Cleveland–Redland Bay Road Anita Street to Magnolia Parade

Consultation Summary Report
February 2023

Queensland Government

Contents

Interpreter and accessibility services

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- TTY users phone **13 36 77**, then ask for 13 23 80.
- Speak-and-listen users phone **1300 555 727**, then ask for 13 23 80.
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Background

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

This includes:

- already completed works along key sections of Cleveland Redland Bay Road
- upgrading the Anita Street intersection
- duplicating Cleveland Redland Bay Road from Anita Street to Magnolia Parade
- safety improvements at various intersections, including Serpentine Creek Road
- future planning at the Boundary Road roundabout and Cleveland Redland Bay Road (Anita Street to Giles Road) corridor.

Overview

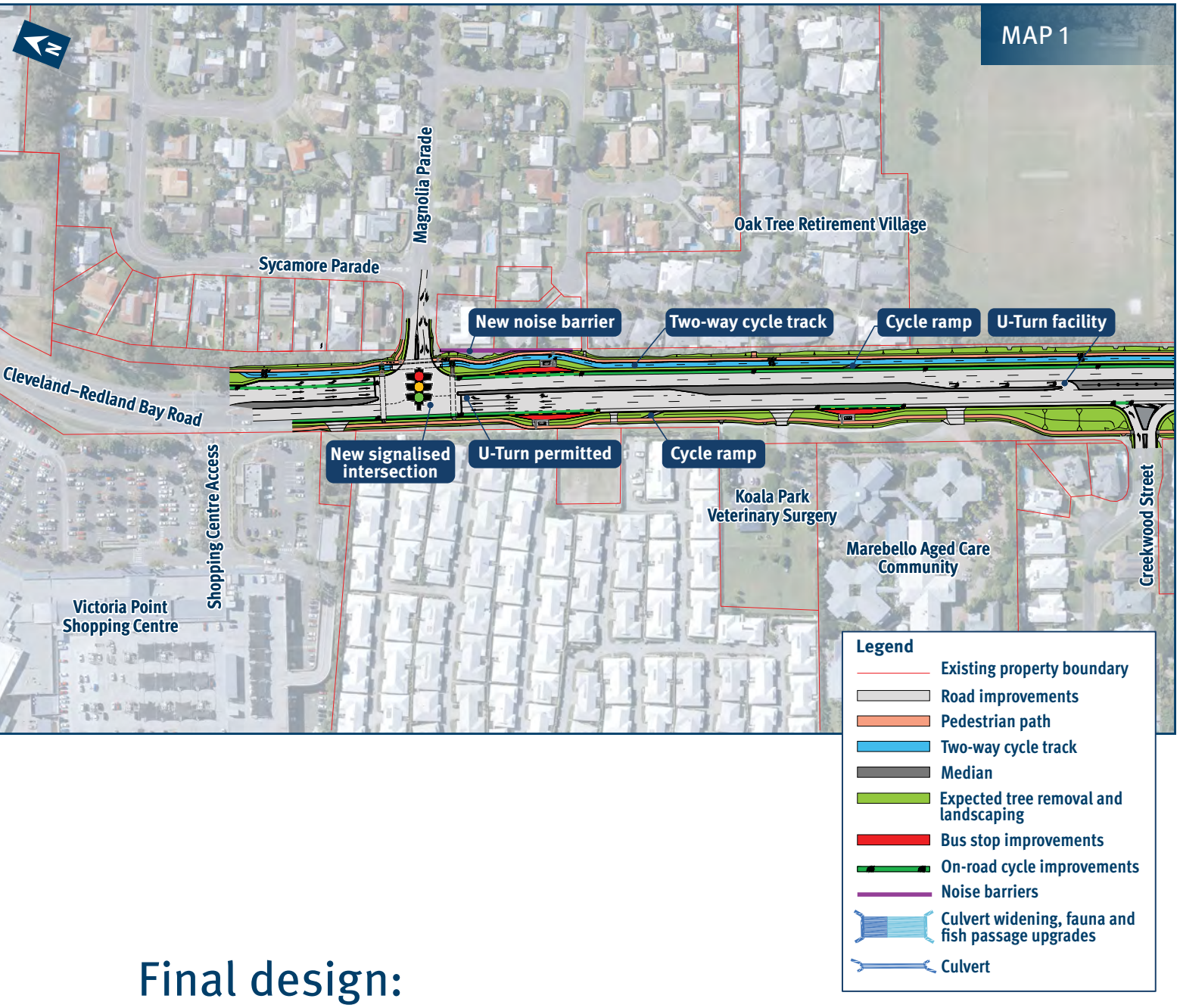
The purpose of consultation for the duplication of Cleveland–Redland Bay Road, from Anita Street to Magnolia Parade, Victoria Point is to raise awareness of the proposed concept design and for the community to have input into the project.

Consultation with the community commenced in May 2021, which included the distribution of a project fact sheet to local businesses and residents along the project corridor and surrounding areas. The project team also met with potentially affected landowners and businesses within the project area. Broader community consultation on the proposed design took place between May and June 2021. Four community information sessions were held at Victoria Point Shopping Centre, Victoria Point. Further feedback was received by TMR via telephone, post, email and an online survey.

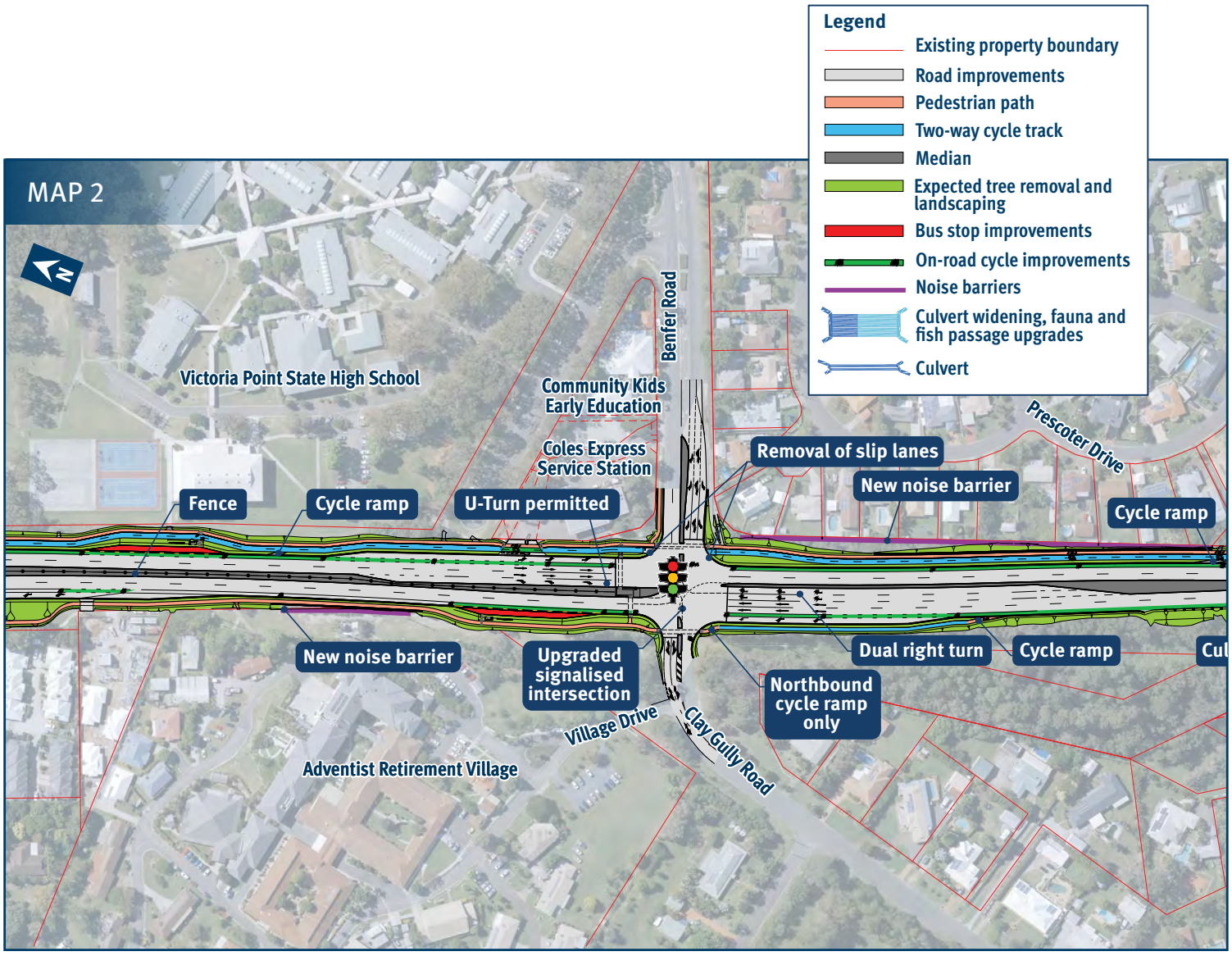
How opportunities to provide feedback were promoted

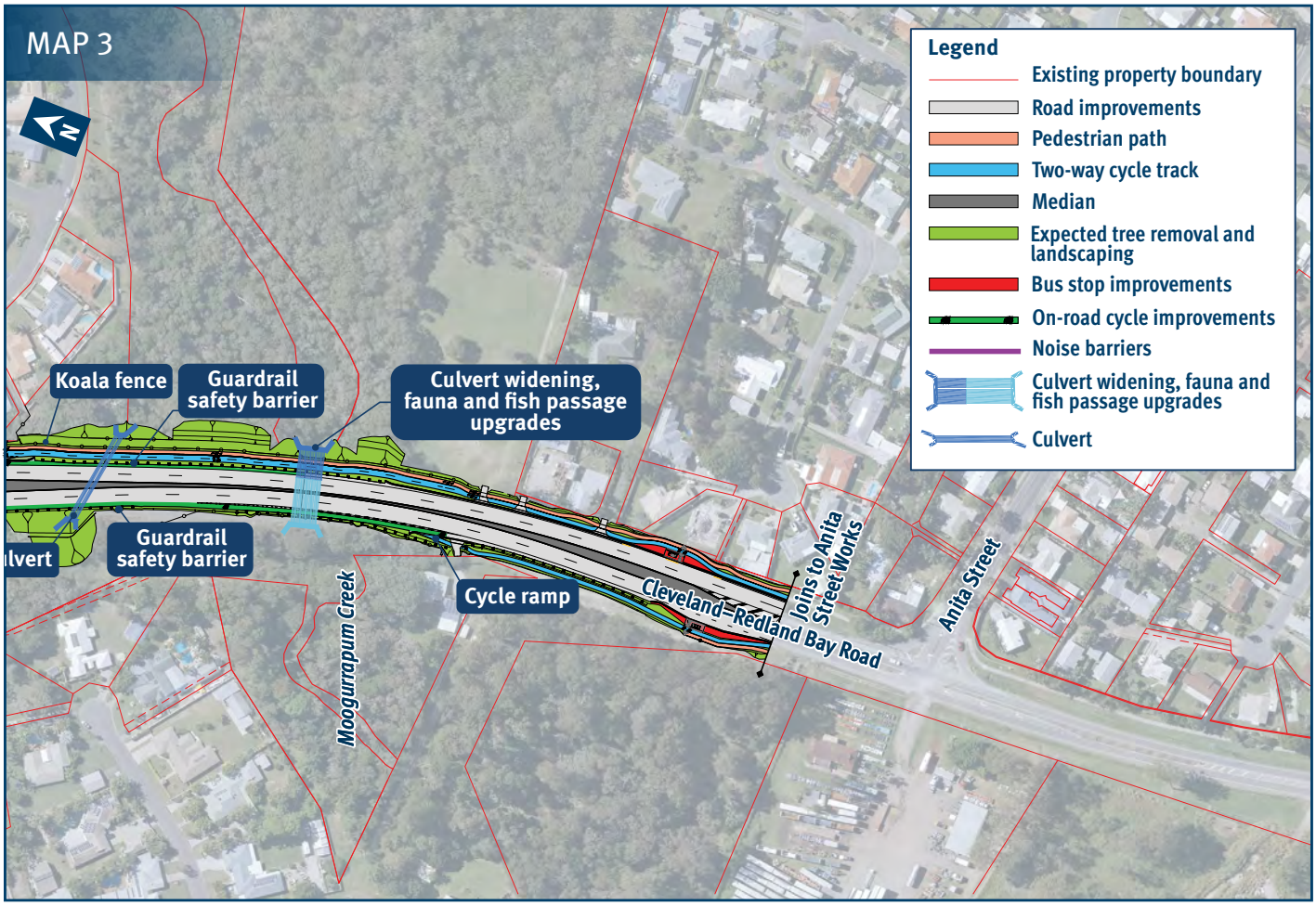
- Distribution of a project fact sheet with the proposed design to more than 3,200 addresses.
- Project specific online survey.
- Phone calls and face-to-face meetings with affected landowners, environmental groups and local businesses.
- Social media posts to target local community and surrounding areas and targeted email notifications.
- A project-specific webpage including a project phone number and email address.

To align with COVID-19 directions from Queensland Health, the Queensland Government endorsed safety measures, including social distancing and limiting non-essential face-to-face contact with external stakeholders. TMR continued community consultation via existing online channels.



Final design:
Cleveland–Redland Bay Road
Anita Street to Magnolia Parade


MAP 2
Legend
Existing property boundary
Road improvements
Pedestrian path
Two-way cycle track
Median
Expected tree removal and landscaping
Bus stop improvements
On-road cycle improvements
Noise barriers
Culvert widening, fauna and fish passage upgrades
Culvert
Victoria Point State High School
Benfer Road
Community Kids Early Education
Coles Express Service Station
Prescoter Drive
Removal of slip lanes
New noise barrier
Cycle ramp
Fence
Cycle ramp
U-Turn permitted
New noise barrier
Upgraded signalised intersection
Dual right turn
Cycle ramp
Northbound cycle ramp only
Village Drive
Clay Gully Road
Adventist Retirement Village
JOINS MAP 1
JOINS MAP 3


MAP 3
Legend
Existing property boundary
Road improvements
Pedestrian path
Two-way cycle track
Median
Expected tree removal and landscaping
Bus stop improvements
On-road cycle improvements
Noise barriers
Culvert widening, fauna and fish passage upgrades
Culvert
Koala fence
Guardrail safety barrier
Culvert widening, fauna and fish passage upgrades
Guardrail safety barrier
Cycle ramp
Moogurrapum Creek
Cleveland–Redland Bay Road
Joins to Anita Street Works
Anita Street
JOINS MAP 2

Key project benefits

Benefits of the proposed Cleveland–Redland Bay Road upgrade (Anita Street to Magnolia Parade) include:

- improved safety
- increased capacity
- improved network efficiency
- increased traffic flow
- reduced peak hour congestion
- reduced interchange queuing
- reduced travel times
- active transport improvements
- better road access.

Consultation interactions

550+
People TMR engaged with

160+
Responses received

Feedback channels used

Written responses via post

Phone calls via hotline

Online survey and interactive map comments

Face-to-face meetings with landowners, businesses and environmental groups

Community information sessions

Community feedback and the outcomes

Community feedback has provided valuable input into how people use Cleveland–Redland Bay Road and the surrounding side streets within the project area. While TMR received a variety of comments and feedback on the project concept design, the key points received are listed below.

Design

Transit lanes

Comment summary

- Does this design include a transit lane?
- Will T2 lanes be installed?

Outcome

- General traffic lanes are needed to ensure the project will reduce congestion for motorists and cater for expected future traffic volumes along Cleveland–Redland Bay Road. As such, T2 lanes are not considered suitable for this location.

Slip lanes

Comment summary

- I'm not happy with the slip lanes being removed.
- Removing the slip lanes is a really good idea for safety.

Outcome

- It is the primary position of TMR's Road Safety Policy that slip lanes should be avoided. The policy recognises that crossing slip lanes are problematic for some vulnerable road users including those with disabilities. This aligns with TMR's vision and purpose of creating a single integrated transport network accessible to everyone.
- The existing slip lanes at the Benfer Road intersection would have resulted in additional unnecessary conflict points for people walking and riding bikes. As such, the preference is to remove the slip lanes at this intersection for consistency and flow for people walking and riding bikes.
- However, in acknowledging the volume of traffic that utilises this intersection, TMR has made improvements to its operational capacity. These improvements include dual right-turn lanes into Benfer Road (northbound), while extensions of left and right-turn lanes on multiple legs have been made to ensure these changes meet current and future traffic demands.

Environmental

Noise

Comment summary

- Noise will be an issue, will there be noise barriers?

Outcome

- A noise survey assessment has been completed as part of the design development. Respective property owners have been contacted where any noise mitigation or noise barriers have been identified as part of the project scope. TMR will continue to work with property owners in these locations.

Fauna

Comment summary

- Will there be any wildlife movement structures installed?

Outcome

- As part of the project, fauna fencing will be installed along Cleveland–Redland Bay Road in the area surrounding Moogurrapum Creek.
- In recognition of the importance of the habitat areas either side of Cleveland–Redland Bay Road, a fauna ledge within the existing Moogurrapum Creek culverts will be provided as part of the project to allow smaller animals to safely cross Cleveland–Redland Bay Road.

Flora

Comment summary

- There are a lot of birds in the area, will TMR be removing trees?

Outcome

- The removal of some trees is required to allow for the road duplication and improvements to pedestrian and cycling (active transport) infrastructure.
- A tree survey and arboriculture assessments were completed to inform the design development and to minimise the impact to the environment.
- TMR will be providing environmental offsets as part of the project scope.

Creekwood Street (U-turn)

Comment summary

- Request for lights at Creekwood Street to assist residents access Cleveland–Redland Bay Road (southbound).
- Can a U-turn be put in at Creekwood Street?
- Move U-turn so Creekwood Street can use it or extend right turning lane at Benfer Road.

Outcome

- The access into and out of Creekwood Street will remain unchanged (left-in/left-out) for residents using Cleveland–Redland Bay Road to maintain safety and consistency with network operations.
- Relocating the U-turn facility between Creekwood Street and Benfer Road was not feasible due to site constraints, capacity impacts and safety concerns, including proximity to the Benfer Road signalised right turn lanes and northbound bus stop on Cleveland–Redland Bay Road.
- An additional U-turn facility is being installed at the new Magnolia Parade traffic signals to assist local connectivity.

Magnolia Parade (traffic signals)

Comment summary

- There are too many lights on Cleveland–Redland Bay Road, not supportive of these.
- I do not support the signal lights being installed, request a roundabout instead at both Magnolia Parade and Anita Street.
- Traffic lights are essential at Magnolia Parade.

Outcome

- The installation of traffic signals at Magnolia Parade are essential to assist with local connectivity for the large urban area to the east of Cleveland–Redland Bay Road.
- Providing traffic signals at this intersection will also assists with safety for pedestrians, bike riders and access to bus stops.

Additional issues

Red light cameras and speed limits

Comment summary

- Will red light cameras be installed?
- Cleveland–Redland Bay Road speed limit should be 60km/h.

Outcome

- Red light cameras will not initially be installed as part of the project.
- The speed limits on Cleveland–Redland Bay Road will remain the same with a 60km/h speed limit between Magnolia Parade and Benfer Road, before increasing to 70km/h south of Benfer Road and continuing through Anita Street.
- However, TMR continually monitors the operation and safety of the road network, including traffic signals and speed limits.

Construction coordination

Comment summary

- Coordinate other road works in the area.

Outcome

- TMR is aware that there are extensive road works surrounding the project area. Every effort is made to coordinate works between projects, contractors and other Government Agencies.

Bus stops

Comment summary

- Consolidate the two northbound bus stops, they're too close to each other. Is this being considered?

Outcome

- These bus stops will not be relocated or consolidated as part of the project as they play an important role in providing accessible and safe public transport for local residents and the Victoria Point State High School.
- The project will include bus indents at all bus stops within the project area to allow buses to pick-up and drop-off passengers safely without impacting traffic movement on Cleveland–Redland Bay Road.

Additional issues

Other

Comment summary

- Keep improving the roads, stop decreasing the speed limits as it just clogs traffic.
- Make sure the light signals are all in synchronisation.

Outcome

- TMR constantly monitors traffic signal operations and speed limits. Factors affecting light signalisation include road design, traffic demand (including public transport and freight vehicles), pedestrian and cycling demand. TMR aims to optimise signal timing and speed limits to minimise delay and wait times for all road users.
- Further information regarding the traffic signal coordination can be found by following the link below to the TMR website: https://www.tmr.qld.gov.au/Travel-and-transport/Road-and-traffic-info/Traffic-Signals-Information

Next steps

Construction commenced in late 2021 with vegetation clearing along Cleveland–Redland Bay Road. Public utility relocation works are underway and scheduled to be completed in early 2023. Major construction works are scheduled to start in early 2023.

Cleveland Redland Bay Road upgrade projects:

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

Stay informed

TMR will keep the community up to date as the project progresses. To stay informed, email the Project Team at **metropolitanregion@tmr.qld.gov.au** or call **3066 4338** during business hours.

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