands walking tracks, need upgrading to sealed cycle paths for all weather access. The current designs are good on the map but under developed in real life. Put the development plan into action and create paths, bridges and drainage to allow for wheelchairs. Create viewing platforms for all to enjoy.</p>	<p>Noted, this query has been forwarded to the relevant department for further investigation.</p>

Suburb	Location	Yoursay Interactive Map Comment	Response
		A Bridge from mainland from Lagoon Rd mainland connecting to Lagoon Rd/ Stradbroke Drive Russell Island	A bridge between Russell Island and North Stradbroke Island is not included in the draft strategy, improving access to the islands through water transport and implementing transport options on the islands have been identified as priorities. It is also noted that the future planning and delivery of a bridge would be the responsibility of State Government
		Would be good to have a bridge from the mainland to the island.	A bridge to Russell Island is not included in the draft strategy, improving access to the islands through water transport and implementing transport options on the islands have been identified as priorities. It is also noted that the future planning and delivery of a bridge would be the responsibility of State Government
		Secondary evacuation ramp for public. Also public boat ramp for alternate barge access is needed here. According to your Redlands disaster plan "Communities located at the southern end of Russell Island such as those at Sandy Beach and Rocky Point are particularly vulnerable" and neither have access to an all-tide boat ramp. What a Redland city disgrace.	<p>The draft strategy identifies improving public transport and accessibility on the bay islands as a priority. A Local Area Transport Plan would identify opportunities for improving transport options on the island. The development of Local Area Transport Plans are a Council priority in the draft strategy.</p> <p>It is noted that previous studies undertaken concluded that additional barge access to Southern Redland bay is currently not warranted and in accordance with the Russell Island Disaster Plan flyer, emergency staging and evacuation point has been identified at Sandy Beach.</p>
		Sorry if I'm reinventing the wheel here but your website is hard to negotiate on my phone so I haven't been able to access the draft plan. My priorities are: Bike paths using fire trails through the Bush could help connect this end of the island that currently has only private car access to facilities. They don't need to be big	Noted, providing additional transport options on Russell Island is a good outcome for the community and the development of a Local Area Transport Plan would outlined

Suburb	Location	Yoursay Interactive Map Comment	Response
		concrete slabs, just reasonably clear and defined paths. Public bus would help (love the driverless bus idea). Just keep it going all the way to this end of the island. At present, services disappear 2/3 of the way South including bike path, green seal, internet access, new phone lines, etc. Alternate barge routes (as identified as mid to long term solutions in your earlier report) could alleviate the need for mainland parking in many cases, reduce travel costs and time for islanders as well as improve access to mainland services. (Interesting that the GHD report sites environmental issues hampering this solution and yet destroying the Toondah Harbour ecosystem to develop that site has the support of ALL levels of government.) For the mainland, an Eastern Busway is the obvious solution. Our state and federal governments need to plan and fund the future (This from a resident without decent internet)!	opportunities for greater connectivity. The Eastern Busway has been identified as a transport priority in the draft strategy and Council continues to advocate to the State Government to deliver this regionally specific project.
		No island public transport on Macleay or Russell Islands which severely disadvantages people on the northern part of Macleay and southern areas of Russell.	Macleay Island does have a transit service which functions as a form of public transport. The delivery of public transport on Macleay Island and Russell Island is a priority in the draft strategy.
Mount Cotton		The 282 Translink bus currently runs through the orchard drive estate and back out on to papaya st and onto valley way. It would be nice to extend the route further down Hardwood Drive, as there is a bus stop already built that is being used for the school buses. The Roundabout would allow for the buses to then easily turn around to exit the estate. At present my wife and others have to walk all the way down Hardwood Drover to get to the Mt cotton Village estate. In winter it gets dark very early and makes for a very unsettling walk which can be dangerous. It would be nice to get the 282's services extended down to a stop in this estate.	Improving accessibility to public transport services is a key objective outlined in the draft strategy.
	Sanctuary Drive	No public transport whatsoever to this part of Mt Cotton. Not great for those who work in the city.	The draft strategy outlines a vision for implementing a high frequency public transport service in the City.
	Mont Cotton Road	Four lanes for ALL of Mt Cotton road. Another major entry/exit point for Redlands City.	Mount Cotton Road is a State Controlled Road and this issue will be forwarded to TMR for further investigation.
	Avalon Road	1. No bus transport options for residents at the end of Avalon Rd near Don & Christine Burnett reserve carpark. 2. Avalon rd gets cut off during high rainfall	A vision for public transport is outlined in the draft strategy. Improving the opportunities

Suburb	Location	Yoursay Interactive Map Comment	Response
		periods. Bridge near 292 Avalon Road is also narrow and immediately followed by a bend. Bridge could be raised and widened to flood proof the road and increase safety to road users. 3. Little to no road shoulder for bicycle riders. Avalon Road is a popular road for cyclists with a range of hills and also access to mountain bike tracks in the Don & Christine Burnett reserve. Widening the road would make it safer for cyclists. It could also be a great route to connect the Redlands to the bikeway at 8 Mile Plains and onto the city.	and facilities for active travel is outlined as a key priority in the draft strategy.
Sheldon	Duncan Road	This area becomes heavily congested during peak hour traffic	The Boundary Road/Duncan Road corridor is a regionally significant project and Council is actively engaging with TMR for this corridor to be improved.
		Traffic back up every morning after 6am (Mt Cotton and Lyndon Road intersection)	As above, the Boundary Road/Duncan Road corridor is a regionally significant project and Council is actively engaging with TMR for this corridor to be improved.
Active Travel		Council should be communicating access to cycle ways through the city, identifying 1. Safe cycle paths and lock up areas for commuters and 2. Cycle friendly routes to tourism destination areas (parks, ferries, bushland, shopping precincts cafes etc.) and 3. peloton friendly routes	The draft strategy outlines the vision for active travel across the city and methods for improving the cycling opportunities and increase cycling participation.