

Mount Lindesay Highway Upgrade (Johanna Street to South Street)

Community Consultation Report (Business Case)

October 2021



Australian Government

BUILDING OUR FUTURE



Queensland Government

Summary

This document provides a summary of community engagement activities carried out by the Department of Transport and Main Roads (TMR) to communicate the public consultation period for the Mount Lindesay Highway - Johanna Street to South Street upgrade.

The highway upgrade will reduce congestion, improve safety, reduce travel times and improve active transport connectivity on the Mount Lindesay Highway (the highway).

Specifically, the project will provide safety improvements, ease traffic congestion and provide a more reliable and efficient route for road users and freight vehicles. The local community will benefit from safer connectivity to shopping precincts, schools and sporting facilities through active transport improvements along the project corridor. This includes key east-west crossings at Johanna Street, South Street and a new pedestrian and bike path along the disused rail corridor.

TMR invited the community to provide feedback on the project scope and approved concept plan from 28 May to 18 June 2021.

Key engagement activities included:

- A community newsletter delivered to approximately 5000 residences and businesses in the project area
- Visiting directly impacted businesses and residents along the highway corridor
- Activation of the project and community engagement website (Have Your Say) that featured a feedback form and interactive map
- Social media posts targeting users in Jimboomba and surrounding areas (reaching 35,735 users)
- An advertisement in the local newspaper (across two consecutive weeks) providing details on the upgrade and community information sessions
- Four community information sessions held at a shopping centre in Jimboomba
- A dedicated project phone number and email address to directly contact the project team.

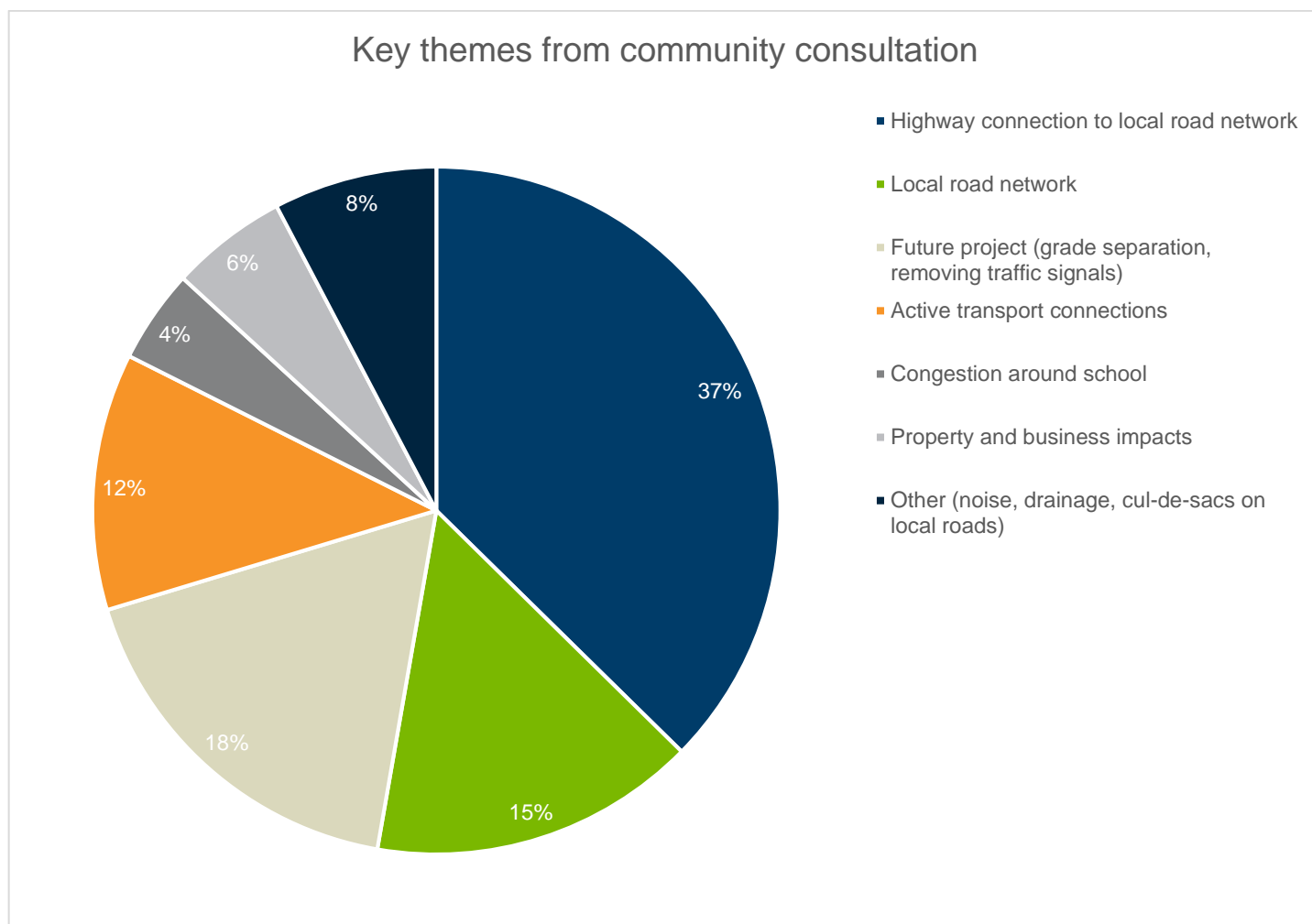


Community Feedback

During the consultation period, TMR received more than 100 formal responses from the community outlined in the table below.

Feedback method	Responses received
Formal feedback forms (Community Sessions)	30
Formal feedback forms (Doorknock)	6
Formal feedback via The Hive	28
Formal feedback via the Interactive Map	19
Email feedback (15) and subscription only requests (7)	22
TOTAL	105

TMR has reviewed all community consultation feedback and identified the following key themes in the graph below.



Feedback received | within project scope

TMR received 105 submissions during the formal public consultation period from 28 May to 18 June 2021. Specifically, TMR received 83 submissions from 72 individuals via feedback forms, the project webpage and the interactive map, and 22 submissions via email (this included seven subscription only email requests). Seven individuals left multiple rounds of feedback through feedback forms, the project webpage and the interactive map. Key themes within project scope included:

- Highway connections to the local road network (Tamborine/Johanna Street, Spring Street, South Street)
- Local active transport connections (including safe connection for school children to access the pedestrian underpass)
- Property and business impacts (drainage, noise, access during construction, access post construction)
- Cul-de-sacing of local roads
- Congestion around Jimboomba State School.

Feedback received | outside project scope

Key themes outside project scope included:

- Congestion on local road network (Cusack Lane, Tamborine Street)
- Grade separated interchange at South Street
- Continue lane duplication of highway to Millstream Road / Cedar Vale Road (future planning project)
- Upgrade / duplicate bridge across Logan River (current planning project).

Detailed design

The detailed design for the upgrade commenced in May 2021 and is expected to be finalised in early 2022. Based on the objectives of the upgrade and feedback received during public consultation, TMR will investigate the following items during detailed design phase:

- Extension of left turn slip lane at Tamborine Street onto the Mount Lindesay Highway (southbound)
- Off-road shared path between the signalised intersection at Tamborine Street and active transport facilities included in the concept plan at Spring Street
- Consideration of left in/left out arrangements at Spring Street (although it is anticipated this will raise safety issues due to this intersection's crash history)
- Working with Logan City Council and property developers to provide best outcomes for the local network and connectivity between local roads and the Mount Lindesay Highway, including but not limited to congestion around Jimboomba State School and Cusack Lane, and network requirements associated with development approvals of property developers operating in the area
- Investigate opportunities to improve active transport connectivity between Jimboomba State School and the pedestrian underpass, and improved car parking capacity at key locations
- Limited opportunities to reduce cul-de-sacs on Ann Street, Bell Street and Mary Street due to the expanding footprint of the highway and intersection upgrades. This will continue to be communicated to stakeholders during detailed design.

Next steps

TMR values the insight and feedback provided from the community. The department will continue to consult with key stakeholders as the project progresses through design, on issues including:

- Closure of Spring Street access to the highway
- Closures of local road access (Bell Street, Ann Street and Mary Street) to the highway and through connectivity to other local roads
- Noise modelling
- Shared paths
- Pedestrian and bike underpass along the disused rail corridor
- Outcomes from the public consultation phase and actions on feedback received.