Way2Go
CONNECTING LOGAN

WAY2GO: CONNECTING LOGAN

DECEMBER 2018

LOGAN
CITY COUNCIL


Springwood

CONTENTS

Acknowledgement of Country

Logan City Council acknowledges the Traditional Custodians of the land, pays respect to Elders past, present and emerging and extends that respect to all Aboriginal and Torres Strait Islander peoples in the City of Logan.

FOREWORD

THE ACTING MAYOR

The City of Logan is a thriving and diverse city which offers a wide range of lifestyles including urban, rural and semi-rural across 957km^2. However, our dispersed and growing population and multiple employment centres presents unique transport challenges as we move into the future.

Way2Go-Connecting Logan was developed as a result of collaboration between Logan City Council and the Queensland Government in response to our city's rapidly growing population and increased pressure on transport networks.

To ensure *Way2Go* effectively addresses new and emerging transport challenges, we conducted a targeted communication and engagement program with key internal and external transport stakeholders, as well as the broader Logan community about their needs for the future of Logan's transport. This involved community and business workshops, online surveys and information sessions to deliver the Transport Vision.

Way2Go-Connecting Logan will help inform the priorities and investments in transport solutions and will provide a blueprint for transport across our city into the future.

Acting Mayor Cherie Dalley
City of Logan

CHAIRMAN OF THE CITY ROADS AND WATER COMMITTEE

With the Queensland Government actively preparing a suite of Regional Transport Plans (RTPs) across Queensland, work on *Way2Go* was initially stalled however with the RTPs soon to be released for consultation this is the right time to release Logan's Integrated Local Transport Plan.

Logan is in a truly unique position with forecast growth in dwellings, population and employment on a large scale set to transform the City in the coming years in particular in the new emerging development areas.

In order to enable the development of these new communities, considerable new infrastructure is required including investment in new and upgraded roads, new and upgraded passenger transport, cycleways and alternative forms of transport.

As a result Logan needs to be smarter about how people move about the City in the future and in order to ensure that we develop a flourishing future city that our children can be proud of, we all need to do more to reduce the impact of private vehicle use by thinking outside the box with creative solutions.

This Integrated Local Transport Plan outlines actions which will help to achieve a more desirable future for Logan that results in effectively addressing a wide variety of transport related impacts on Logan residents.

Cr Phil Pidgeon
Chairman of City Roads and Water Committee


260m Charles Ave
560m Woodridge Station
Civic Precinct
Logan Gardens

SECTION 1

INTRODUCTION

The City of Logan is located between Queensland's capital city of Brisbane and the diverse localities of the Gold Coast, Redlands, Ipswich and the Scenic Rim. Logan currently has a population of roughly 320,000 people made up of 217 nationalities and cultures, who live in approximately 109,000 homes located in 70 suburbs across more than 950 km^2 of land.

Logan has a long-term vision of being *Innovative, Dynamic and a City of the Future*[1] and Logan City Council (Council) continues to prepare itself and the community for a rapid increase in population and employment with over 265,000 additional residents, almost 90,000 new dwellings and around 65,000 new jobs forecast in Logan by 2041[2].

Transport is critical to a functioning and flourishing city. It underpins our ability to interact, it facilitates our economic and academic growth potential, and it opens opportunities to explore and appreciate our natural assets. The provision of an effective transport system in Logan is necessary to realise our long-term vision and to ensure the significant forecast growth is appropriately planned to maintain and enhance City of Logan's high quality of life. This provides the strong justification for the development of *Way2Go*: *Connecting Logan.*

Artist's impression of Meadowbrook and Loganlea Road

1.1 PURPOSE OF THE PLAN

Way2Go: Connecting Logan is an Integrated Local Transport Plan which outlines Council's transport aspirations and guides the delivery of an effective, integrated and resilient transport system for a forecast 2041 population of 586,000 people. It is the first consolidated transport plan produced by Council since the local government amalgamations in 2008 which resulted in an increase in the size of the City of Logan. *Way2Go* has been developed based on best practice land use and transport planning principles and community feedback to support future growth.

Way2Go will:

- outline our transport aspirations and a desired future for the Logan transport system
- address current trends and consolidate the long-term priorities for future planning across transport modes
- inform issues for which we advocate
- be an important guiding document for the long-term development of our transport network
- align the transport direction for Logan with our vision of being an *Innovative, Dynamic, City of the Future* and our Corporate Plan priority of being *Conveniently Connected*
- present a long-term and integrated transport solution which will assist in the development of more detailed planning studies that will inform transport investment priorities to ensure that Logan is serviced by sustainable and economically viable transport systems.

The strategic direction and subsequent development of Logan's future transport system as outlined in *Way2Go* is based on the following six overarching themes:

1 Building a framework for growth
2 Active transport
3 Passenger transport
4 Road and freight transport
5 Technology and innovation
6 Managing growth.

These themes, which are explained in greater detail in Section 4, directly support the transport vision for Logan and provide an effective structure for grouping subsequent and more detailed transport objectives, actions, timeframes and stakeholders in Section 5.

[1] Corporate Plan 2017-2022 (Logan City Council)

[2] *ShapingSEQ* population, dwelling supply benchmarks and employment planning forecasts

1.2 STRATEGIC ALIGNMENT

We already have a number of studies, documents and policies that are used to inform planning decisions and guide Council's infrastructure delivery. However there are complex relationships between these studies, not to mention their relationships to planning undertaken at the State Government level.

Without a single reference point, historically it has proven difficult for external parties to understand Council's priorities and policies regarding the transport system. Additionally, our ability to generate support for State or Federal funding for the transport system has also been impacted by the lack of a recognised plan across several elements of the transport system.

Way2Go is the guiding document for the development of Logan's transport system but is only one of several plans and strategies which will shape how Logan grows and develops as a city in the future. The relationship of *Way2Go* with some of these other plans and strategies is illustrated in Table 1.

Logan City Council Vision	• City of Logan: Innovative, Dynamic, City of the Future
Planning Scheme	• Logan Planning Scheme 2015 • Local Government Infrastructure Plan
City-wide plans and strategies	• ***Way2Go*: Connecting Logan** • City Futures Strategy • Access and Inclusion Plan • Active Logan Strategy 2016-2028 • SafeRoads4Logan • Local Disaster Management Plan • Logan River Vision • City of Logan Safe City Strategy and Action Plan 2016-2020 • Live Well Logan
Area specific or mode specific plans	• Springwood, Meadowbrook, Logan Central, Beenleigh Master Plans • Statements of Intent for Road and Intersection Upgrades, Cycle Network Infrastructure, Accessible Bus Stop Infrastructure, Footpath Rehabilitation • Guiding Principles for Progressive Parking Management in Logan's Activity Centres
Operations	• Safe Community Parking Guide • Local Laws
Investment decisions	• Annual Operational Plan • Annual Report • Capital Works Program

Table 1: Where *Way2Go* fits into Logan's planning framework

1.2.1 Roles and responsibilities

Community consultation activities in November 2017 showed that the community does not have particular regard for the roles which a variety of stakeholders play in the delivery of transport planning and management and sees only one network when it comes to transport.

Whilst it is not the intent of this plan to outline each of the relationships that exist between various levels of government, the following table provides a summary of the different stakeholders involved in managing and delivering the transport system.

Organisation / Agency	Role in the transport system	Relevant strategies and plans / supporting documents
Logan City Council	Design, construction, management and operation of the local road network, public spaces, footpaths, local bike paths and other community facilities and bus stop infrastructure on public transport routes All public transport services (for example, bus and rail) are provided by the Queensland Government Provision of shared passenger transport services for seniors	• *Logan Planning Scheme, Centres Master Plans, Centres Implementation Plans, City Futures, Way2Go* (this Plan) • *SafeRoads4Logan Strategy for Road Safety, Guiding Principles for Progressive Parking Management in Logan's Activity Centres, Safe Community Parking Guide,* Local Laws • *Local Government Infrastructure Plan (LGIP)* and Capital Works Program
Federal Government	National direction setting across transport and land use including opportunities for shared funding through programs such as Roads to Recovery and City Deals, funding of major infrastructure including Inland Rail Project and contributions towards State-controlled roads such as Pacific Motorway and Mount Lindesay Highway	• *Urban Transport Strategy, Future Cities – Planning for our Growing Population, Infrastructure Priority List*
Queensland Government	State-wide direction setting for sustainability, global competitiveness and high quality living through integrated regional transport and land use planning Responsibility for regulating and facilitating the development of specific residential and industrial land parcels within and in the vicinity of Logan such as Greater Flagstone, Yarrabilba and Bromelton Management and funding of infrastructure upgrades on the major State-controlled road network, including the Mount Lindesay Highway Management of the planning and delivery of the Principal Cycle Network and public transport services, including mass transit rail and urban and school buses Regulation of personalised transport services such as taxi and rideshare	• *ShapingSEQ, Priority Development Area (PDA) Development Plans* • *Regional Transport Plans, various network and system plans including Connecting Brisbane, Moving Freight, Principal Cycle Network Plan, Queensland Cycling Strategy 2017-2027* • *State Infrastructure Plan, Queensland Transport Roads Investment Program*
Transport providers	Operators of rail, bus and coach services, personalised transport services including taxi, booked hire and community transport Planning and management of tolled motorway network (Logan Motorway and Gateway Motorway)	• Annual reporting
Neighbouring Local Government Authorities	Relationships with Brisbane City Council, Redland City Council, City of Gold Coast Council, Scenic Rim Council and Ipswich City Council all of whom have similar but varying levels of responsibility for the transport system	• *Transport Plan for Brisbane* • *City of Gold Coast Transport Plan* • *iGO – City of Ipswich Transport Plan* • *Brisbane Metro Draft Design Report*

Table 2: Summary of stakeholder roles in delivering the transport network

Council undertakes both delivery and asset management activities for transport infrastructure projects within the local government area. Similar to other Queensland cities and local governments, the Queensland Government plays a critical role in planning for and managing the major road / motorway network, planning and delivering the various modes of the public transport system provided by transport providers and ensuring operation of an equitable transport network that is accessible to all. The private sector also plays a role in the planning and management of the system with the Logan Motorway partially owned and operated by Transurban.

Being a Council plan, *Way2Go* predominantly focuses on strategies and activities that we can take to achieve the desired future of the transport system. But with other partners also responsible for delivering on behalf of stakeholders we will also advocate for State and Federal involvement and refer to supporting activities at different levels of government.

1.2.2 Planning context

Way2Go has been developed in line with, and in recognition of, the broader regional and local planning context. This helps to better integrate and align land use and transport planning at all levels of government and to ensure transport infrastructure and services are provided in a timely and coordinated manner. Although there are a variety of plans and strategies that will influence the development of Logan over the next 25 years, three key documents in particular are pivotal.

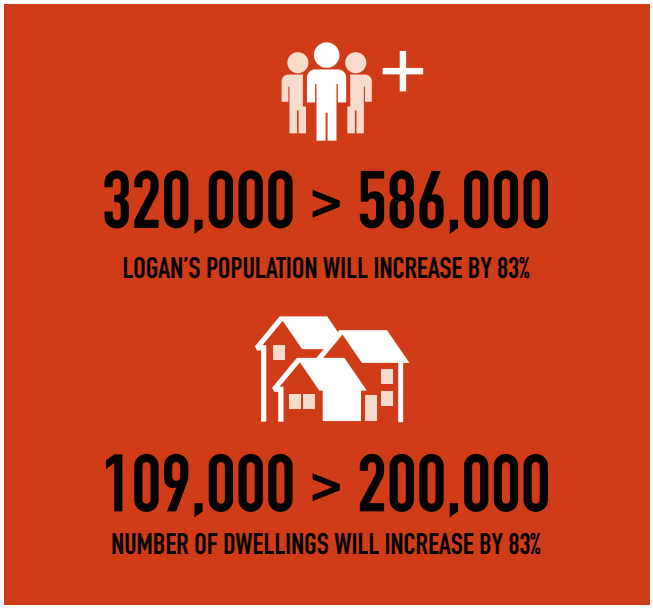
South East Queensland Regional Plan 2017

The *South East Queensland Regional Plan 2017 (ShapingSEQ)* is the Queensland Government's plan to guide the future development of the South East Queensland (SEQ) region up to 2041. *ShapingSEQ* responds to the region's projected growth, and the opportunities and challenges associated with global megatrends. It sets the direction for sustainability, global competitiveness and high-quality living by:

1. Identifying a long-term sustainable pattern of development which focuses more growth in existing urban areas
2. Harnessing SEQ's regional economic strengths and clusters to compete globally
3. Ensuring land use and infrastructure planning is integrated
4. Valuing and protecting SEQ's natural environment, productive land, resources, landscapes and cultural heritage
5. Promoting more choice of housing and lifestyle options
6. Locating people and jobs closer together, and moving people and goods more efficiently and reliably
7. Promoting vibrant, fair, healthy and affordable living and housing to meet all of the community's needs
8. Valuing design and embracing SEQ's climate to create high-quality living environments
9. Maximising the use of existing infrastructure and planning for smarter solutions for new infrastructure
10. Supporting strong rural communities and economic diversification.

ShapingSEQ has direct implications for Logan and the development of its future transport system through *Way2Go*. As an overarching and strategic document, *ShapingSEQ* sets the framework for managing and allocating growth within the region and nominates key transport infrastructure, planning principles and policies that are required to manage this growth. With an estimated 75,000 new residents expected to call SEQ home each year as the region's population grows from 3.5 million to 5.3 million over the next 25 years,this growth will indeed be significant.

ShapingSEQ forecasts that by 2041 Logan's population will increase by 83% from roughly 320,000 to 586,000 and that the number of dwellings will increase by 83% from roughly 109,000 to almost 200,000. Significantly, almost 80% of this growth will occur in greenfield, or previously undeveloped, parts of the City of Logan. This has direct implications for the future development of Logan's transport system, particularly if actual growth in Logan occurs more rapidly than currently forecasted.



Whilst the Queensland Government has clearly articulated a future for Logan, including land use and transport initiatives to support growth in population (see Figure 1), the purpose of *ShapingSEQ* is to guide the future development through a long-term strategic plan rather than an investment plan. As such it is important that we put in place the right tools, including supporting land uses, to be able to advocate for the types of infrastructure investments required to support future growth and change.

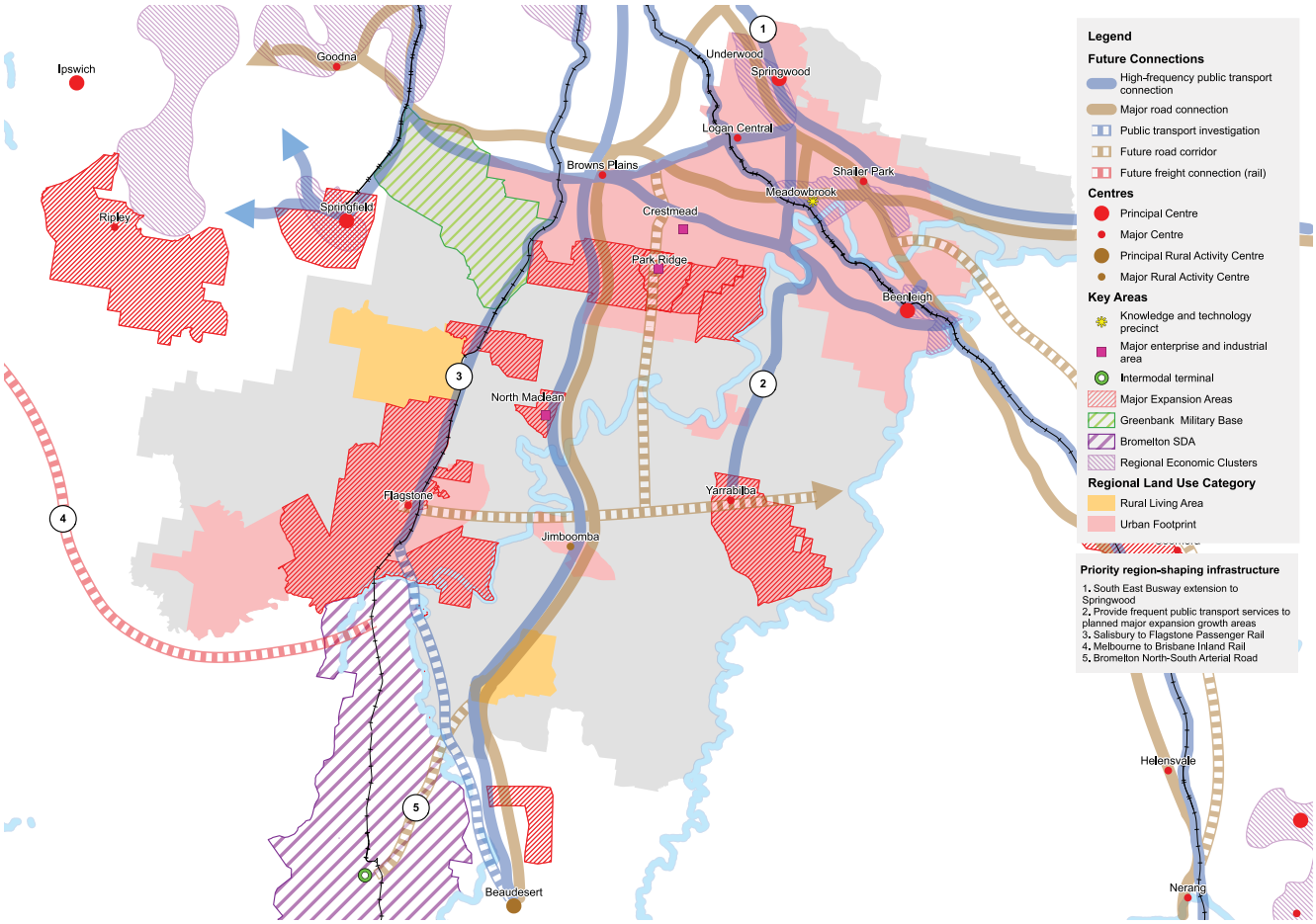


Figure 1: *ShapingSEQ* relationship with Logan

Regional Transport Plans

Regional Transport Plans are currently being prepared by the Queensland Government for each of the Department of Transport and Main Roads (TMR) regions. Logan is located in TMR's South Coast Region and as such the *South East Queensland Regional Transport Plan* (SEQRTP) will include planning for the transport system in Logan.

The SEQRTP is being developed to guide transport planning and support *ShapingSEQ*. The SEQRTP will tackle the transport challenges and set the sub-region on a path to a sustainable transport system. To support this journey, the SEQRTP will build upon the regional vision and goals established in *ShapingSEQ*, guiding how to respond to future land use patterns, transport needs and technologies.

Logan Planning Scheme 2015

The *Logan Planning Scheme 2015* (the Planning Scheme) sets out Council's intention for the future development of Logan over the next 20 years. It also seeks to advance State and regional strategies including State Planning Policies and *ShapingSEQ*, through more detailed local responses which consider and reflect the local context.

The Planning Scheme aims to guide development in Logan to create a strong, resilient and diversified economy, a well protected and managed natural environment and a highly liveable city where development supports the wellbeing of Logan's diverse, multicultural community. Underpinning this will be a sustainable, high quality and integrated transport system that encourages walking, cycling and public transport use.

The Planning Scheme supports the provision of a range of housing sizes, types and tenures at residential densities that are compatible with the local context, public transport provision and infrastructure capacity. A network of vibrant, accessible and integrated centres varying in scale throughout Logan will provide opportunities to further strengthen community connections and increase economic activity. Logan's locational advantage within SEQ and its proximity to key transport infrastructure will further enhance this economic activity to provide high levels of employment growth and greater employment self-containment. Central to this will be undertaking integrated planning that locates employment close to where people live in order to use land more efficiently and to reduce pressure on the city's transport system. This will be critical to ensuring Logan takes full advantage of the range of exciting opportunities currently available.

1.3 PLAN STRUCTURE

Way2Go is purposefully presented in stages which will enable us to maintain a longer term strategic focus whilst also reporting on our performance against key actions.

SECTION 2: LOGAN AT A GLANCE

This section provides an overview of Logan, specifically looking at who we are, what we do and how we travel. This section provides some useful information around population, demographics, employment, education and travel patterns in order to set the scene for the rest of the document.

SECTION 3: WHAT YOU TOLD US

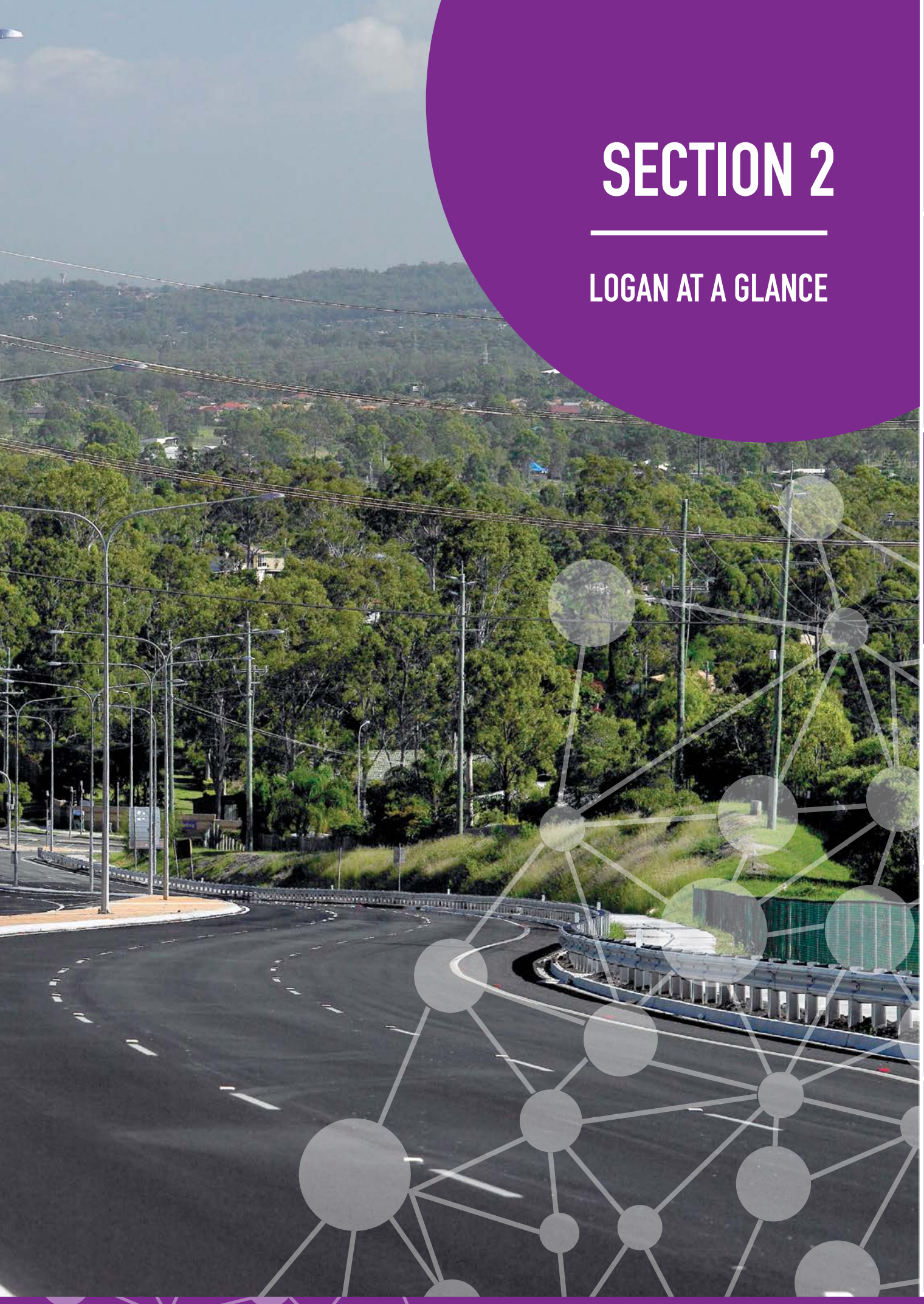
This section summarises what you told us during consultation, including what parts of the transport system work well and what needs to be improved. This feedback directly informed the development of *Way2Go*.

SECTION 4: WAY2GO

This section outlines the vision and strategic direction of *Way2Go*. This paints a picture of what Logan's future transport system could or should look like to support the future population and it sets the framework and scope for developing more detailed supporting actions.

SECTION 5: IMPLEMENTATION, MONITORING AND REVIEW

This section includes a list of detailed actions with nominated stakeholders and timeframes in order to successfully implement *Way2Go*. This section also identifies how *Way2Go* will be monitored and reviewed over its lifetime.



SECTION 2

LOGAN AT A GLANCE

2.1 WHO WE ARE

The City of Logan is a vibrant and diverse community as roughly 320,000 people from 217 different cultures currently call the city home. With a lower median age than the regional, state and national average and almost a quarter of its population under the age of 15, Logan is also a relatively young community.

Compared with its northern neighbour of Brisbane, Logan has a larger percentage of babies and pre-schoolers, primary school students, and secondary school students but a smaller available workforce aged 25 to 34. While this may affect Logan's economic potential in the shorter term, it provides significant scope for growth in the medium to longer term. This provides a great opportunity to plan now for future demand as well as to increase sustainable travel education for school students.

In recent times, Logan's population has increased by roughly 1.7% on average each year. This represents more than 5,000 people moving to Logan each year. Forecasts indicate that over the next 25 years we can expect to experience average annual population increases of roughly 3.5%, bringing the total population of Logan to 586,000 by 2041[3]. It is important to recognise the forecast figures provided are thresholds which may be reached prior to or after 2041. To achieve this population target, we will need to accommodate an additional 11,000 people on average every year. This increase raises serious challenges around where people live, work and play and how they will get around Logan.

[3] *ShapingSEQ* population, dwelling supply benchmarks and employment planning forecasts

[4] Logan Office of Economic Development (2016)

Currently, most of Logan's population live in the city's more urbanised north, close to existing infrastructure and services. However, with a combined ultimate population of 170,000 estimated in the emerging areas of Greater Flagstone, North Maclean and Yarrabilba located in Logan's south, and with Park Ridge and Logan Reserve ultimately forecast to accommodate over 50,000 people, the balance of population will be more evenly spread across the city in the future.

2.2 WHAT WE DO

Roughly 124,500 people – or 40% – of Logan's entire population is currently engaged in some form of employment[4]. Currently, more than 45% of Logan's total resident workforce also works in Logan while the remaining residents travel to surrounding areas for employment.

Of Logan's total resident workforce, the top occupation is as a technician/trade worker at 16.3% (20,300 people). This is followed closely by clerical and administrative workers at 15.2% (19,000 people), professionals at 13.6% (16,900 people) and labourers at 12.7% (15,850 people) of the total resident workforce. In contrast, there are currently an estimated 93,350 jobs in Logan which is 25% less than Logan's total resident workforce. The top occupations for these Logan-based jobs are professionals at 16.8% (15,700 jobs), technicians/trades workers at 14.4% (13,400 jobs) and clerical and administrative workers at 14% (13,000 jobs)[5].

[5] Logan Office of Economic Development (2016)

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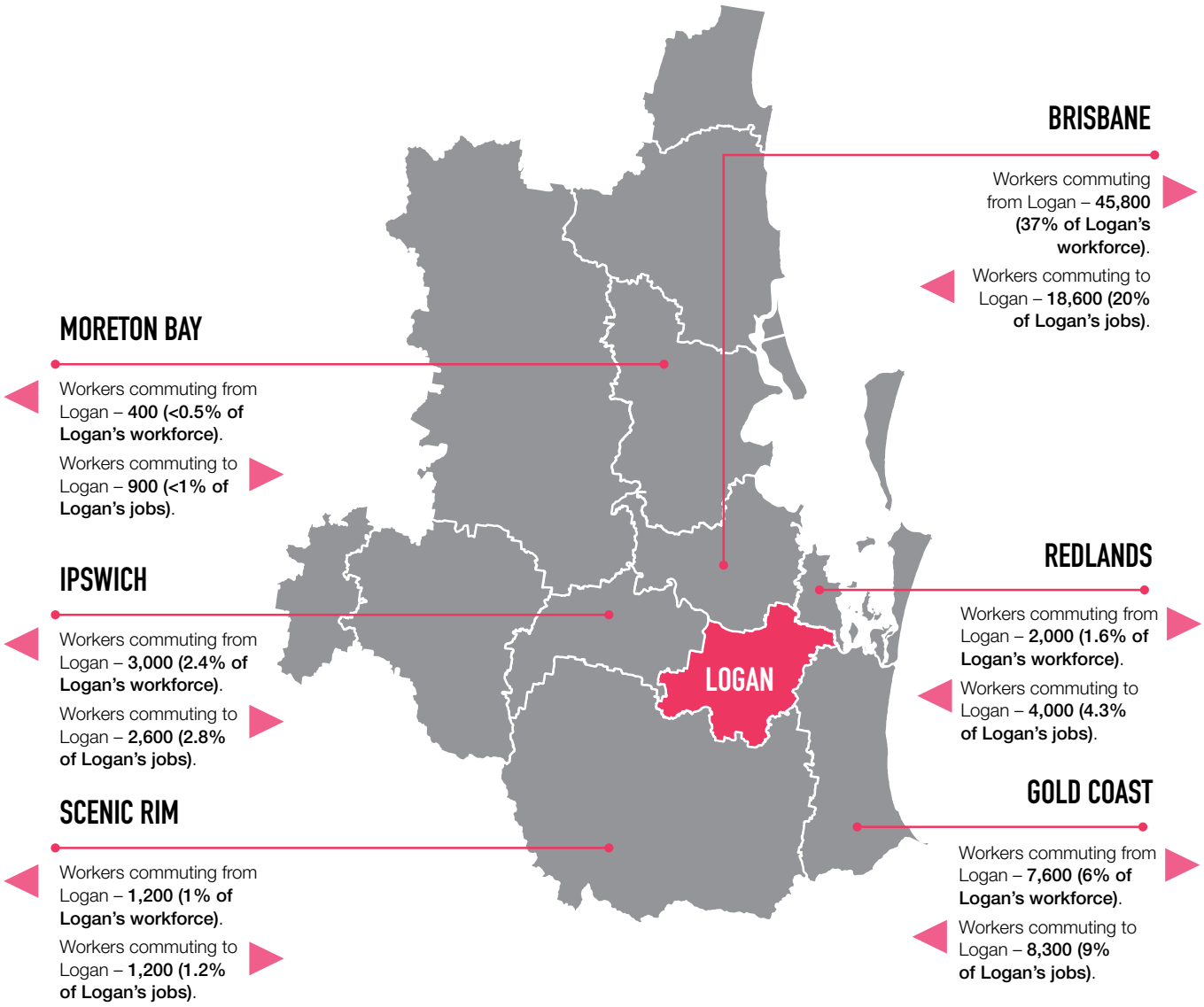


Figure 2: Existing worker movements between Logan and surrounding areas

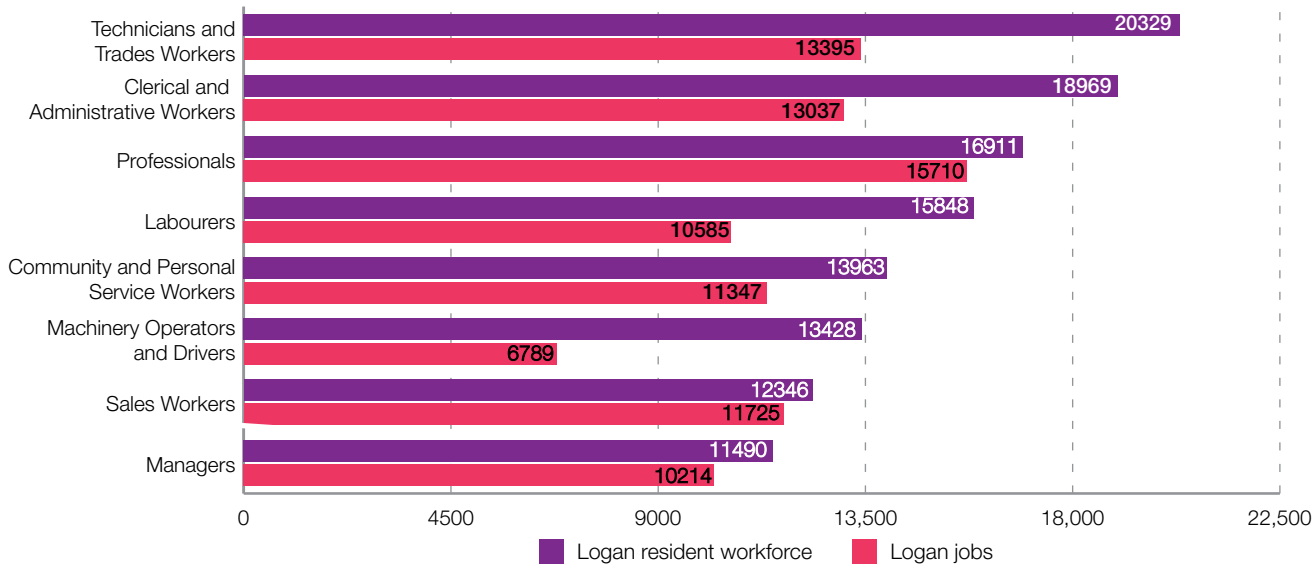


Figure 3: Existing workforce and local jobs in Logan (2016)

There is a close correlation between the skill base of Logan's residents and the jobs on offer and there is an undersupply of jobs within Logan for its residents. The latter directly affects the level of employment self-containment within the City of Logan, which has implications for the length and type of travel on Logan's transport system. Although employment self-containment clearly does exist within Logan, the scale and type of opportunities afforded in the adjoining local government areas, especially Brisbane, results in a sizeable percentage of Logan residents commuting outside Logan for work.

Contrary to Brisbane which has a dominant and clearly defined Central Business District (CBD), jobs in Logan are more dispersed through the city. However, these jobs are either more highly concentrated in Logan's northern suburbs and or within proximity of key transport infrastructure (see Figure 4).

Approximately 94,000 people – or 30% of Logan's current population – are currently studying with 31% of students in primary school, 23% in secondary school, 6.4% in technical or further education and 9.5% in university or other tertiary education[6]. When compared against regional and state averages, Logan has a larger percentage of residents engaged in technical or further education, but a lower percentage engaged in university or other tertiary education. This aligns with the current skills required for the key industries in Logan. Of those currently engaged in tertiary education, management and commerce was the leading field of study (18.4%), followed by engineering and related technologies (16.9%), and society and culture (11.7%). Information Technology and natural and physical sciences ranked much lower with 2.5% and 1.6% respectively. This provides not only an indication of current interests, but also an early insight into the potential future skill base in Logan.

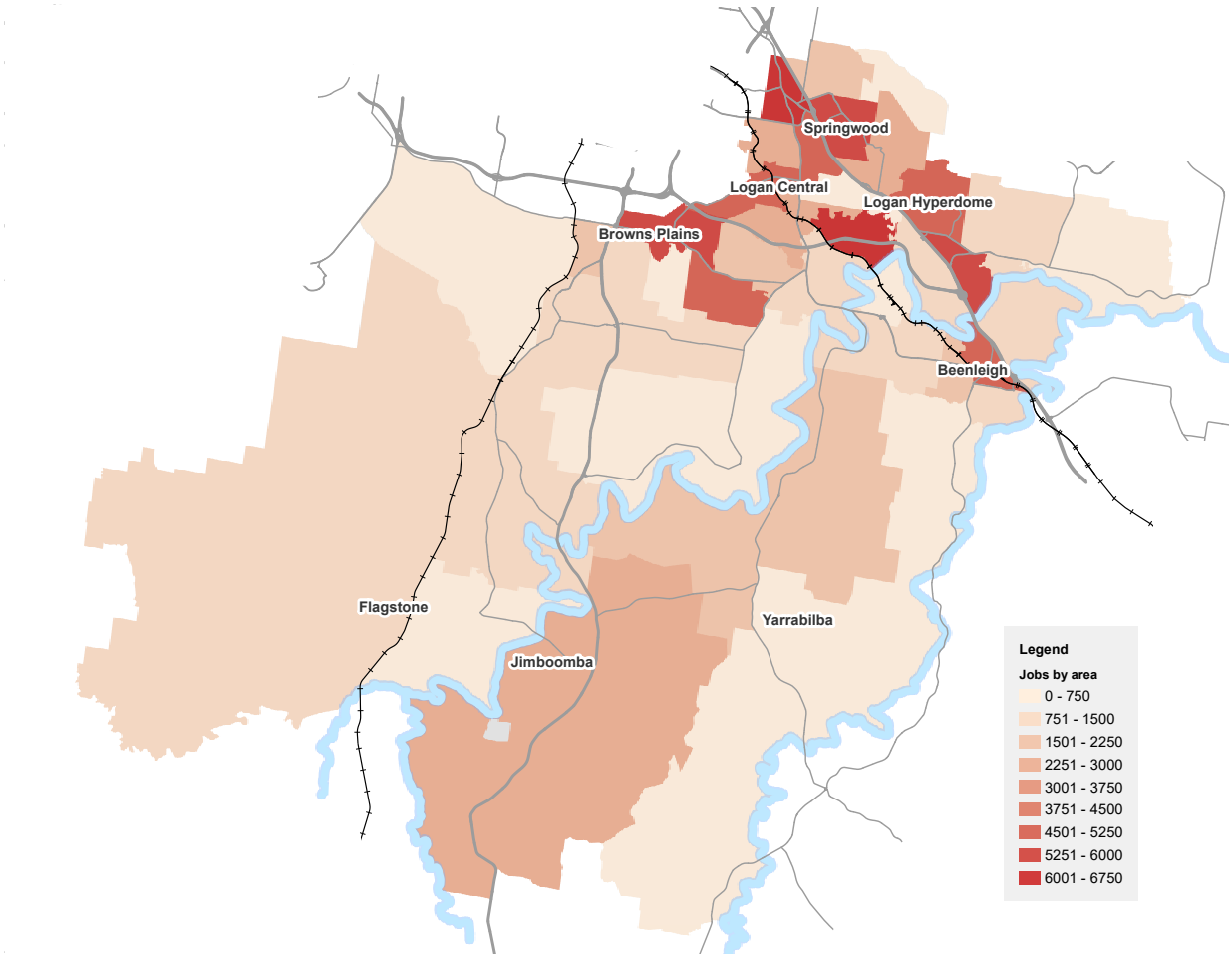


Figure 4: Existing employment in Logan (Logan Office of Economic Development)

[6] Logan Office of Economic Development

2.3 HOW WE TRAVEL

Approximately 1.59 million person trips are generated by Logan residents on the transport system every day, of which almost 60% are made solely within Logan[7]. The clear majority of these trips are made using private vehicles, with an 86% share for total daily trips and an 87% share for journey to work trips (see Figure 5).

For journey to work trips, 'Car as Driver' (as opposed to 'Car as Passenger') is the most common mode choice with a 78% share[8]. This is considerably higher than that recorded for Greater Brisbane, which had a mode share of 69%. As a result, public transport in Logan is underutilised for the journey to work, with less than 2.5% of trips undertaken by train and just over 4% undertaken by bus. This is compared to 6.5% and 6.1% for train and bus respectively for Greater Brisbane. Active transport is similarly underutilised with just 1.5% of journey to work trips in Logan undertaken by this mode compared to 4.5% in Greater Brisbane.

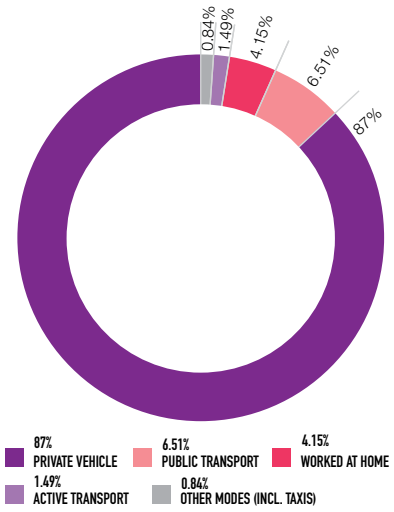


Figure 5: Existing journey to work mode share for Logan (ABS 2016)

2.3.1 Distance to work

Figure 6 presents a comparison of the distances travelled to work for employed residents of Logan and the broader SEQ region. It shows that Logan residents are more likely to travel further for work, with 18% travelling between 30 kms and 50 kms compared to only 9% in SEQ. Comparatively, residents in SEQ are more likely to travel shorter distances to work, with 31% travelling between 2.5 kms and 10 kms compared to 21% in Logan.

This is influenced by several different variables including the correlation between the types of jobs available and the skill base of Logan residents, the level of support for greater mixing of different land uses (for example, bringing residential and commercial areas closer together), and the proximity to key employment areas such as the Brisbane CBD.

There is currently a strong preference in Logan for private vehicle use, for all trips and for the journey to work more specifically. This has direct impacts on Logan's transport system, including how easy and fast it is to travel within the city and to surrounding employment or educational areas and how effectively goods can travel along the supply-chain (see Figure 6).

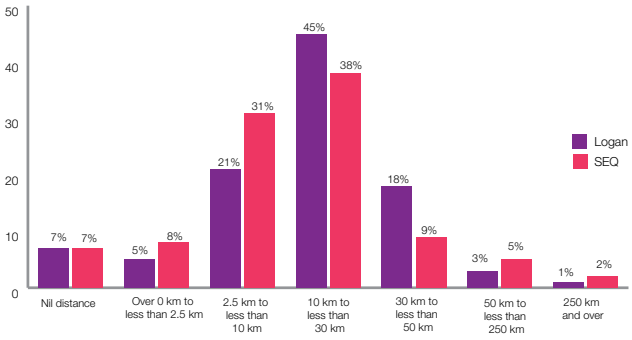


Figure 6: Existing distance to work (ABS 2016)

[7] *Way2Go* modelling (based on a future population of 560,000 and future employment of 170,000 in Logan)

[8] Australian Bureau of Statistics, 2016

2.3.2 Car ownership

With approximately one vehicle for every two Logan residents, car ownership is currently an important aspect of life for many in our community. When compared to Greater Brisbane, Logan currently has fewer dwellings without a car while at the same time has a greater number of dwellings with three or more cars (see Figure 7). In recent years, there has been a shift towards car ownership in Logan across the board and ownership trends have only increased. As can be seen in Figure 8, there has been a reduction in the number of households without a car and a concurrent increase in the number of cars at each dwelling. This may be due, in part, to the type of jobs undertaken by Logan residents and the specific requirements of this employment, the ability to efficiently access employment from existing residential areas, the high proportion of private vehicle use for the journey to work, and the distances currently travelled by Logan residents to access employment.

Regardless of the exact reasons, current car ownership trends in Logan have a direct impact on car parking. This affects car parking availability at local activity centres but is perhaps more acutely felt in local residential areas where the spill over of parked cars to the surrounding street network affects access, safety and aesthetic appeal.

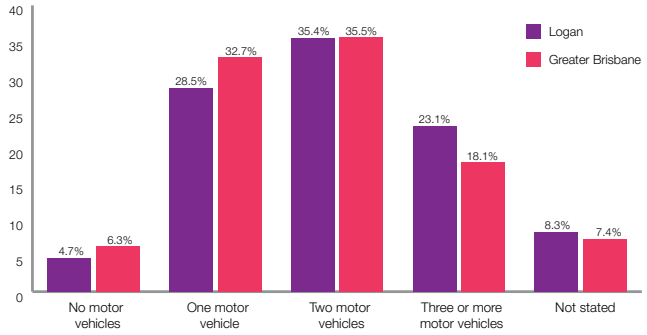


Figure 7: Existing car ownership (ABS 2016)

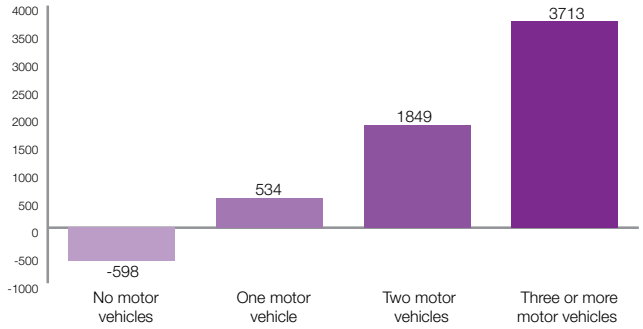


Figure 8: Change in car ownership, 2011 to 2016 (ABS 2016)

2.3.3 Current transport network and usage

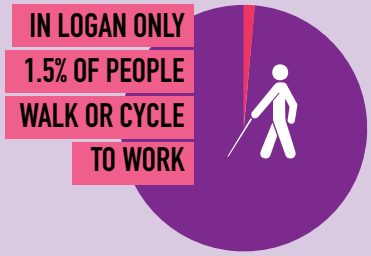
Active transport

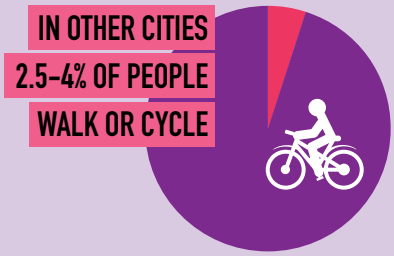
Active transport relates to the movement of people using non-motorised methods, the most common of which are walking and cycling. Active transport use in Logan for commuting purposes is currently low – only 1.5% of all journeys to work are walking or cycling[9]. This is even though 5% of residents currently have a commute of less than 2.5 kms and 26% have a commute less than 10 kms. The low journey to work mode share for active transport is less than other cities in the region which recorded rates ranging from 2.5% to over 4%. This comparison with neighbouring cities (see Figure 9) helps to provide some regional context on active transport usage in Logan. Such low rates can erode the justification for new or improved infrastructure and can also lead to slow and piecemeal construction of connected footpaths and cycleways.

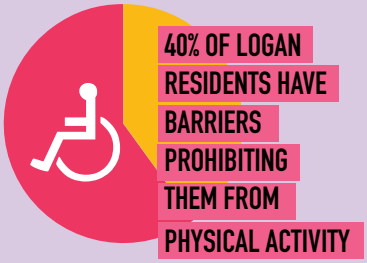
This further limits active transport use, beyond the commuting population, and has wider ramifications for the broader transport system. This is particularly important as active transport is required to access public transport and even required at the beginning and end of private vehicle trips. Although currently a key challenge for Logan, there is a great opportunity to reverse current trends by encouraging greater participation in walking and cycling.

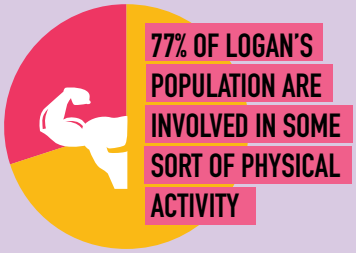
Despite the limited use of active transport for the journey to work, 77% of Logan residents are reported to be involved in some form of physical activity[10]. The most popular activities include walking, fitness/gym, running/jogging, swimming and road cycling.

[9] Australian Bureau of Statistics, 2016
[10] 'Active Logan Strategy 2016-2028' (Logan City Council)









"WHEN ASKED TO PROVE THAT BIKE LANES ARE 'NEEDED', REMEMBER THAT IT'S HARD TO JUSTIFY A BRIDGE BY THE NUMBER OF PEOPLE SWIMMING ACROSS A RIVER"

BRENT TODERIAN,
FORMER VANCOUVER CHIEF PLANNER

IT IS ESTIMATED THAT THERE ARE APPROXIMATELY 15,000 POTENTIAL FUTURE CYCLISTS IN LOGAN

Active transport ...

Successfully addressing these barriers, however, could significantly increase rates of walking and cycling for all trip purposes and yield huge dividends for Logan's transport system and community. Central to this will be improving active transport access and walkability to, from and through key activity centres. With approximately 4.5% of Logan residents living with a disability[11], providing a connected, walkable and accessible active transport network that is supported by useful and appropriate information (for example, on Council's website) is critical. This is an opportunity to not only further improve rates of physical activity among Logan's residents but also to increase equality of opportunity. Providing a safe, appropriate and attractive alternative will also help to address the disproportionately large number of private vehicle trips undertaken over relatively short distances (5 kms or less) to access local facilities such as shopping centres and schools. Addressing these shorter trips, and even potentially longer trips or difficult terrain, is made easier through the adoption of emerging transport solutions such as electric bicycles (e-bikes).

In 2009, Council developed the *Logan Strategic Cycle Network Plan* to work towards the development of an attractive cycle network to increase rates of cycling. This involved the combination of relevant components of different cycle plans to develop a consolidated cycle plan and prioritised network. The plan established 'named' cycleways to provide connections to local centres as well as serve inter-regional cycling demands by connecting to the major north-south cycleway, the Veloway (V1). There is currently a significant gap in the V1 connection in Logan with northern connections ending at Springwood Road and the southern connection ending at Shailer Park. This missing link in the cycle network limits safe and efficient inter-regional cycle connectivity and a permeable lower order cycle network, particularly as it relates to lower order cycle routes.

[11] *'Logan Access and Inclusion Plan 2017-2018'* (Logan City Council)

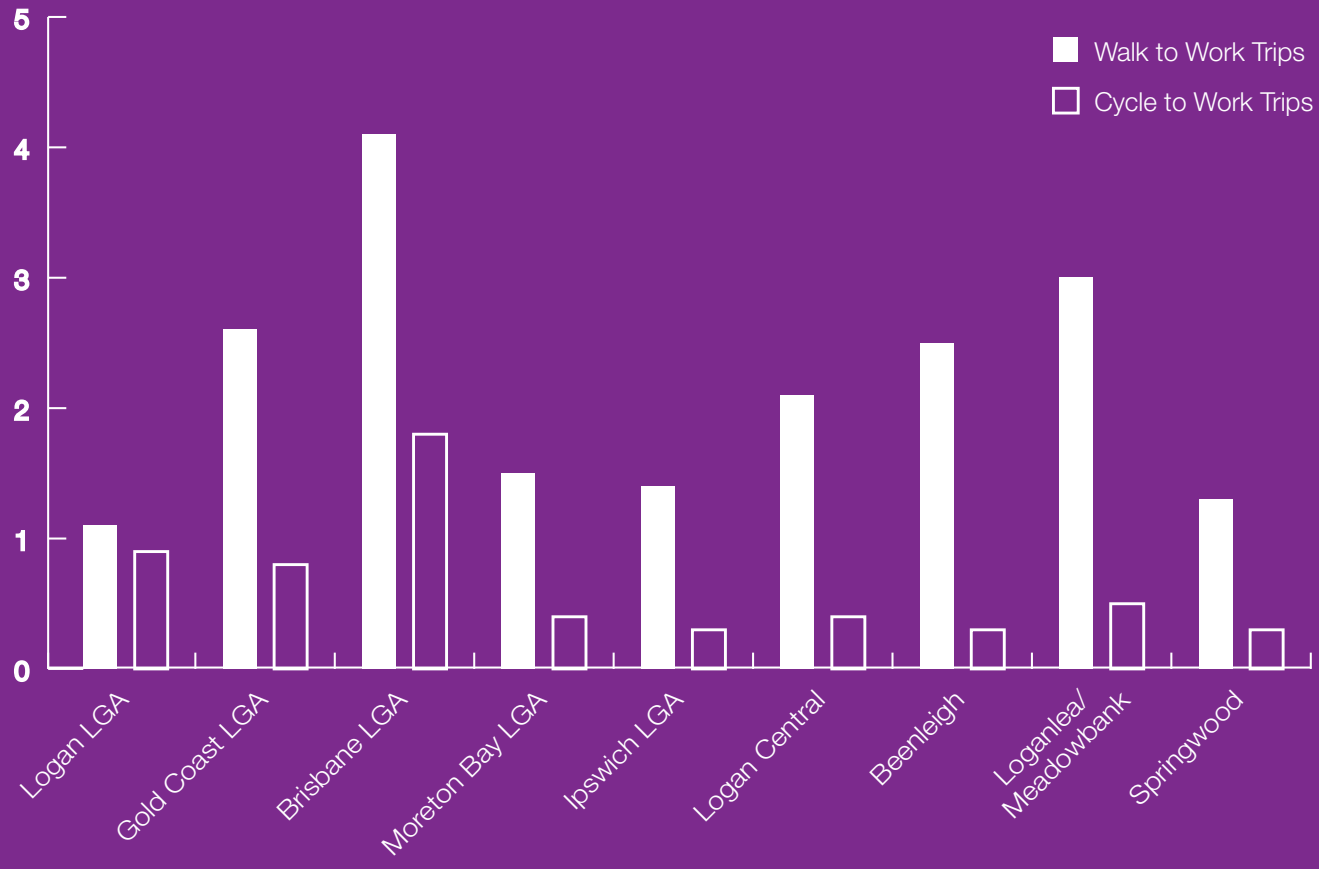


Figure 9: Existing walk and cycle journey to work mode share – in comparison to other Councils (ABS 2016)

"BICYCLE SAFETY SEEMS TO DEPEND LARGELY ON HOW MANY PEOPLE ARE BIKING, AND THAT THE RESULTING MANDATE – TO CREATE AS MANY CYCLISTS AS POSSIBLE – NEEDS TO DRIVE THE DESIGN OF OUR URBAN BICYCLE NETWORKS"

JEFF SPECK,
AUTHOR AND SPEAKER

Passenger transport

Passenger transport in Logan City includes traditional public mass transit (bus and rail) as well as more flexible travel options such as taxis, rideshare, demand responsive transport (DRT) and community transport providers.

The traditional bus and rail passenger transport network is currently concentrated in the more urbanised and populated areas with only limited urban bus service options currently available to the rural localities and also to the emerging areas in the south (see Figure 10). The existing Beenleigh/Gold Coast rail line provides for local trips between the eight rail stations within Logan and suburban stations in Brisbane as well as longer distance commuter trips to Brisbane, the Gold Coast and beyond. Although this rail line services several stations outside the city, Brisbane's inner city is the dominant regional attractor and destination for rail trips originating in Logan. Travel on the line reflects a largely Brisbane-centric commuter pattern.

There are currently almost 50 scheduled urban bus services, and more than 200 school bus services in operation. There are also less frequent passenger transport connections outside of Logan with access to centres such as Beenleigh. Almost two thirds of urban bus services extend outside of the city to provide connections to other cities such as Brisbane, Ipswich, Gold Coast and Redlands. Usage of the bus network, including park 'n' ride facilities, is varied though some of the more highly utilised services reflect the need for residents to travel north to Brisbane and between key centres within Logan (see Figure 11).

With limited dedicated bus priority infrastructure in Logan, buses mix with general traffic and are often caught in congestion. This can affect the ability of buses to maintain reliable travel times that are competitive with private vehicles (see Figure 12). Bus travel times are also affected by route alignments, which in some instances are circuitous in an attempt to provide passenger transport access to as many people as possible, to respond to constraints such as rivers or motorways, or to service residential and employment centres. The passenger transport network must strike a balance between providing a useful community service function of greater network coverage while also meeting the needs and aspirations of the community such as providing direct and relatively time efficient connections between centres.

Use of the passenger transport system is directly affected by land uses, walkability and population densities, particularly surrounding key stops and stations. Population densities at the existing rail stations in Logan vary, with densities highest around Woodridge and Trinder Park stations and lowest around Edens Landing and Holmview stations. Similarly, population densities vary around existing bus stops and stations. Despite this variation, most of Logan's population, which is currently contained within the urbanised north, generally has access to at least some form of urban bus service. However, this does not consider the suitability of the service to a user's needs or the quality and connectivity of the service overall.

Better aligning feeder services with population densities and user needs, aspirations, origins and destinations is a key opportunity for the future passenger transport system. In the longer term, this may also act as a catalyst for growth and further densification.

While the existing route alignments service most of the current population, a challenge for the future will be when to provide appropriate and appealing passenger transport connections to areas that are currently sparsely populated or located further from existing or higher-order infrastructure. In this regard, more flexible travel options such as taxis, rideshare, DRT and community transport providers will be crucial.

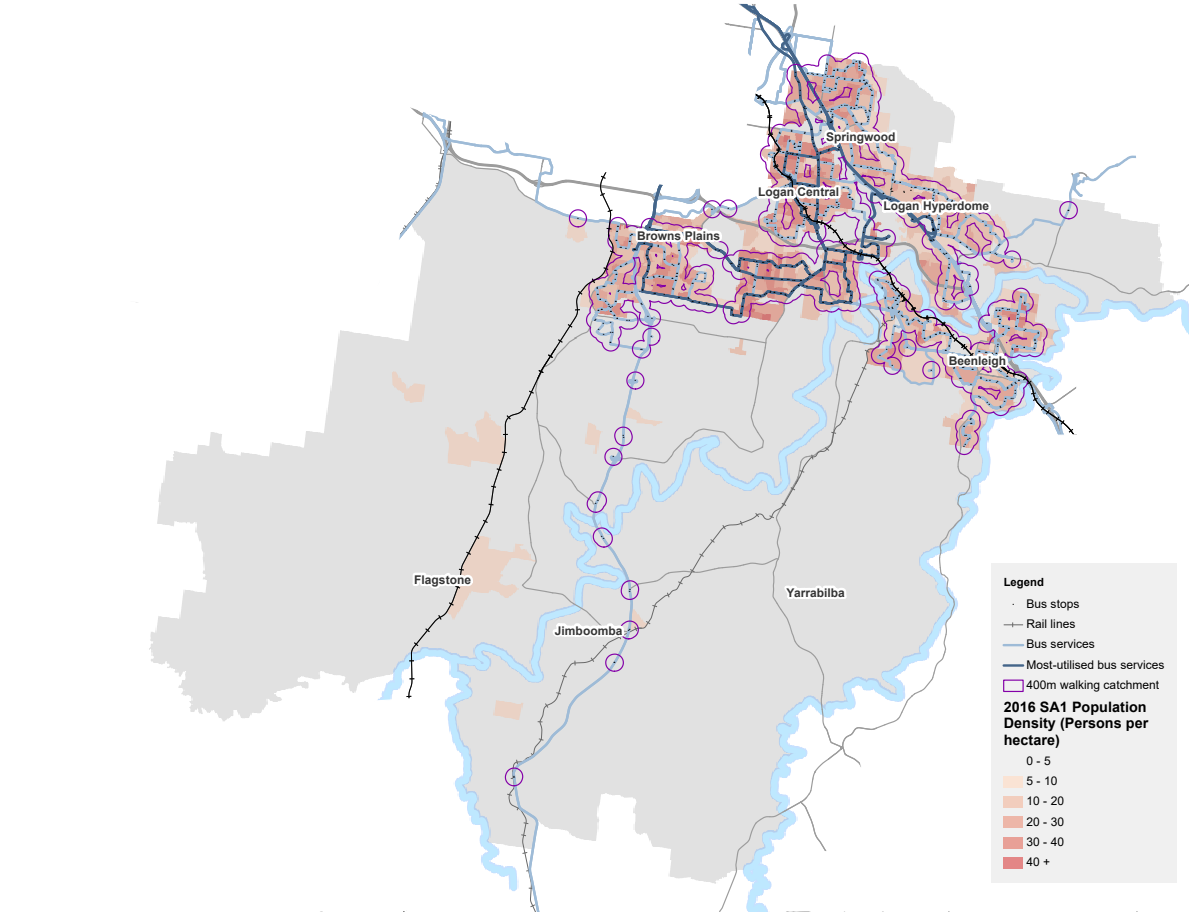


Figure 10: Existing public transport network coverage

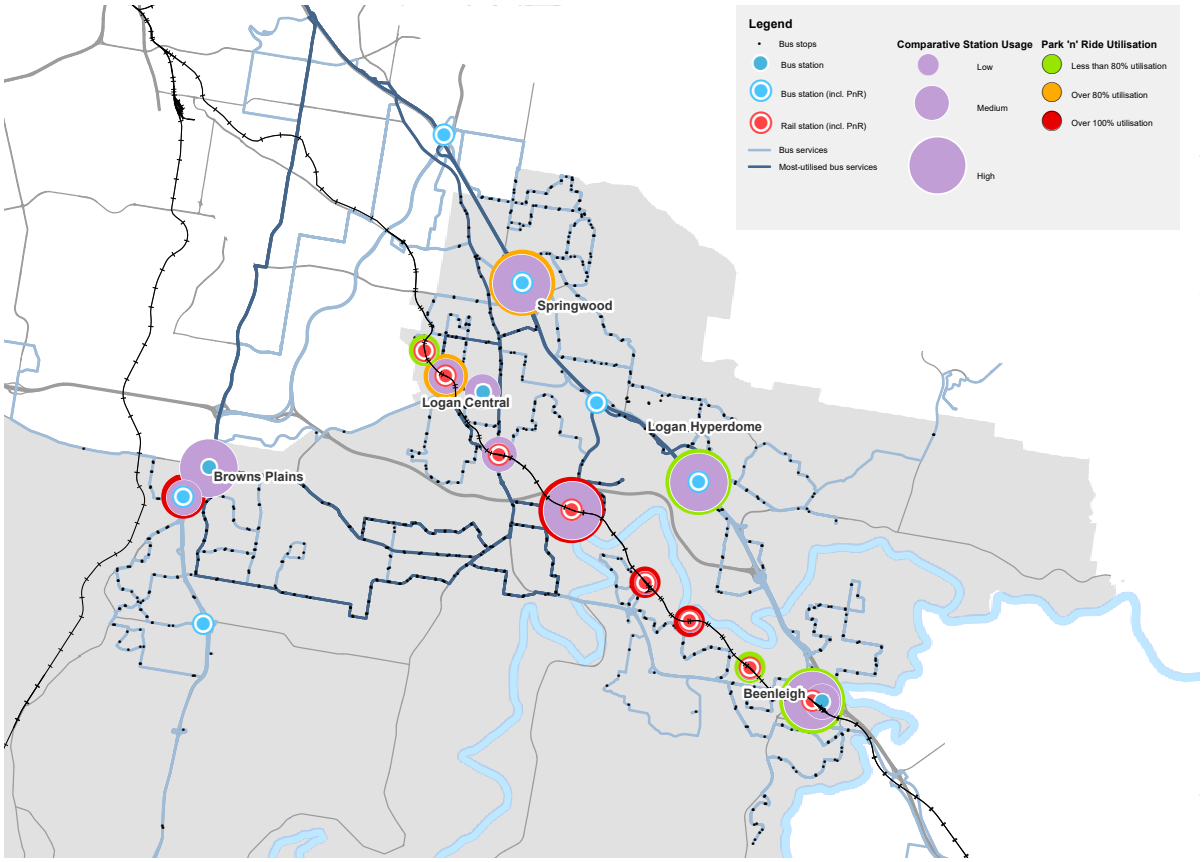


Figure 11: Existing public transport usage

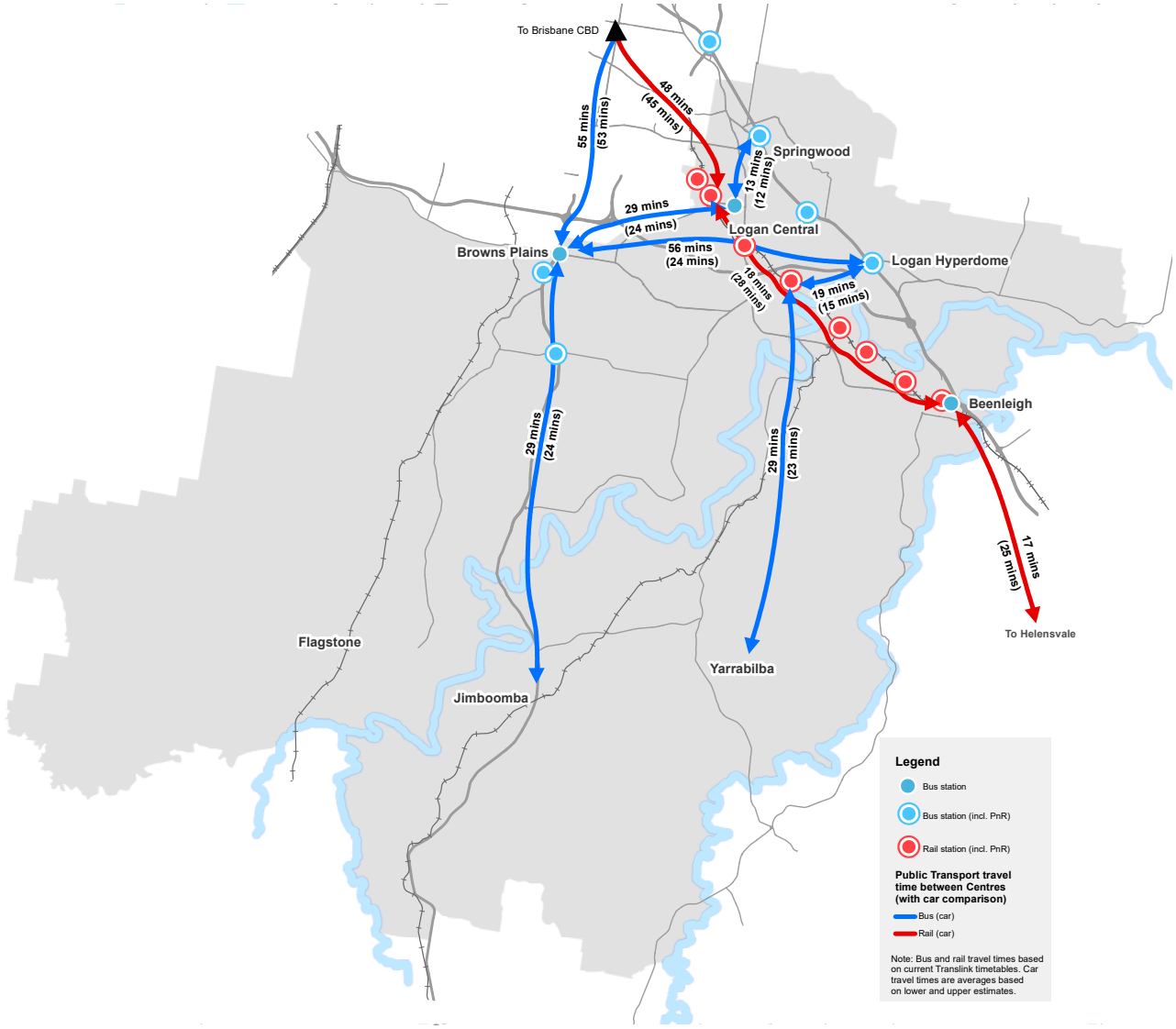


Figure 12: Existing public transport travel time (typical morning)

"TRANSIT USERS ARE MORE THAN THREE TIMES AS LIKELY AS DRIVERS TO ACHIEVE THEIR RECOMMENDED 30 MINUTES OF DAILY PHYSICAL ACTIVITY"

DR LAWRENCE FRANK,
AUTHOR, SPEAKER AND PRESIDENT OF
URBAN DESIGN 4 HEALTH

Road and freight transport

The Logan road network currently comprises an established hierarchy of roads and local streets that accommodate over 10 million vehicular trips to, through and within the city. The network, which is underpinned by three major highways/motorways and several strategic arterial roads, is owned and operated by a mix of government (State and Local) and private entities (see Figure 13).

The higher-order and predominately State-controlled roads form the key road corridors within Logan and facilitate the movement of people and goods within the city and to/from key activity centres as well as longer distance journeys either through Logan or to surrounding cities. These roads, which carry higher vehicle volumes at greater speed, are typically constructed to reflect their higher-order function. Similar to natural barriers such as rivers, this can create severance issues that affect the ability to efficiently move through Logan. Notwithstanding, these roads form the backbone upon which the lower-order and predominately Council-controlled roads are supported. These Council roads primarily service residential and employment areas and provide vehicle and cycle access to supporting facilities such as schools and neighbourhood activity centres.

Although the Brisbane-Sydney freight rail line currently runs through the western part of Logan, all freight movements to, from and within the city are currently undertaken on the existing road network. The safe and efficient movement of goods, particularly on the road network, is therefore a critical supporting element in the economic development of Logan. Considering the high rates of private vehicle use and increasing pressure on the road network from population growth and other transport modes, maintaining a high level of service for the movement of goods will be a key challenge.

The movement of freight to, from and within Logan is heavily influenced by the geographical location of key freight generating land uses and activity centres and their proximity to transport infrastructure. Historically, industrial areas have developed along major established road corridors such as the Pacific Motorway and the Logan Motorway to reduce travel time inefficiencies often associated with the beginning ('first mile') and end ('last mile') of each journey (see Figure 14). Better aligning freight areas with key transport infrastructure, including rail, and providing a network of viable alternative route options will help to improve the efficiency of the supply-chain and encourage greater economic development in Logan.

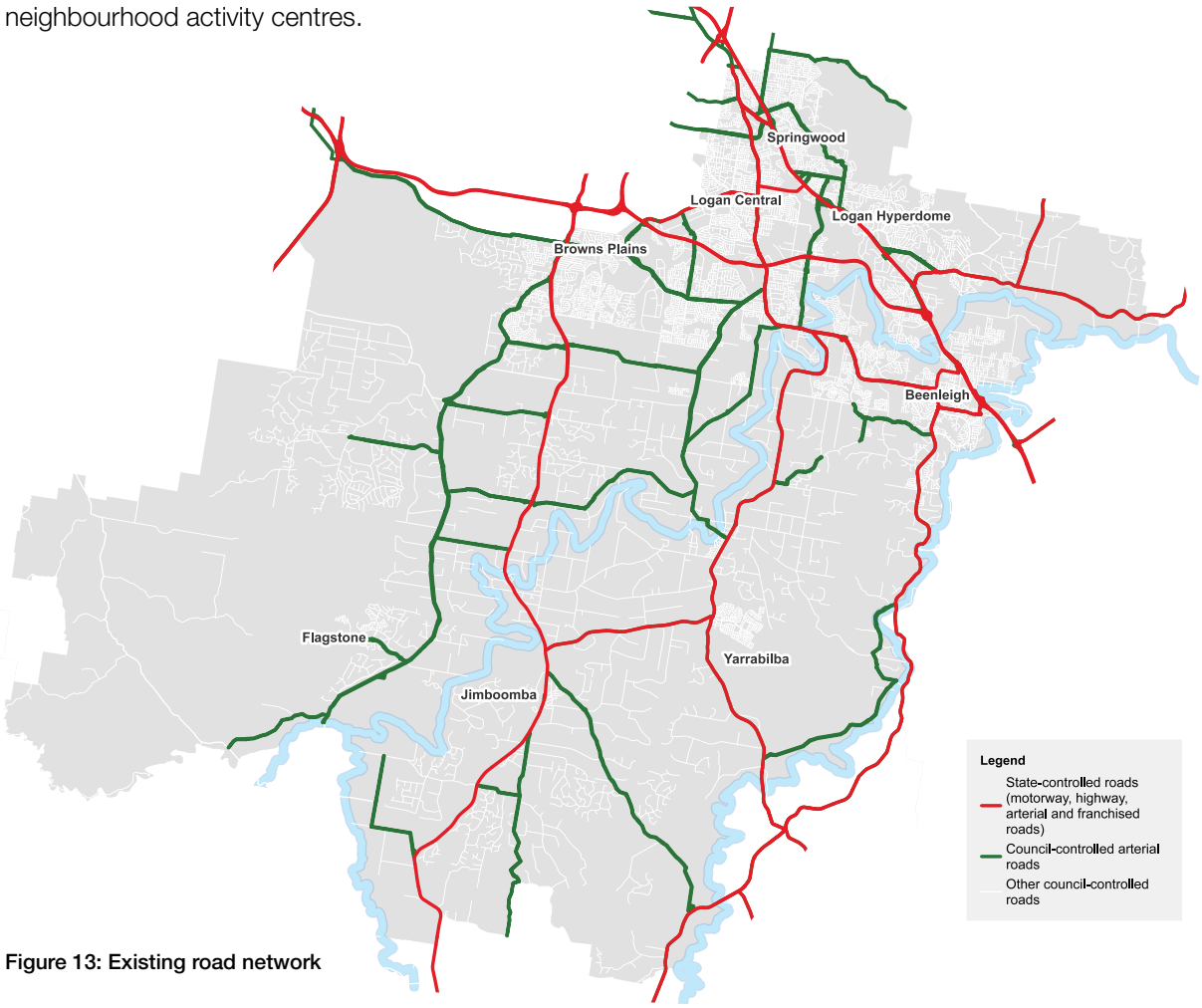


Figure 13: Existing road network

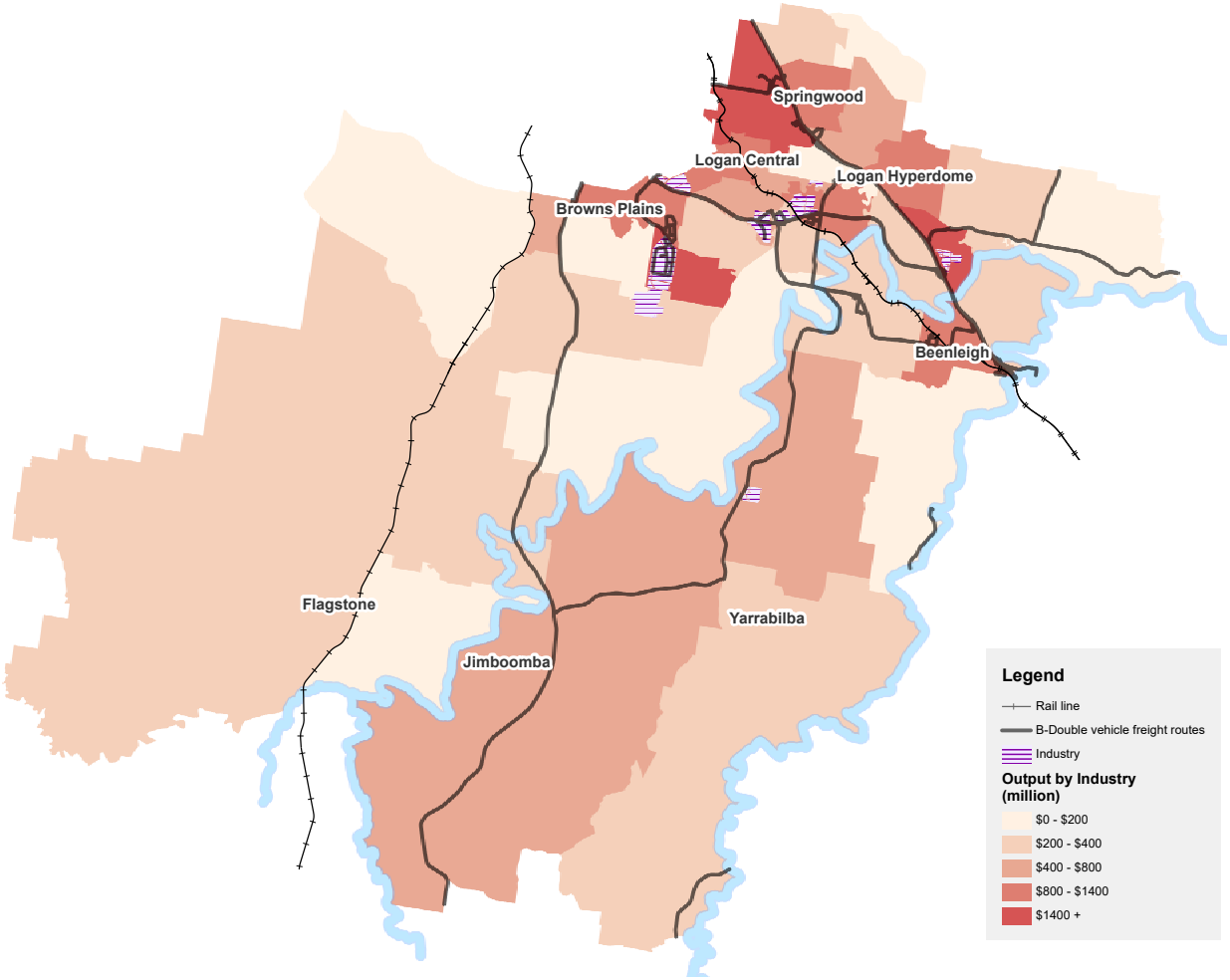


Figure 14: Existing freight network and industrial areas

Car parking

The supply and availability of parking can considerably influence travel behaviour and economic activity in a city and its centres. If parking is easy to find and free for the user, it can restrict any desired mode share shift for commuters and visitors to more sustainable travel options. However, if parking is difficult to find, expensive or if realistic travel alternatives aren't available people may avoid travelling to a centre. Achieving a balance is therefore critical.

An assessment of four of Logan's key centres – Springwood, Logan Central, Meadowbrook and Beenleigh – suggests that on average car parking usage varies from as little as 20% in Meadowbrook to just over 60% in Springwood and Logan Central. This means that in some cases 80% of the total land area assigned to car parking in a key centre that has significant economic generating potential is vacant and unproductive.

"WHEN WE SHOP IN A STORE, EAT IN A RESTAURANT, OR SEE A MOVIE, WE PAY FOR PARKING INDIRECTLY, BECAUSE ITS COST IS INCLUDED IN THE PRICE OF MERCHANDISE, MEALS, AND THEATRE TICKETS"

DONALD SHOUP,
DISTINGUISHED RESEARCH PROFESSOR AND AUTHOR


piazza
CAR SOUND
PlayStation

2.4 RECENT ACHIEVEMENTS

A number of recent projects have been undertaken by both the State Government and Council to increase transport system capacity. These include:

CHAMBERS FLAT ROAD	This $18 million upgrade to Chambers Flat Road was completed in 2017. This was the largest road project in Council's history. It involved duplicating 2.7 kms of road from Park Ridge Road to Entrance Street to accommodate two-lanes in each direction, two new signalised intersections, an off-road shared path, a median strip with lighting and drainage improvement works.
CHARDON BRIDGE	In this $3.2 million joint project with City of Gold Coast Council, the old wooden Chardon Bridge was replaced with a two-lane reinforced concrete bridge. As well as the bridge replacement, the project also included pavement rehabilitation, drainage improvements, guardrails, signage and a separated shared path. The new bridge is approximately 6m higher and mitigates the risk of flooding resulting in road closures.
UPGRADES TO NEW BEITH ROAD	This $4.5 million project, which was announced in 2017, involved upgrades to a 1.7 km stretch of New Beith Road and included widened lanes, a new road surface, improved geometry through bends, improved sight distances, improved flood immunity and intersection upgrades.
NEW BUS SERVICE FOR HOLMVIEW	The narrow streets and sharp bends of Holmview road network combined with previously low patronage figures resulted in the cancellation of bus services in Holmview in 2009. In 2017, TMR was able to renew regular services to the area after adding a smaller, wheelchair accessible bus to its fleet. Route 567 now runs regular services in Holmview.
BUS STOP UPGRADES	In 2016/17 Council applied to TMR for $1.8 million to upgrade bus stops and received a grant of almost $942,000. In 2017/18, Council delivered $2 million in bus stop upgrades to meet DDA compliance with $941,000 in grant funding from TMR.
ROAD NETWORK CAPITAL IMPROVEMENTS	In 2016/17 Council delivered $61.2 million of capital improvements across the city's roads and drainage network. In 2017/18 Council delivered $70 million of capital improvements across the city's roads and drainage networks.
JOHNSON ROAD	An upgrade of the Johnson Road and Staplyton Road intersection was completed in 2018. The project involved installation of traffic signals and widening of the road to accommodate two through lanes on both approaches as well as dedicated left and right turn facilities. Signalised pedestrian crossings as well as cycle lanes were also provided as part of the upgrade. The project was jointly funded by both Logan City Council and Brisbane City Council, who also delivered the project.

CROYDON ROAD CYCLE ROUTE, LOGAN & WOODRIDGE

This project included the provision of an off-road shared pedestrian / cycle path along sections of Croydon Road, Defiance Road and Ewing Road, Logan Central and Woodridge.

DEMAND RESPONSIVE TRANSPORT TRIAL

Council has partnered with TMR in their delivery of a DRT trial in selected suburbs. DRT is a new transport option for Logan, designed to make it easier for users to get around areas where buses and trains aren't feasible or regularly available.

The pre-booked, shared transport services are flexible and adapt to customer demand. Unlike a typical bus, DRT changes its routes and vehicles to suit the number of passengers who want to travel and where they're going.

DRT sends out smaller vehicles such as sedans or mini vans to pick up several passengers at once and take them to selected destinations including bus or train stations and selected local facilities (for example, shops and medical centres).

ROAD FLOODED SIGN

A partnership between Council, Griffith University and social enterprise Substation 33 has resulted in a success story that may benefit all flood-prone local government areas.

The city's automated Road Flooded warning system was awarded the National Award for Local Government in the Road Safety Category, recognising innovative and resourceful solutions that make a difference in the community.

The signs were developed following incidents where motorists had inadvertently driven into flood waters at night.

Council staff led the collaborative team to develop and install innovative low-cost, automatic warning signs. A Memorandum of Understanding between Council and Substation 33 underpinned the partnership.

PORTABLE SPEED ADVISORY SIGNS

Council successfully implemented a Portable Speed Advisory Signs program using 12 solar-powered speed display signs.

WATERFORD-TAMBORINE ROAD UPGRADES

TMR, in partnership with the Department of State Development, Manufacturing, Infrastructure and Planning's Economic Development Queensland (EDQ) unit, recently delivered a $40 million intersection upgrade project on Waterford-Tamborine Road between Anzac Avenue and Hotz Road[12]. Works included the widening of this existing 2.6 kilometre stretch of road from one to two traffic lanes in each direction, the addition of a centre median to separate northbound and southbound traffic lanes, and the upgrading of four key intersections in order to improve traffic flow and safety for all road users.

[12] *https://www.tmr.qld.gov.au/Projects/Name/W/Waterford-Tamborine-Road-Intersection-upgrade-Anzac-Avenue-to-Hotz-Road*

2.4 RECENT ACHIEVEMENTS (CONTINUED)

LENORE CRESCENT CYCLEWAY, SPRINGWOOD	The Lenore Crescent Cycleway project in Springwood was delivered in 2018. The project involved the installation of off-road shared pedestrian / cycle paths on sections of Vanessa Boulevard, Cinderella Drive and Springwood Road and the installation of on-road cyclist facilities on Lenore Crescent. The project also included upgrades to the traffic signals at the Cinderella Drive and Vanessa Boulevard intersection to accommodate crossing facilities.

2.5 PROJECTS UNDERWAY

In addition to these recent achievements, there are several infrastructure delivery projects underway on our transport network including:

GREENBANK PARK 'N' RIDE UPGRADE	$21 million upgrade to provide an additional 600 car spaces. Currently due for completion in June 2021.
LOGAN ENHANCEMENT PROJECT[13]	Transurban, as operators of the Logan Motorway, commenced the $512 million Logan Enhancement Project in June 2017. The project includes the upgrade of the Logan and Gateway Extension Motorways between Mount Lindesay Highway, Wembley Road and Compton Road interchanges. This is the first market-led proposal to be approved in Queensland. It is expected that the project will unlock the economic potential of the Logan region as well as the business/freight hubs in Brisbane's west and north by delivering a safer and more efficient motorway network. It is expected that the project will help relieve local traffic congestion, reduce travel times, and enhance connectivity with other major road networks. Bus services using the Logan/Gateway Extension Motorways to access the South East Busway from Browns Plains will also benefit from reduced congestion.

[13] *https://loganenhancementproject.com.au/the-project/*

PACIFIC MOTORWAY UP-GRADE: M1/M3 GATEWAY MERGE[14]

TMR is partnering with the Federal Government to undertake the $190 million upgrade of the southbound section of the Pacific Motorway M1/M3/Gateway merge to improve congestion issues. Upgrade works include:

- Up to five southbound lanes on the Pacific Motorway between Eight Mile Plains and Rochedale South (Exit 19).
- The relocation of the existing bus entry from the Eight Mile Plains Bus Station onto the Pacific Motorway.
- Replacement of the Underwood Road bridge to a new four lane overpass.
- Managed motorway technologies from Klumpp Road to Rochedale Road.
- The project is currently due for completion in November 2020.

WATERFORD-TAMBORINE ROAD/NORTH STREET INTERSECTION

TMR is planning an $8 million upgrade of the Waterford-Tamborine Road/North Street intersection. Works include converting the existing roundabout to a signalised intersection.

PACIFIC MOTORWAY UPGRADE: EIGHT MILE PLAINS TO DAISY HILL

TMR is partnering with the Federal Government to undertake the $749 million upgrade of approximately nine kilometres of the Pacific Motorway between Eight Mile Plains and Daisy Hill to reduce congestion and travel times.

The project is currently due for completion in June 2023.

MOUNT LINDESAY HIGHWAY VARIOUS WORKS

TMR is planning for a safety upgrade on the Mount Lindesay Highway at North Maclean.

The upgrade at North Maclean includes connecting St Aldwyn Road and Wearing Road to a new service road that joins to a new signalised intersection at Greenbank Road and the existing grade-separated interchange at Chambers Flat Road.

TMR is planning a $14 million safety upgrade on the Mount Lindesay Highway at South Maclean.

The upgrade at South Maclean extends the eastern service road south to connect to Stockleigh Road, disconnecting the existing intersection of Casuarina Road/Maclean Street with the Mount Lindesay Highway. The Stockleigh Road intersection will also be fully signalised. Casuarina Road is to be extended to connect to Crest Road, disconnecting the existing intersection with Mount Lindesay Highway.

[14] *https://www.tmr.qld.gov.au/Projects/Name/P/Pacific-Motorway-Upgrade-M1-M3-Gateway-merge*

2.5 PROJECTS UNDERWAY (CONTINUED)

COMPTON ROAD CYCLE ROUTE

Completion of detailed design of an off-road shared pedestrian / cycle path along Compton Road and Baker Street from Allgas Street to Logan Road at Underwood. The project involves the construction of a bridge adjacent Compton Road at the Slacks Creek culverts and boardwalk and bridge along Baker Street. Subject to final agreement of funding approvals, construction is anticipated to commence in 2018/19.

CAMP CABLE ROAD TO JOHANNA STREET UPGRADE

TMR is planning a $20 million upgrade and widening of the Mount Lindesay Highway to four lanes between Camp Cable Road and Johanna Street at Jimboomba.

PARK RIDGE / CREST ROAD CYCLEWAY INTERSECTION UPGRADE

Completion of the detailed design of the Park Ridge Road and Crest Road Interchange Upgrade at Park Ridge. The projects involves the installation of 1.5m wide on-road cycle lanes at the interchange, including access to and from Park Ridge and Crest Roads to the Mount Lindsay Highway Service Roads (eastern and western). The works will allow cyclists to safely navigate the interchange. The project also includes modification of the existing traffic islands and traffic signals to accommodate the cycle lanes. The works have been procured with construction to commence early in the 2018/19 financial year.

RESERVE ROAD CYCLEWAY, SLACKS CREEK (PART OF THE SLACKS CREEK CYCLE ROUTE)

Completion of the detailed design of the Reserve Road Cycleway from Kingston Road to Lake Road. The project involves the installation of off-road shared pedestrian / cycle paths. Construction is expected to commence in the 2018/19 financial year.

CHAMBERS FLAT ROAD CYCLEWAY, MARSDEN & WATERFORD WEST

Detailed design has been completed for the Chambers Flat Road cycleway from Kingston Road to Waratah Drive. The project involves the installation of a 2.5m wide off-road shared pedestrian / cycleway facilities along Chambers Flat Road. Construction is anticipated to commence in the 2018/19 financial year.

LOGANLEA TRAIN STATION UPGRADE

As part of the Station Accessibility Upgrade Program, Queensland Rail is making improvements to Loganlea station. These improvements include:

- A new pedestrian footbridge with lift access.
- Raised section of platform at assisted boarding points.
- Upgraded tactiles and hearing augmentation loops.
- Upgraded security cameras and station lighting.
- New wayfinding and platform signage.

The Queensland Transport and Roads Investment Program 2018-19 to 2021-22 allocated an indicative $19 million to this project.

ROSIA ROAD TO STONEY CAMP ROAD UPGRADE

TMR is planning to upgrade the Mount Lindesay Highway between Rosia Road and Stoney Camp Road at Park Ridge South.

The upgrade will involve widening the highway to four lanes between Rosia Road and Stoney Camp Road and improving the on-ramp at Stoney Camp Road and the off-ramp at Granger Road.

The Queensland Government is funding this important $20 million safety improvement project.

2.6 PLANNING PROJECTS

Various agencies are undertaking planning for important new transport projects that will facilitate growth in Logan.

BRISBANE METRO

Brisbane Metro is a high-frequency public transport system that will cut travel times, reduce Brisbane CBD bus congestion and improve services to the suburbs. With the following two routes operating every three minutes in peak periods, Brisbane Metro will deliver a network of turn-up-and-go services linking the suburbs with the inner city[15]:

- Eight Mile Plains to Roma Street
- University of Queensland Lakes to RBWH

Together with the Queensland Government's Cross River Rail project, Brisbane Metro will address existing capacity constraints at the core of the transport network, helping to support future jobs and population growth across the region

Brisbane City Council has identified the potential for future extensions of the Metro system to Springwood.

CROSS RIVER RAIL

Cross River Rail is a 10.2 kilometre rail line between Dutton Park and Bowen Hills which includes 5.9 kms of tunnel under the Brisbane River and CBD. The project also includes four new underground stations at Boggo Road, Woolloongabba, Albert Street and Roma Street as well as station upgrades for the Dutton Park station and the Exhibition station.

The project will unlock a bottleneck in the transport network that will allow more trains to run more often; without Cross River Rail there is not sufficient capacity on the Brisbane rail network for increased services on existing lines such as the Gold Coast and Beenleigh lines serving Logan or for the proposed Salisbury to Beaudesert rail line.

SALISBURY TO BEAUDESERT RAIL LINE

This rail line will support increased take-up of planned expansion growth, including higher densities close to any planned stations and provides the potential opportunity for passengers from growth areas including Greater Flagstone to access the Brisbane CBD. TMR is currently reviewing the cross section and alignment to preserve the corridor, including the 11 new passenger stations currently planned.

[15] *Brisbane City Council*

INLAND RAIL

The Kagaru to Acacia Ridge and Bromelton project (K2ARB) consists of enhancements to, as well as commissioning of, dual gauge operations along the existing interstate track between Kagaru and both Bromelton and Acacia Ridge. This project is being undertaken by the Federal Government and the Australian Rail Track Corporation.

About 52 kms of existing track will be enhanced, enabling double stacking capability along the existing interstate route both south from Kagaru to Bromelton and north from Kagaru to Brisbane's major intermodal terminal at Acacia Ridge. The project crosses through the three local government areas of Scenic Rim, Logan City and Brisbane City and will use the existing Brisbane-Sydney freight rail corridor.

FREQUENT PUBLIC TRANSPORT SERVICES TO PLANNED MAJOR EXPANSION AREAS AT GREATER FLAGSTONE AND YARRABILBA

BROMELTON NORTH–SOUTH ARTERIAL ROAD AND PARK RIDGE CONNECTOR

These projects are in the early stages of planning to preserve the corridors for future infrastructure requirements.

VELOWAY 1 (V1)

TMR is currently planning to deliver $8.1 million worth of cycle infrastructure on Logan Road to link the current southern terminus of the V1 at Eight Mile Plains with Springwood.

ENHANCE HIGH FREQUENCY PUBLIC TRANSPORT CONNECTIONS

With a focus on greater reliability through bus priority measures between Browns Plains and the South East Busway.

2.7 EMERGING TRENDS

Emerging trends in transport currently have a common theme: disruption.

DISRUPTIVE TECHNOLOGY IS AN INNOVATION THAT CREATES A NEW MARKET AND VALUE NETWORK, DISRUPTING AND DISPLACING ESTABLISHED PRODUCTS AND FIRMS

As the concept of disruption is evolving and disruptive technologies are emerging, the understanding of what this actually means for the movement of people and goods to, from and within Logan is likely to change. Indeed, some of the costs and effects of emerging disruptors such as shared mobility, just-in-time household goods deliveries and their associated benefits are yet to be proven but will have a considerable and potentially rapid influence on the transport system in the coming years.

Electric vehicles

Electric vehicles (EV) have existed since the late nineteenth century; however, recent advances in battery technology have enabled manufacturers to build EVs that rival petroleum-powered automobiles which can provide a range of economic, social and environmental benefits.

The Queensland Government is embracing innovative transport technology opportunities and is committed to reducing vehicle emissions through a transition to a greater uptake of EVs. The Queensland Government's 'The Future is Electric: Queensland's Electric Vehicle Strategy' aims to increase the uptake of EVs by government, commercial fleets and the community and support the efficient rollout of EV infrastructure such as charge stations.

As global battery costs continue to decrease, and manufacturing costs are reduced through economies-of-scale, the upfront costs of EVs will fall to a point where they are more affordable and cost-competitive with fossil fuel vehicles. As such, EVs are expected to increase in popularity over the life of *Way2Go*. Indeed, it is predicted that by 2036, national EV sales will reach 276,800 vehicles per annum or 27% of total vehicles sold[16]. By 2036 the number of EVs on Australian roads is forecast to reach over 2.85 million, resulting in roughly one in every five private vehicles being electric.

To facilitate this, investment will be required in supporting infrastructure such as charging points.

Advances in battery technology are benefiting other modes, including bicycles. Batteries can now be made small enough, cheap enough and powerful enough to drive electric motors on bicycles. An e-bike has many benefits including increasing distances able to be travelled, mitigating the impacts of terrain, and opening an active transport mode to those without the physical ability to ride a conventional bicycle.

Internet of Things

There are many definitions of a Smart City, however, most revolve around leveraging information and communication technology to improve the function of the city's infrastructure and improve the quality of life for residents. In the transport realm, this could include a significantly improved ability to collect and analyse data from a broader range of the transport system in order to improve travel times, better manage congestion and also to more accurately plan and more robustly advocate for new or upgraded infrastructure and services. The ability for vehicles to connect with infrastructure and other vehicles and share real-time information about road and traffic conditions beyond the driver's line of site has the potential for huge safety benefits.

Machine learning, a category of algorithm that enables software to progressively improve performance on a specific task without being explicitly programmed, is the disruptive technology behind Autonomous Vehicles (AVs).

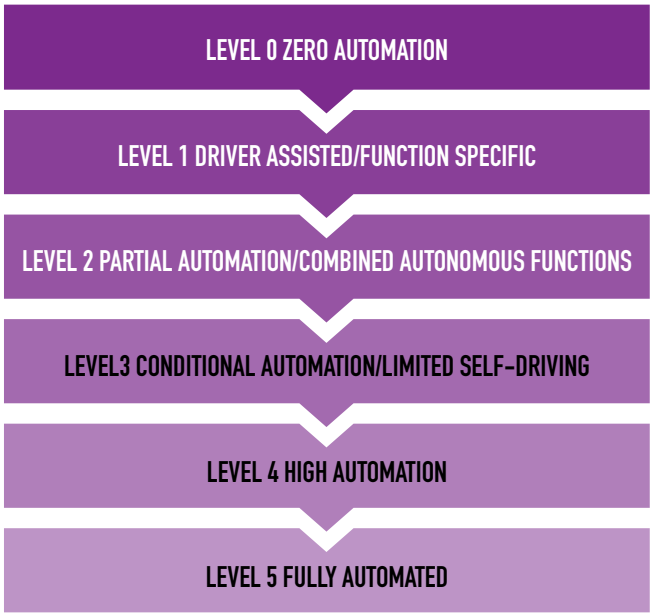


Figure 15: Levels of vehicle autonomy

[16] *'AEMO Insights: Electric Vehicles' (Australian Energy Market Operator, 2016)*

Level three AVs, in which the vehicle can undertake most operational tasks such as steering and braking but with human oversight, are beginning to emerge on the road network. Level four AVs, whereby the driver is only required to interact with the vehicle to take over controls in certain situations, are forecast to begin appearing in Australia around 2020[17]. Indeed, some level four vehicles in the form of small driverless shuttle buses have already been trialled in Australia. Automation, however, is not limited to the ground.

Unmanned Aerial Vehicles – or drones – are now being used to deliver small parcels in the United Kingdom and a popular rideshare company currently has plans to test similar vehicles capable of carrying passengers in Dubai and Dallas as early as 2020.

Walkability

While not a new concept, the desire to create highly walkable cities and places is a rediscovery of elements that historically made cities and towns economically strong and diverse, interesting, pleasant, connected and equitable. By promoting greater balance between transport modes, improved walkability helps encourage more physical activity, address reliance on vehicles and provide a more considered, longer term view of current emerging trends in vehicle use and technology.

Sharing economy

The sharing economy has emerged as a disruption to traditional business models through products such as Uber for transport and Airbnb for accommodation. As a community – or peer to peer – offering the shared economy offers a more personalised service which can respond directly to the needs of a customer. The sharing economy is accelerating with more providers entering various markets and this provides an opportunity for under-utilised assets such as private vehicles to become more productive through higher vehicle occupancy. Advances in technology which allow real-time trip booking also provide renewed opportunities for car-sharing and have the potential to create shared mobility for dispersed employment centres and communities.

Mobility as a Service

MOBILITY AS A SERVICE (MAAS) IS AN EMERGING APPROACH THAT HARNESSES DISRUPTIONS IMPACTING TRANSPORT TO CREATE PERSONALISED MOBILITY OPTIONS THAT WILL ALLOW PEOPLE TO MOVE WHERE THEY NEED TO GO WITHOUT OWNING A CAR[18].

It can be considered as a similar business model to the streaming of media content such as music, movies and television shows and enables a digital platform to integrate end-to-end trip planning, booking, electronic ticketing and payment across all modes of transportation whether that be public or private. Research is underway internationally on how MaaS will be delivered for both major and emerging cities and regions.

These emerging trends represent a selection of currently known technologies, innovations and ideologies that are likely to influence Logan's transport system, to varying degrees, in coming years. As the implementation and evolution of technology and innovation does not occur in isolation, integrating these trends (for example, creating a connected network of shared e-bikes with supporting charging infrastructure) with one another and with the existing transport system will be important. This will help to maximise the utility of emerging trends while increasing the efficiency of the existing transport system.

"THE AVERAGE CAR IS PARKED AT HOME 80% OF THE TIME, PARKED ELSEWHERE 16% AND ON THE ROAD ONLY 4% OF THE TIME"

AUSTRALIAN COUNCIL OF LEARNED ACADEMIES

[17] *'The Future of Car Ownership' (NRMA, 2017)*
[18] *ITS Australia (2018)*


Centro
SPRINGWOOD
Target

SECTION 3

WHAT YOU TOLD US

Transport, in its various forms, touches every part of the human experience. In light of this significance, an extensive two round community consultation process was undertaken over a period of twelve months to develop and refine *Way2Go* – the plan that, above all others, outlines and guides Council's long term transport investment and decision making in Logan over the next 25 years.

The first round of community consultation was focused on information gathering and visioning in order to understand the community's experience and concerns with the existing transport system and to develop a desired future. This directly informed the vision and strategic direction presented in the Draft *Way2Go* document. The second round of community consultation was focused on seeking feedback on this draft document in order to determine its alignment with, and representation of, the needs and aspirations of the Logan community. The key findings from round one and round two consultation are presented in Section 3.1 and 3.2 respectively.

3.1 ROUND ONE CONSULTATION

3.1.1 Workshops

Three separate workshops involving Council staff, local business, industry and educational representatives, and key community groups, respectively, were conducted in October 2017. The general purpose of these workshops was to identify existing issues and future opportunities for Logan's transport system.

In each of the workshops, participants identified key characteristics of Logan's transport network that were considered most important to them. The top five characteristics for Logan's future transport network by workshop group are summarised in Table 3.

Despite minor variations between the level of importance placed on different transport network characteristics, all of the workshop groups shared a desire for Logan's future transport system to be affordable and efficient. Similarly, the themes of connectivity and safety emerged across all workshop groups.

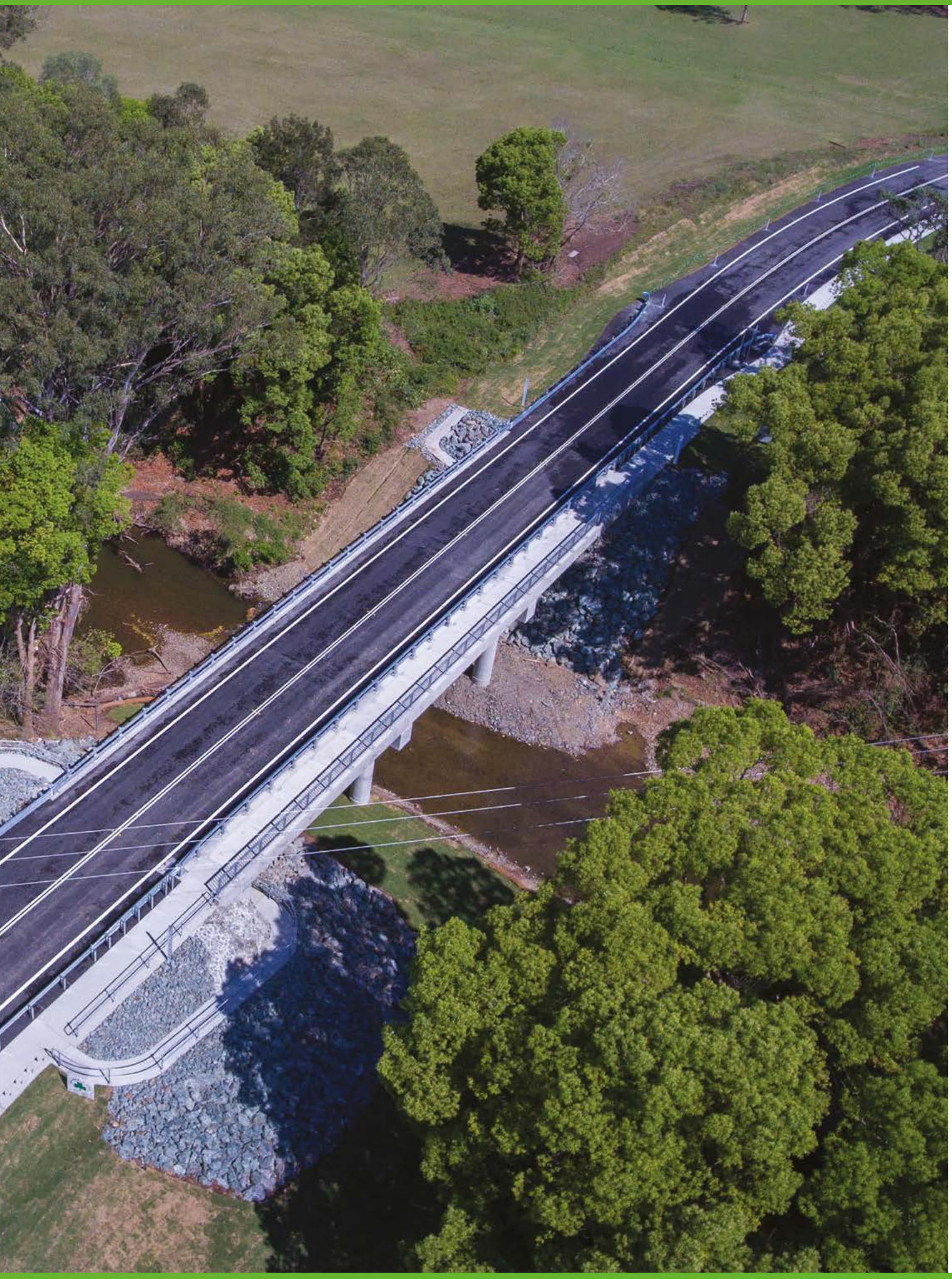
Workshop participants were then asked to identify what each of these key characteristics looked like for each component of the future transport network. This exercise effectively provided a list of core values and needs for each transport component. A summary of the values, which were generally consistent between each of the three workshops, is provided on pages 44 and 45.

Rank	Workshop One (Council Staff)	Workshop Two (Industry)	Workshop Three (Community)
1	Integrated with land use*	Easy to use*	Affordable***
2	Affordable***	Efficient***	Safe**
3	Efficient***	Customer-focused*	Inter-connected**
4	Safe**	Inter-connected**	Efficient***
5	Connected*	Affordable***	Connected**

Source: *Way2Go* Draft Consultation Report – Round One (August-November 2017)

*Featured in 1 workshop
**Featured in 2 workshops
***Featured in 3 workshops

Table 3: Top five future transport network characteristics



BIKEWAYS

- Provide end of trip facilities, especially at public transport nodes and key centres
- Improve safety and amenity
- Focus on key centres
- Improve signage and legibility
- Improve connectivity, especially to key attractors, centres and public transport nodes
- Prioritise off-road cycle infrastructure

FOOTPATHS

- Provide end of trip facilities in convenient locations, including at public transport nodes and key centres
- Improve safety and amenity
- Improve connectivity, especially to key attractors and centres
- Undertake regular maintenance

BUS

- Improve affordability (value of time and out of pocket cost)
- Improve service reliability including on-time running
- Better integrate with other services and modes including timetabling and first / last mile connectivity
- Provide higher service frequency
- Provide more direct routes
- Provide more east-west connections, especially in Logan's south
- Improve safety at stops (lighting, Crime Prevention Through Environmental Design (CPTED))

TRAIN

- Better integrate with other services / modes including timetabling and first/last mile connectivity
- Improve safety at stops (lighting, CPTED)
- Improve relationship and integration between rail stations and surrounding land uses
- Provide more reliable and frequent rail services
- Construct the Salisbury to Beaudesert rail line

MAIN ROADS

- Consider the impact of tolls on land development and local trips
- Manage congestion
- Investigate demand reduction measures (e.g. flexible working, modal shift, car-pooling, transit lanes)
- Improve flood immunity, especially in Logan's west
- Preserve road corridors

LOCAL STREETS

- Improve road links within PDAs and external road networks
- User safety and amenity is important in road design, especially for vulnerable users
- Road design standards may be too high

PARKING

- Provide adequate parking at key centres and public transport nodes
- Maintain affordable parking
- Provide viable alternatives (e.g. good public transport) before changing parking

TRANSPORT INFORMATION

- Provide real-time public transport information and tracking of services
- Display all transport mode options to enable informed decision making
- Improve accessibility to, and reliability of, information

PERSONALISED TRANSPORT

- Provide enabling / supporting technology
- Ensure flexibility and responsiveness
- Provide connectivity with public transport
- Provide practical hours of operation
- Ensure affordability

3.1.2 Online survey

As part of the first round of consultation activities an online survey open to all was posted on Council's website during October and November 2017. The purpose of the survey was to provide Logan residents with the opportunity to provide feedback on the current transport system and to comment on its desired future.

Two survey questions in particular provide an important insight into the current transport system and its usage in Logan. These questions and the recorded responses are presented in Figure 16 and Figure 17, respectively.

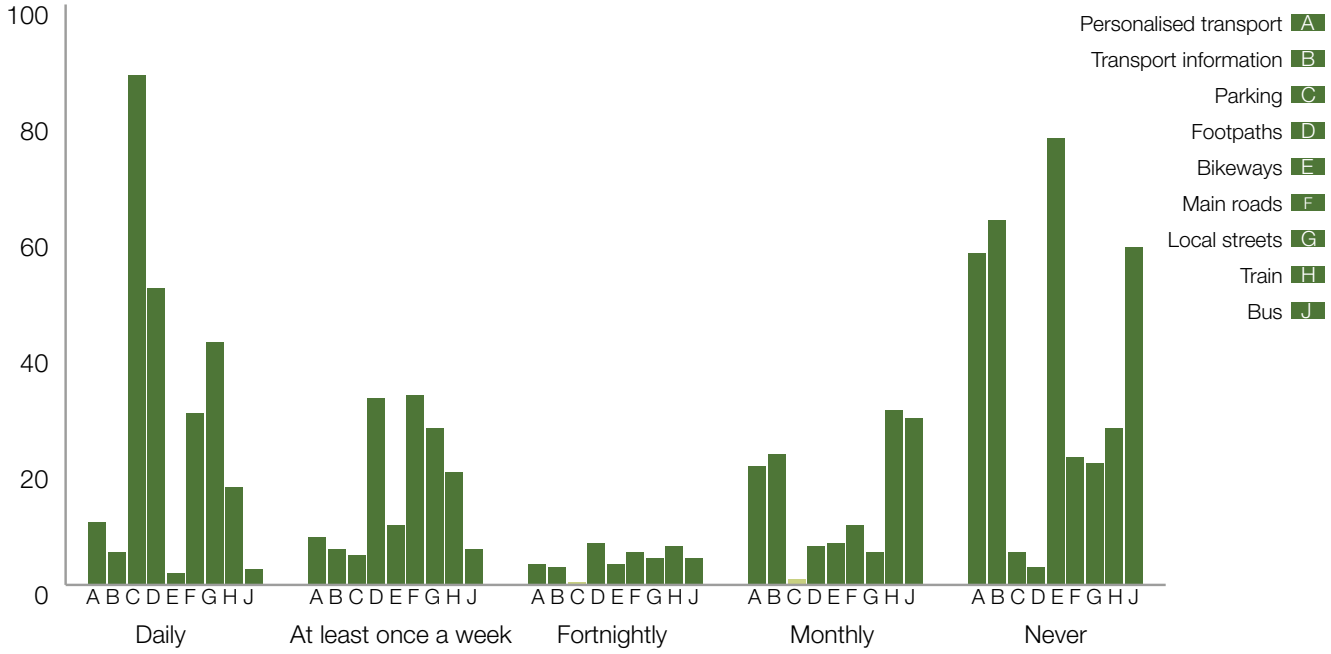


Figure 16: Response to online survey question one – 'How often do you use the following?'
Source: *Way2Go* Draft Consultation Report – Round One (August-November 2017)

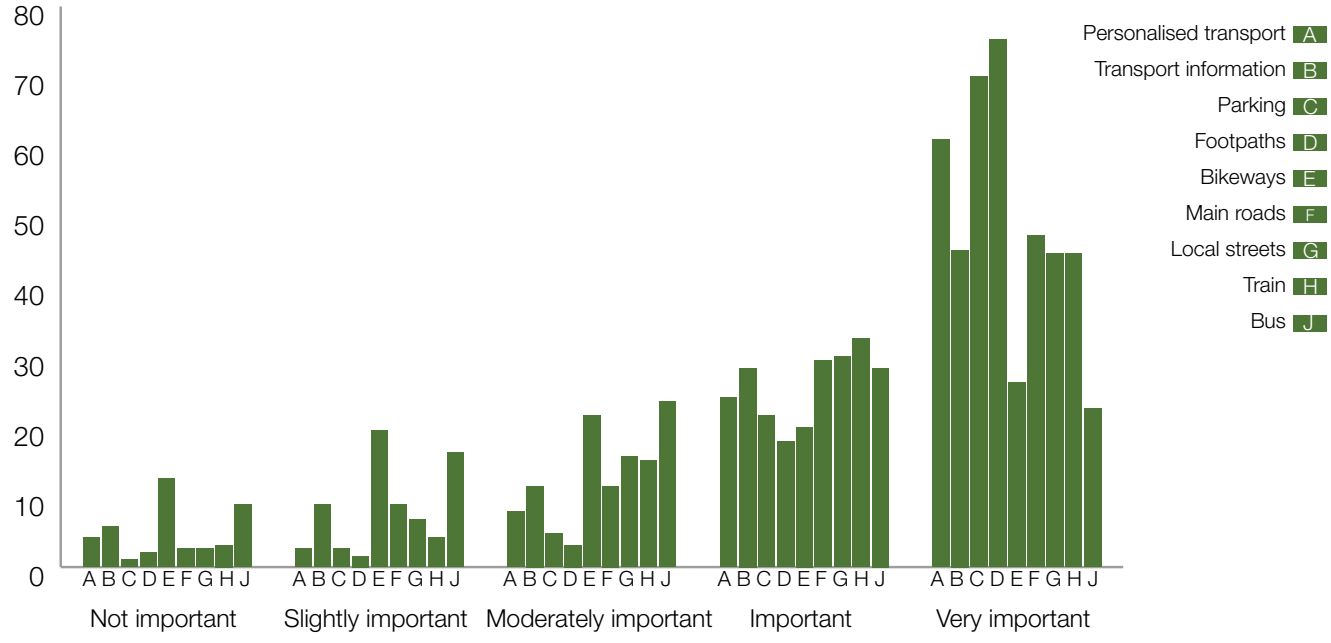


Figure 17: Response to online survey question two – 'How important are the following for travelling in Logan?'
Source: *Way2Go* Draft Consultation Report – Round One (August-November 2017)

THE RESULTS OF THE ONLINE COMMUNITY SURVEY INDICATED THE FOLLOWING KEY POINTS:

HIGH PROPORTION OF RESPONDENTS NEVER USED PUBLIC, ACTIVE OR PERSONALISED PASSENGER TRANSPORT. THIS HIGHLIGHTS THE CURRENT RELIANCE ON PRIVATE VEHICLE TRAVEL WITHIN LOGAN.

HIGH PROPORTION OF RESPONDENTS USED THE ROAD NETWORK (LOCAL STREETS AND MAIN ROADS) ON A DAILY BASIS.

RELATIVELY HIGH PROPORTION OF RESPONDENTS USED THE FOOTPATH NETWORK ON A REGULAR BASIS (DAILY OR AT LEAST ONCE A WEEK).

VERY HIGH IMPORTANCE PLACED ON PUBLIC TRANSPORT RELATIVE TO THE COMPARATIVELY LIMITED REGULAR USE.

DIRECT CORRELATION BETWEEN THE IMPORTANCE OF THE ROAD NETWORK AND ITS REGULARITY OF USE AND HIGH IMPORTANCE PROVIDED TO THE AVAILABILITY OF CAR PARKING.

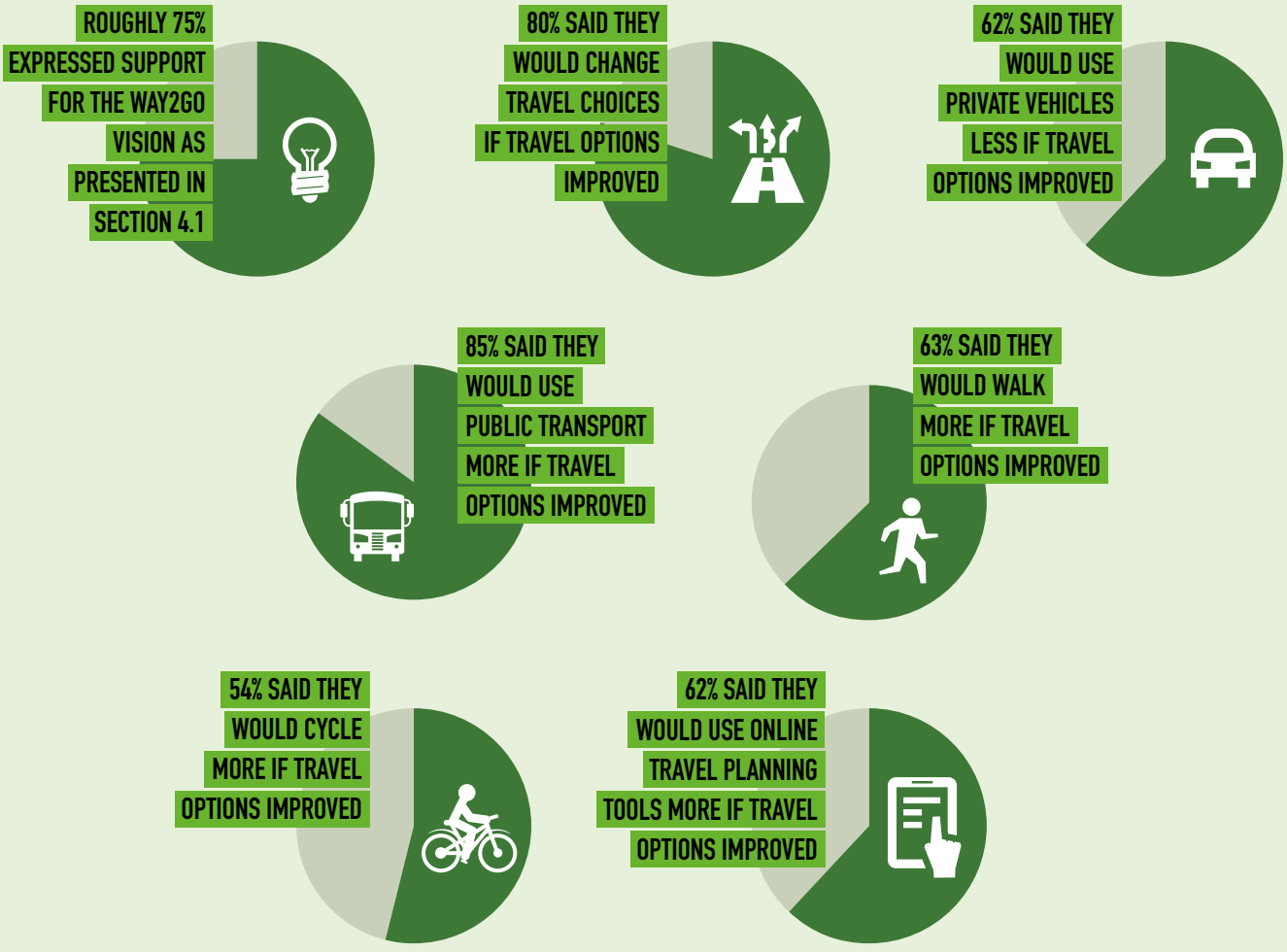
BIKEWAYS AND PERSONALISED TRANSPORT ARE CURRENTLY CONSIDERED OF LESSER IMPORTANCE WHEN COMPARED TO OTHER TRAVEL MODES.

3.2 ROUND TWO CONSULTATION

Community consultation on the Draft *Way2Go* document was undertaken over a five week period across September and October 2018. This included six 'Talk to a Planner' sessions and five 'Pop-up' sessions throughout Logan as well as an online survey and an online discussion forum. Free-form written submissions were also encouraged throughout the consultation period. All of these activities were supported by a multi-faceted advertising campaign across both digital and traditional media platforms to encourage feedback from as much of the Logan community as possible.

These consultation activities provided an opportunity for the Logan community and the broader public to provide direct feedback on the Draft *Way2Go* document and the actions included therein.

Key findings from the online survey included:



THE KEY TRENDS WHICH EMERGED FROM A REVIEW OF ALL WRITTEN AND VERBAL COMMUNITY FEEDBACK RECEIVED ON THE DRAFT WAY2GO DOCUMENT

LAND USE AND TRANSPORT PLANNING

- Better integrate land use and transport and promote growth in established areas instead of expanding into greenfield areas
- Ensure the transport system is able to adequately support current and forecast future development in Logan
- Improve Logan's centres (e.g. Beenleigh, Springwood), including increasing housing and employment opportunities and diversity, and increasing recreational options

ACTIVE TRANSPORT

- Provide more active transport infrastructure in Logan such as footpaths, separated cycling paths and mid and end of journey facilities
- Improve the connectivity and safety of the active transport network
- Encourage active travel to school through initiatives as well as infrastructure provision
- Reuse the Bethania to Beaudesert rail corridor and the spur line to Yarrabilba for active and/or public transport

PASSENGER TRANSPORT

- Improve the ability of residents to access public transport, with particular regard to geographical location and an individual's level of ability
- Improve public transport, including its convenience, appeal, connectivity and integration
- Improve public transport to, from and within emerging areas, particularly Flagstone and Yarrabilba, and provide connections to key centres
- Deliver the Salisbury to Beaudesert passenger rail line

ROAD AND FREIGHT TRANSPORT

- Strong support for greater balance between the use of public transport, active transport and private vehicles in the future
- Provide a more connected and resilient road network
- Maintain functionality of the Mount Lindesay Highway in light of expected increases in freight traffic
- Plan for and provide new road links such as the Park Ridge Connector, the Southern Infrastructure Corridor and the Coomera Connector
- Improve road access, particularly to/from emerging areas such as Flagstone and Yarrabilba

TECHNOLOGY AND INNOVATION

- Support for innovation and alternative transport approaches, including EVs, AV trials and DRT.

The feedback received during the community consultation period not only provided a more comprehensive understanding of community concerns and aspirations, it has also been used to refine the actions and inform the timeframes for their implementation (refer to Section 5).

4.1 VISION

THE VISION FOR WAY2GO IS:

LOGAN HAS AN AFFORDABLE, EFFICIENT AND SAFE TRANSPORT SYSTEM WHICH IS EASY TO USE AND PROVIDES CONVENIENT CONNECTIONS AND OPPORTUNITIES NOW AND IN THE FUTURE.

This vision represents the desired future for Logan's transport system. In support of this vision, a total of 48 objectives have been developed. These objectives have been grouped into 10 goals and six overarching themes. Together the vision, themes, goals and objectives form the strategic framework for the future development of Logan's transport system.

A table with the structure of the strategic framework is provided on page 52.

SECTION 4

WAY2GO

WAY2GO THEME		
BUILDING A FRAMEWORK FOR GROWTH	**ACTIVE TRANSPORT**	**PASSENGER TRANSPORT**
Goal 1: **Logan has an effective, innovative, flexible and outcome-focused governance and regulatory environment that improves quality of life and economic opportunity for residents and businesses** ***Objective 1:*** Provide robust and consistent advocacy for the continual improvement of Logan's transport system ***Objective 2:*** Provide coordinated leadership that supports the development of Logan's transport system in line with the agreed strategic transport direction ***Objective 3:*** Provide organisational systems, processes, structures and resources within Logan City Council to effectively and efficiently coordinate, facilitate and manage the development of Logan's transport system ***Objective 4:*** Produce innovative outcomes derived from collaboration and genuine, honest and timely community engagement ***Objective 5:*** Encourage the adoption of innovative funding solutions and alternative approaches to the development of Logan's transport system that are appropriate for the local context **Goal 2:** **The long-term economic, environmental and social sustainability of Logan is advanced through quality land use and transport planning and design that is integrated and coordinated within and across projects and governments** ***Objective 6:*** Ensure the planning and development of Logan's transport network is consistent with *ShapingSEQ*, the Logan Planning Scheme and the Master Plans for the Centres ***Objective 7:*** Strengthen partnerships and communication between governments, industry, community and research institutions ***Objective 8:*** Identify and preserve future transport corridors ***Objective 9:*** Reduce the average travel distance of Logan residents to access employment and essential services ***Objective 10:*** Improve first and last mile transport connections for all users ***Objective 11:*** Promote walkable and compact settlement patterns in conjunction with current and planned activity centres and strategic transport infrastructure ***Objective 12:*** Support the development of high quality built environments that are of a location, type and scale which facilitate the safe, efficient and convenient movement of people and goods, particularly by sustainable transport modes **Goal 3:** **Logan is a liveable, healthy and active city of choice that is supported by sustainable, convenient, safe and attractive transport options** ***Objective 13:*** Increase transport choice and sustainable transport mode share for all trips ***Objective 14:*** Increase access to, and connectivity within, Logan's recreational areas, open spaces, parks and sporting facilities, particularly by sustainable transport modes ***Objective 15:*** Reduce Logan's per capita transport emissions ***Objective 16:*** Ensure future transport system investment contributes to a more liveable environment that supports ecological health	**Goal 4:** **Logan has a high quality active transport network that improves the health, wellbeing and transport choice of an increasing number of users regardless of age, income or ability** ***Objective 17:*** Provide an appealing, accessible, safe and legible active transport network that conveniently connects residential, recreational and employment areas, activity and community centres, and public transport stops and stations ***Objective 18:*** Increase active transport mode share, particularly for education trips and those within close proximity to activity centres ***Objective 19:*** Consider whole-of-journey user needs and aspirations in the planning, design and implementation of walking and cycling infrastructure ***Objective 20:*** Provide relevant, accessible and useful information on active transport routes, supporting infrastructure, social opportunities and technology to increase active transport use ***Objective 21:*** Foster a positive culture and attitude towards sustainable travel throughout Logan	**Goal 5:** **Logan has an attractive, accessible integrated passenger transport system that reduces reliance on private vehicles** ***Objective 22:*** Provide an attractive, affordable, accessible and integrated passenger transport system that reflects the needs and aspirations of the Logan community ***Objective 23:*** Increase public transport mode share, particularly for education, employment and shopping trips ***Objective 24:*** Increase the proportion of residents that have convenient access to frequent (ie. at least 15 minute service 7am to 7pm, 7 days a week) public transport services ***Objective 25:*** Improve user comfort and real and perceived user safety to, from and on passenger transport infrastructure ***Objective 26:*** Improve rural, cross-city and centre-to-centre passenger transport access ***Objective 27:*** Amend the form and function of existing and disused transport corridors to facilitate the reliable, efficient and safe movement of people on passenger transport

Table 4: ***Way2Go*** **Policy Framework**

WAY2GO THEME		
ROAD AND FREIGHT TRANSPORT	**TECHNOLOGY AND INNOVATION**	**MANAGING GROWTH**
Goal 6: **Logan has a connected, resilient and integrated road network which facilitates the safe and efficient movement of people and goods and is sensitive to the surrounding environment** ***Objective 28:*** Undertake targeted investments to the road network that integrate with existing and planned future land uses, that facilitate economic growth and that increase transport equity ***Objective 29:*** Provide road network route choice of a form suitable to ensure continued access and connectivity during planned and unplanned events ***Objective 30:*** Reduce the number and severity of crashes for all road users ***Objective 31:*** Thoroughly consider the long term sustainability of future road network expansions and upgrades ***Objective 32:*** Improve the efficiency of freight movements along the supply chain without compromising the safety and amenity of other road users ***Objective 33:*** Future-proof freight corridors to successfully adapt to changes in vehicle fleets and movement patterns ***Objective 34:*** Reduce the proportion of heavy vehicle movements occurring in Logan during peak commuter periods **Goal 7:** **Logan offers car parking choice within key centres and residential areas, providing sufficient and affordable on and off-street parking as appropriate** ***Objective 35:*** Provide a variety of parking products to regulate car park usage ***Objective 36***: Ensure car parking type, location and regulation supports land use objectives and sustainable travel alternatives	**Goal 8:** **Logan responds to changes in technology and is positioned early to take advantage of emerging or alternative transport solutions** ***Objective 37:*** Investigate opportunities to increase the efficiency and capacity of existing transport infrastructure through technological solutions ***Objective 38:*** Support the use of innovative and flexible planning tools in the transport planning process to better consider uncertainty and increase the quality and transparency of community engagement processes ***Objective 39:*** Support the staged implementation of innovative technology and alternative transport service models to increase transport choice, equity and the efficiency of the transport system ***Objective 40:*** Encourage business and industry (employers and employees) to utilise technology and innovation to reduce the travel demands of people and goods ***Objective 41:*** Prepare the transport system and the community for the impacts of technological advances and disruptions	**Goal 9:** **Logan effectively and wisely manages growth in order to improve the sustainability and efficiency of the transport system** ***Objective 42:*** Regularly engage with Logan residents and businesses to plan for and better understand the impacts of growth ***Objective 43:*** Improve Logan's transport data collection, analysis, interpretation, communication and sharing capabilities to inform decision making, management and advocacy ***Objective 44:*** Sequence the delivery of new or upgraded transport infrastructure and services to support growth and promote sustainable travel patterns **Goal 10:** **Logan actively and effectively manages travel demand through a variety of initiatives tailored to the Logan context** ***Objective 45:*** Prioritise non-infrastructure and demand management solutions to manage congestion ***Objective 46:*** Improve the management and efficiency of resolving planned and unplanned incidents on Logan's transport network ***Objective 47:*** Support the development and implementation of a toolkit of travel demand management initiatives tailored to the Logan context ***Objective 48:*** Increase community awareness of different travel choices and associated impacts

4.2 THEME 1

BUILDING A FRAMEWORK FOR GROWTH

Transport is a core pillar of society, enabling physical connections between people and providing the conditions for economic growth.

Transport – or more simply the *when, where, what, why,* and *how* people and goods move – does not occur in isolation from the rest of society. It is deeply connected to a variety of elements ranging from the overarching governance model and regulatory environment through to land use planning decisions and the health and wellbeing of people and ecological systems. This forms a wider framework for the growth of Logan's transport system and as a city overall and will be critical in working towards the stated transport vision and strategic direction presented in *Way2Go*.

4.2.1 Goal 1

Logan has an effective, innovative, flexible and outcome-focused governance and regulatory environment that improves quality of life and economic opportunity for residents and businesses.

Logan City Council has an important role to play in working towards achieving the vision for Logan's future transport system. As the local governing agency for the City of Logan, Council is in a strong and unique position to help improve quality of life and economic opportunity for its residents and businesses. Central to this will be the ability of Council to provide robust leadership and to advocate for the continual improvement of the transport system, to provide systems, processes and funding and delivery models that support this improvement, and to engage and collaborate with the local community to produce innovative and more representative outcomes.

Leadership and advocacy is one of if not the most significant of all Council's roles in developing Logan's transport system. This leadership will include the provision of consistent and positive messaging for Logan and its transport system as well as proactive actions that support this messaging and act as catalysts for change. Due to the scale of the future transport task, the interconnectedness of the system and current ownership and operational arrangements, effective and long-lasting change will require the involvement of several stakeholders. Considering this, Council has a responsibility to form strong partnerships with stakeholders and to effectively, robustly and consistently advocate for transport system improvements for the benefit of Logan's residents and businesses. Similar to leadership, this will require a combination of speech and action.

"IF OUR LARGEST CITIES ARE GOING TO SUCCESSFULLY RESPOND TO GROWTH, CHANGES TO THEIR STRUCTURE AND OPERATION, AND THE PROCESSES USED TO DELIVER THESE, WILL BE NEEDED"

INFRASTRUCTURE AUSTRALIA

The number, type and characteristics of internal systems, processes, structures and resources will be an important factor in determining Council's effectiveness to lead and advocate for transport system improvements. A more agile framework that encourages innovation, trials and learnings, and that has an increased focus on the outcomes of decisions will be important in wisely approaching uncertainty and in planning, designing, implementing and operating a transport system in Logan that is likely to experience significant change over the next 25 years. This change is also likely to extend to how transport infrastructure and services are perceived (for example, changing attitudes towards car ownership due to viable car share options), funded and delivered. Logan, therefore, needs to understand the impacts of these changes and anticipate or respond accordingly to effectively and efficiently coordinate, facilitate and manage the development of the transport system.

The primary purpose of a transport system is to move people and goods so understanding the myriad needs and aspirations of these broad categories is critical. Increasing the scale of collaboration and community participation, particularly earlier on in the strategic decision making process, has the added benefit of more effectively managing expectations and of increasing the rate and level of acceptance of change. This has the ability to produce innovative outcomes to improve the transport system that are more widely supported, and representative of community needs and values.

GOAL 1 OBJECTIVES	
1	Provide robust and consistent advocacy for the continual improvement of Logan's transport system
2	Provide coordinated leadership that supports the development of Logan's transport system in line with the agreed strategic transport direction
3	Provide organisational systems, processes, structures and resources within Logan City Council to effectively and efficiently coordinate, facilitate and manage the development of Logan's transport system
4	Produce innovative outcomes derived from collaboration and genuine, honest and timely community engagement
5	Encourage the adoption of innovative funding solutions and alternative approaches to the development of Logan's transport system that are appropriate for the local context

4.2.2 Goal 2

The long-term economic, environmental and social sustainability of Logan is advanced through quality land use and transport planning and design that is integrated and coordinated within and across projects and governments.

There is a direct and very close link between land use and transport planning. Spatial decisions affecting where people live, work, study or play directly affect the type and extent of transport infrastructure and services required. As a result, close integration in the planning and delivery of land uses and developments with transport is fundamental for Logan to develop in a more economically, environmentally and socially sustainable way. The degree of land use and transport integration in Logan in the future will be influenced by the level of coordination between land use and transport planning and the amount of alignment, and ongoing adherence, by local and state governments to agreed plans and visions. Underpinning this is the depth of relationship between local and state governments and the breadth of partnership with the community, including businesses, industry bodies and research institutions.

Considering the close link between land uses and transport, undertaking integrated planning that also identifies appropriate thresholds for the sequencing of key transport infrastructure and services will be critical. This will help to maintain a high level of transport accessibility and choice within Logan, particularly in new and emerging areas to the south. Effective integration during the planning process also has the potential to reduce or avoid traffic issues, and often costly remediation solutions in future years. This has longer term benefits for Logan including facilitating growth in the local economic generating potential of the city, minimising environmental impacts, and establishing positive travel behaviour early as residents move to new areas. The ability to inform travel behaviour was raised as a key concern during stakeholder consultation.

Partnerships and effective communication are critical for facilitating greater integration between land use and transport planning across projects and governments. This provides opportunities to increase awareness of the range of projects and plans being developed by various stakeholders, to increase awareness of new or emerging trends and research which could be leveraged or adopted to improve outcomes, and to identify opportunities for increased integration. Strengthening existing and developing new partnerships will therefore be an important priority to help improve the integration of land use and transport planning and delivery in Logan.

> "WE NEED LOCAL ECONOMIC ECOSYSTEMS THAT CREATE JOBS, OPPORTUNITY AND DESTINATIONS FOR PEOPLE AS AN ALTERNATIVE TO THOSE THEY CAN ONLY GET TO BY DRIVING"
>
> CHARLES MAROHN, AUTHOR, SPEAKER AND FOUNDER AND PRESIDENT OF STRONG TOWNS

GOAL 2 OBJECTIVES	
6	Ensure the planning and development of Logan's transport network is consistent with *ShapingSEQ*, the Logan Planning Scheme and the Master Plans for the Centres
7	Strengthen partnerships and communication between governments, industry, community and research institutions
8	Identify and preserve future transport corridors
9	Reduce the average travel distance of Logan residents to access employment and essential services
10	Improve first and last mile transport connections for all users
11	Promote walkable and compact settlement patterns in conjunction with current and planned activity centres and strategic transport infrastructure
12	Support the development of high-quality built environments that are of a location, type and scale which facilitate the safe, efficient and convenient movement of people and goods, particularly by sustainable transport modes

4.2.3 Goal 3

Logan is a liveable, healthy and active city of choice that is supported by sustainable, convenient, safe and attractive transport options.

Physical activity and exposure to natural environments are two key ways that have been proven to improve a person's physical and mental health and wellbeing. With its beautiful natural environment and extensive network of recreational areas, open spaces, parks and sporting facilities, Logan is well positioned to increase rates of physical activity among its residents and visitors. Logan's transport system will have an increasing role to play in providing access to these areas, in providing opportunities for incidental physical activity and in improving the liveability and ecological health of the city.

The prioritisation and promotion of more sustainable and physically-engaging travel options such as walking and cycling will be critical to creating a more liveable, healthy and active city. To maximise these efforts, a network of paths, supporting facilities and information is required to increase the attractiveness of physical activity and to remove any potential barriers. A more in-depth commentary on the future role of walking and cycling is provided in Theme 2. Opportunities also exist to increase incidental physical activity outside of these more defined recreational areas. This could be achieved by designing new, and retrofitting existing, places and centres to be more compact and walkable with a wider mix of land uses, including for residential purposes. This also can reduce localised traffic congestion and increase transport choice, equity and affordability by providing alternative travel options.

An added benefit of increasing rates of walking and cycling is the ability to reduce Logan's per capita transport emissions. Although there is a temptation to view one trip as insignificant among the millions of trips on Logan's network, the reality is that change must start somewhere and that coupled with a wholesale shift to more environmentally-friendly travel choices for residents such as public bus and rail transport and measures to reduce travel demand, significant reductions in Logan's per capita transport emissions can be realised. Benefits compound positively over time and further reductions in transport emissions can be realised, including in the movements of goods, due to continual improvement to vehicle efficiency and fuel types. Regardless of the exact method or methods adopted to reduce Logan's per capita transport emissions, it is important that future investment in the transport system contributes as far as possible to liveability and ecological health in Logan.

GOAL 3 OBJECTIVES	
13	Increase transport choice and sustainable transport mode share for all trips
14	Increase access to, and connectivity within, Logan's recreational areas, open spaces, parks and sporting facilities, particularly by sustainable transport modes
15	Reduce Logan's per capita transport emissions
16	Ensure future transport system investment contributes to a more liveable environment that supports ecological health

SUBSTITUTING ONE RETURN CAR TRIP EACH WEEK BETWEEN LOGAN AND THE BRISBANE CBD FOR PUBLIC TRANSPORT WOULD SAVE 500KG OF CO^2 PER PERSON PER YEAR[19]

[19] *Estimated based on Way2Go modelling*


TRANSLink
Logan Central
station
HUNGRY JACK'S
DRIVE THRU
OPEN

4.3 THEME 2

ACTIVE TRANSPORT

Active transport is a vital component of the transport system as it serves several important functions and most closely informs a person's experience and understanding of a place.

Active transport will play an increasingly important role in the future development of Logan's transport system as it has the potential to improve access and travel choice to local centres, key community facilities and public transport stops and stations, to improve the health and wellbeing of Logan's residents, and to assist in improving current road-based congestion by enabling a more balanced use of different transport modes. Strategically, active transport also contributes to the stated priority within the *Logan Corporate Plan* of building the wellbeing of our communities through healthy and active lifestyles. For these reasons, active transport has been identified as a key theme for *Way2Go*.

4.3.1 Goal 4

Logan has a high quality active transport network that improves the health, wellbeing and transport choice of an increasing number of users regardless of age, income or ability.

The current low level of active transport use in Logan, particularly for the journey to work, is the outcome of a number of different, though related elements. Some of the key causes for lower active transport participation rates in Logan include the typically low density, dispersed pattern of development which increases the distance between places of interest and where people live, a historic over-prioritisation of travel using private vehicles, developments (including road infrastructure projects) that do not accommodate active transport use, and active transport infrastructure (e.g. footpaths, cycle lanes) that is inconsistent, that does not fully connect people to their destination or that is otherwise unsuitable or unsafe for all users.

As a transport system is highly interconnected and dynamic, current issues with one transport mode are affected by not only historical land use and transport planning decisions but also by the concurrent operation of other transport modes.

Regardless of the current causes of low active transport participation in Logan, it is critical to set a vision of an alternative future for active transport in Logan; one that aspires to improve the health and wellbeing of its residents, to improve transport resiliency and inclusivity by providing several alternative travel options, and one that aspires to improve the overall performance of the transport system through increases in the number of active transport users. To work towards this alternative vision, significant changes to Logan's active transport network are required. This will include improvements in the planning, design, delivery and integration of active transport infrastructure, widespread changes to how active transport is currently perceived in the community, and a dramatic expansion of not only the number but also the diversity of active transport users. This includes increasing active transport use for users with varying ages, incomes, locations and mobility levels.

The future development of the active transport network will need to consider how and for whom infrastructure is planned and designed. This will require partnerships between and engagement with a range of stakeholders including state and local governments, the local community, user groups, developers and businesses to understand the variety of users and their needs as well as to appropriately fund and deliver the infrastructure. Such partnerships will also provide a basis for better integrating local active transport infrastructure provided by Council with the typically higher capacity infrastructure provided by the State and then for integrating this infrastructure with developments that are largely provided by the private sector. In this regard, integration between the Queensland Government's Principal Cycle Network (as mapped in TMR's South East Queensland Principal Cycle Network Plan) and Council's local walk and cycle network will be critical to develop a comprehensive and connected active transport network for Logan that supports multi-modal travel and also connects to surrounding LGAs. This will also increase the potential for active transport projects to act as catalysts for development, particularly in Logan's centres.

Although critical, achieving the stated goal requires more than just the provision of high quality infrastructure. It also requires a concerted and consistent effort to address any negative community perceptions around the safety, benefit and usefulness of active transport. The provision of high quality infrastructure, such as cycle tracks and protected intersections, will go some way towards addressing these perceptions but additional measures are required to foster a culture within Logan that is supportive of increased active transport mode share and infrastructure interventions. Such a culture could improve understanding of the needs of active transport users and how this mode interacts with others, assist in prioritising active transport to, from and around key activity centres, and improve the real or perceived safety of active transport users.

Improvements to both the infrastructure and perceptions of active transport will result in, but will also require an expansion of, the number and type of active transport users. Central to this is ensuring that any new or upgraded infrastructure thoroughly considers the needs of all potential users on a 'whole-of-journey' basis. These needs extend beyond the type of infrastructure provided to also include the user experience of the journey, the facilities available at each end and the variety and accessibility of supporting information that is available. This is particularly important for achieving a shift from private vehicle use to more efficient active transport travel, especially for short distances to key activity centres (e.g. shopping centres, schools and other educational institutions). These short trips are currently one of the largest contributors of localised congestion within Logan and, due to their magnitude, are a key way to improve the operation of Logan's transport system. It will be important for Council to measure, and for third parties to communicate, changes in active transport uptake in order to continually expand the number and type of active transport users.

"ON AVERAGE, EVERY $1 INVESTED IN CYCLING INFRASTRUCTURE RETURNS ALMOST $5 TO QUEENSLAND IN HEALTH BENEFITS, REDUCED TRAFFIC CONGESTION AND OTHER BENEFITS"

QUEENSLAND DEPARTMENT OF TRANSPORT AND MAIN ROADS

GOAL 4 OBJECTIVES	
17	Provide an appealing, accessible, safe and legible active transport network that conveniently connects residential, recreational and employment areas, activity and community centres, and public transport stops and stations
18	Increase active transport mode share, particularly for education trips and those within close proximity to activity centres
19	Consider whole-of-journey user needs and aspirations in the planning, design and implementation of walking and cycling infrastructure
20	Provide relevant, accessible and useful information on active transport routes, supporting infrastructure, social opportunities and technology to increase active transport use
21	Foster a positive culture and attitude towards sustainable travel throughout Logan


DANGER

4.4 THEME 3

PASSENGER TRANSPORT

The bus and rail network form the backbone for the mass movement of people to, from and within Logan along public transport corridors that seek to achieve reliable journey times at a price that is affordable.

More flexible and personalised travel options such as taxis, which are also part of the broader passenger transport network, typically support this backbone by filling gaps in mass transit service provision and by providing what is often a more convenient travel option over shorter distances. Users with more specific needs are also able to access community transport services for trips within and outside Logan. Both the traditional and more flexible options are critical for the movement of people to, from and within Logan in both established and emerging areas. This is especially true during the morning and afternoon peak periods in which most commuter movements occur.

To work towards Logan's transport vision, passenger transport must assume a higher priority and receive a greater focus in the city's transport task. A well planned and integrated network has the potential to increase the efficiency of existing land uses and transport infrastructure, increase transport equity, accessibility and choice particularly in emerging areas, and help achieve a more sustainable split between transport modes.

4.4.1 Goal 5

Logan has an attractive, accessible and integrated passenger transport system that reduces reliance on private vehicles.

From an analysis of existing data and considering direct feedback from the community it is clear that a significant opportunity exists to reduce reliance on private vehicles by providing an attractive, accessible and integrated passenger transport system. Parts of Logan's passenger transport system are currently performing well so understanding the reasons for success and building upon these will be important for the future development of the network. Similarly, it is critical that the reasons behind current issues and areas of underutilisation are fully understood and addressed and that any changes in network or operational performance are then communicated back to the managing agency for further action.

Although governments, particularly the State, have a sizeable role in the delivery of passenger transport infrastructure and the management of services, the responsibility for improving Logan's passenger transport situation does not solely rest with these agencies. It is a responsibility that is shared among all stakeholders including the broader Logan community. Solutions therefore require not only measures to improve the attractiveness of passenger transport as a travel mode but also support from the community to implement change and to increase use of the network and the alternative services provided to gain access to public transport. Of course, passenger transport does not cater for the needs of all Logan's residents, nor should it be expected to. There will always be trips that are unable to be undertaken on the passenger transport network. The future focus for the passenger transport network, however, is primarily concentrated on improving the attractiveness of the network, providing convenient, safe and integrated connections, and increasing passenger transport access and options, particularly to emerging areas in Logan.

The attractiveness of the passenger transport network, particularly bus and rail public transport, is perhaps the key determinant in encouraging a shift towards more sustainable travel options. This will require significant improvements to travel times on public transport modes, particularly when accessing and travelling between key activity centres and employment areas both within and outside of Logan. Reducing the current travel time gap between public transport and private vehicles will assist in increasing the competitiveness and attractiveness of this mode. While improving travel times may assist in encouraging an initial shift towards public transport modes, consistently achieving such times will be critical in ensuring the shift is sustainably maintained. Therefore, any future measures need to consider improvements to both travel time and reliability.

Network attractiveness will also be informed by its alignment with the needs and aspirations of the Logan community. This extends to the layout and connectivity of routes, the *type of service* provided and the use for which it is intended (such as more flexible transport options in lower density suburbs), the type of *operational arrangements* provided (suitable hours of operation, stopping patterns and frequencies), the *appropriateness* of supporting facilities (mobility-accessible stops and stations), the *affordability and convenience* of the service, the comfort and safety (real or perceived) of users to, from and on the network, and the *quality and connectedness* of built environments which surround stops and stations.

Providing attractive passenger transport options will be paramount to facilitate the substantial population growth forecast in the emerging Flagstone and Yarrabilba PDAs and growth areas such as Park Ridge and Logan Reserve. This will ensure that residents in these emerging areas have equitable access to vital services and local job opportunities, that future transport infrastructure required to better service these areas is of a type and scale appropriate for the forecast demand and trip purpose, and that the movement of people and goods in Logan's more established areas is not unduly compromised. Increasing the priority given to passenger transport in Logan is necessary for improving the efficiency of the city's use of land and transport infrastructure and for increasing transport equity and choice for residents.

GOAL 5 OBJECTIVES	
22	Provide an attractive, affordable, accessible and integrated passenger transport system that reflects the needs and aspirations of the Logan community
23	Increase public transport mode share, particularly for education, employment and shopping trips
24	Increase the proportion of residents that have convenient access to frequent (i.e. at least 15-minute service 7am to 7pm, 7 days a week) public transport services
25	Improve user comfort and real and perceived user safety to, from and on passenger transport infrastructure
26	Improve rural, cross-city and centre-to-centre passenger transport access
27	Amend the form and function of existing and disused transport corridors to facilitate the reliable, efficient and safe movement of people on passenger transport

THE SALISBURY TO BEAUDESERT LINE TO UNDULLAH IS FORECAST TO ATTRACT OVER 6,000 PASSENGER BOARDINGS AT STATIONS IN LOGAN IN THE TWO HOUR MORNING PEAK PRIOR TO ACHIEVING THE FORECAST 2041 POPULATION.

DELIVERING THE RAIL LINE TO UNDULLAH WILL SEE PUBLIC TRANSPORT MODE-SHARE FOR EXTERNAL TRIPS INCREASE BY 44% AND WOULD REDUCE THE NUMBER OF CARS TRAVELLING LONG DISTANCES TO ACCESS THE RAIL NETWORK AT SPRINGFIELD.

CONNECTING THE FUTURE HIGH FREQUENCY PUBLIC TRANSPORT NETWORKS OF BUS AND RAIL FROM LOGAN HYPERDOME TO LOGANLEA PROVIDES A NEW MARKET FOR PUBLIC TRANSPORT USE, MAKING EMPLOYMENT AND EDUCATIONAL DESTINATIONS SOUTH OF THE BRISBANE CBD ACCESSIBLE BY PUBLIC TRANSPORT[20]

[20] *Way2Go modelling (based on future population of 560,000 and future employment of 170,000 in Logan)*

4.5 THEME 4

ROAD AND FREIGHT TRANSPORT

Road and freight transport relates to the movement of people and goods using motorised vehicles.

This includes the infrastructure on which these movements rely and includes consideration of parking requirements for when these vehicles are not in use. Whilst active and passenger transport modes both utilise road infrastructure this theme focuses on the road and freight task.

Road and freight transport is critically important for the functioning of Logan's transport system and the ongoing development of the city. Although the importance of road and freight transport is unlikely to diminish in future, the role of the road network will require careful consideration to ensure people and goods are able to move as safely, efficiently and appropriately as possible to, through and within Logan.

4.5.1 Goal 6

Logan has a connected, resilient and integrated road network which facilitates the safe and efficient movement of people and goods and is sensitive to the surrounding environment.

Our network and hierarchy of roads are facing increased pressure from population growth, particularly in emerging areas in the south of the city. If the current trend of high levels of private vehicle use continues, the corresponding transport demands which naturally flow from population growth could seriously compromise the amenity and high quality of life for which Logan has become known. This is likely to be particularly acute around emerging areas and on the roads which provide access to the more established areas of Logan. Although these established areas generally have higher standard roads and a more mature and connected network when compared to Logan's south, they are also likely to experience some of the negative impacts of this growth. Careful consideration therefore needs to be provided on the future development of Logan's road network in order to increase transport equity for all residents while concurrently facilitating economic growth in Logan.

There is a general consensus, which has been confirmed by the experiences of a number of several metropolises in Australia and abroad, that building more roads is not the best approach to solving traffic congestion[21, 22]. Attempting to do so leads to a vicious cycle in which road network upgrades aimed at solving congestion caused by private vehicles lead to initial benefits that then increase the attractiveness of the travel mode. However, this attracts other users to the network and any gain is quickly lost to higher levels of congestion. This then leads to demand for higher capacity and more divisive roads in order to address the elevated levels of congestion. The self-reinforcing logic inherent in this cycle is not the issue nor is the upgrading of the road network, which in many cases may be the appropriate solution. The critical issue is the low level of efficiency of private vehicle travel when compared to other modes and the disproportionate priority that this mode has historically received in transport network investment and decision making. More efficient use of the road network can significantly improve the performance of Logan's transport network and in some cases, delay or even remove the need for costly infrastructure investments. Indeed, improving the efficiency of the road network is required in response to competing pressures for road space, in response to fiscally constrained environments in which maximising the efficiency of existing infrastructure is paramount, and in response to an increasing importance being placed on amenity and lifestyle.

However, this requires a shift in focus from moving cars and trucks as safely and efficiently as possible to moving people and goods as safely and efficiently as possible. This has direct implications for how road networks are planned and designed and how road space is used. Selecting the correct transport mode, on the correct road for the correct trip purpose and holding this intention with the broader economic, social and environmental needs of the community will be an important consideration for the future development of Logan's transport system. If done well, this has the potential to totally revolutionise the city and position it as a leader in the planning and provision of transport.

Regardless of the future use of Logan's roads, the network needs to be safeguarded against the effects of planned and unplanned events in order to ensure people and goods can continue to move to, through and within the city with minimal impacts. In this regard, technology will play an increasingly important role in monitoring traffic, identifying issues and effectively advising all road users in real-time on the safe use of the network. This will be informed by research and development of Intelligent Transport System solutions undertaken by the Federal and State Government, research bodies and private organisations. Reducing the effects of planned and unplanned events has implications for freight and the economic development of the city as well as for the amenity and safety of residents. Improving the resilience of Logan's network and realising these benefits, particularly in emerging areas, will require a mix of infrastructure (e.g. new or amended roads to improve route choice) and management solutions.

GOAL 6 OBJECTIVES	
28	Undertake targeted investments to the road network that integrate with existing and planned future land uses, that facilitate economic growth and that increase transport equity
29	Provide road network route choice of a form suitable to ensure continued access and connectivity during planned and unplanned events
30	Reduce the number and severity of crashes for all road users
31	Thoroughly consider the long term sustainability of future road network expansions and upgrades
32	Improve the efficiency of freight movements along the supply chain without compromising the safety and amenity of other road users
33	Future-proof freight corridors to successfully adapt to changes in vehicle fleets and movement patterns
34	Reduce the proportion of heavy vehicle movements occurring in Logan during peak commuter periods

[21] *'Empiral evidence on induced traffic', 1996*

[22] *'Traffic forecasts ignoring induced demand', 2012*

4.5.2 Goal 7

Logan offers car parking choice within key centres and residential areas, providing sufficient and affordable on and off-street parking as appropriate

Car parking is currently an important supporting element of road-based vehicle trips. Its availability at both ends of a trip, and the conditions on which it is provided, is a key determinant in the overall attractiveness of private vehicle use. Although car parking in some areas of Logan, particularly at key activity centres, is currently regulated using signage it is provided without cost to the user. Parking that has generous regulations (for example, no time limits) and is provided at convenient locations with no financial cost further increases the attractiveness of private vehicle use. The true cost of parking is often not considered in the provision of parking, as is the undermining effect that generous parking provisions have on the use of active and public transport modes, on the degree of walkability in activity centres and, subsequently, on the economic generating potential of local areas. In some instances, parking can be beneficial, as is the case with the provision of sufficient spaces at park 'n' ride facilities. By improving user convenience and accessibility this encourages greater public transport use, particularly for residents located in areas with limited alternative transport options. Parking, therefore, should be considered as one form of access among a range of other, more sustainable travel options including walking and cycling. The full and longer-term impacts of parking – both positive and negative – need to be considered when investigating options to adjust the supply and regulation of parking in Logan.

Due to the importance of parking and its influence on other transport modes, aligning car parking policy throughout Logan and at key centres with the overall transport vision for Logan will be important to maintain a unified position for the future development of Logan. Car parking will need to not only address the shorter term needs of the community but also seek to work towards the transport vision while providing allowance for innovation and future technological change. Encouraging innovative concepts such as 'shared parking' in mixed use areas, whereby the same parking facility is shared by several different land uses throughout the day, could help optimise the use of existing infrastructure while serving the needs of the community. Additionally, some of the previously identified emerging technologies and trends will directly impact on the planning and delivery of parking now and in the future. As an example, autonomous vehicles and the rise of the sharing economy are likely to be significant disruptors and lead to several questions, including whether car parking at key centres and elsewhere would be necessary in its current format. Further afield is the impact of aerial vehicles and the total rethink that will be required in the design and planning for parking. Car parking therefore needs to be closely managed to meet current and future needs as well as to encourage change that supports the future development of Logan.

GOAL 7 OBJECTIVES	
35	Provide a variety of parking products to regulate car park usage
36	Ensure car parking type, location and regulation supports land use objectives and sustainable travel alternatives

MORE THAN 50,000 INTERNAL LOGAN TRIPS PER DAY (AROUND 4% OF ALL INTERNAL TRIPS) WILL BE MORE ATTRACTIVE BY WALKING, CYCLING OR PUBLIC TRANSPORT THAN DRIVING BY PROVIDING NEW PARKING PRODUCTS IN CENTRES SUCH AS SPRINGWOOD[23]

[23] *Way2Go modelling (based on future population of 560,000 and future employment of 170,000 in Logan)*

4.6 THEME 5

TECHNOLOGY AND INNOVATION

Technology and innovation is an increasingly important component of everyday life for people and industry.

Its role within and impact on the planning, provision and operation of transport systems in Logan and around the world will continue to increase in importance as its adoption and integration accelerates.

Due to the rate of technological change and its propensity to diverge from traditional thought and action, this creates uncertainty and complicates longer term planning and investment decisions. Indeed, it is highly probable that technology and trends with the greatest future influence on transport in Logan may not currently even exist. While this is a challenge, more importantly, it is an opportunity for Logan to adopt new and alternative ways to understand and respond to the current and future transport task in a way that is better tailored to the Logan context and that is supportive of the overall transport vision. This will assist in addressing some of the issues which currently affect Logan's transport system as well as providing a platform for future growth that is more equitable, efficient and sustainable.

4.6.1 Goal 8

Logan responds to changes in technology and is positioned early to take advantage of emerging or alternative transport solutions.

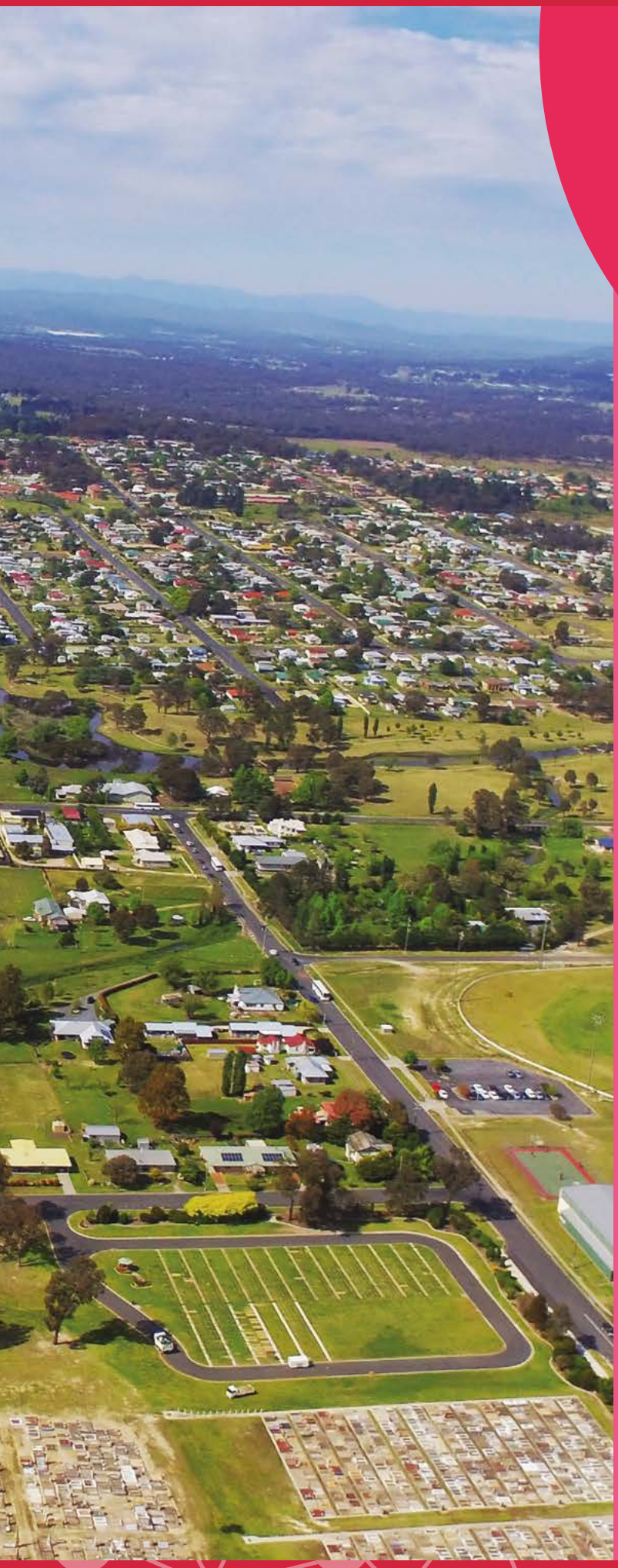
Technology and innovation are becoming increasingly intertwined with human existence and as such, any changes to them require a response. The type of response and the speed at which it is provided will be the key factor in determining the future role of technology and innovation in Logan and how supportive these are of the overall transport vision. Two responses will be important. Firstly, the characteristics of any overarching entity or framework tasked with implementing technological change or innovation; and secondly, how technology and innovation are then practically applied and tailored to the local context.

Technology and innovation are dynamic and continuously evolving so for Logan to capitalise on any associated benefits, a policy framework and regulatory environment that is commensurately dynamic and proactive is necessary. This will assist in ensuring Logan is positioned early to anticipate, respond to and take advantage of new or emerging technologies as appropriate and to create outcomes that are more inclusive and that reflect the needs of all residents. A more dynamic policy framework and regulatory environment also provides scope to adopt more innovative and flexible planning tools (e.g. scenario planning). This is a more prudent approach to dealing with and planning for uncertainty as brought about by technological change and innovation and provides opportunities to increase community involvement in strategic planning and decision making.

It is important that a level of prudence also flows onto the type of technology and innovation to be adopted and how it is to be applied to the local context. Prior to implementation, new or emerging technologies need to be carefully but rapidly investigated and their impacts weighed. Implementation itself will likely require a staged approach that supports trial and error and continual improvement, in conjunction with works to prepare the transport system and the community for the impacts of technological advances and disruptions. Underpinning this is the need for collaboration and partnerships with the community, industry, research organisations and all levels of government. It is likely that the government's role in this evolving technological landscape will change from that of provider to that of facilitator, encourager and manager. This overall approach will help to maximise the benefits while reducing, as far as practicable, any risks associated with the new technology or innovation.

GOAL 8 OBJECTIVES	
37	Investigate opportunities to increase the efficiency and capacity of existing transport infrastructure through technological solutions
38	Support the use of innovative and flexible planning tools in the transport planning process to better consider uncertainty and increase the quality and transparency of community engagement processes
39	Support the staged implementation of innovative technology and alternative transport service models to increase transport choice, equity and the efficiency of the transport system
40	Encourage business and industry (employers and employees) to utilise technology and innovation to reduce the travel demands of people and goods
41	Prepare the transport system and the community for the impacts of technological advances and disruptions


Logan Village
HOTEL
est. 1971
TAB
ST PATRICKS DAY
Logan Village HOTEL
LOGAN VILLAGE HOTEL
STEAK 13



4.7 THEME 6

MANAGING GROWTH

The management of growth in the context of Logan's transport system extends beyond managing travel demand to also encompass the broader effects of growth and how this relates to infrastructure provision and decision making.

While managing growth includes addressing the impacts of land use and transport planning decisions it also provides an opportunity to better understand the impacts of growth to inform future planning and delivery decisions. Addressing future impacts will minimise any potential undesirable effects of land use and transport decisions and improving the quality and type of inputs to the decision making process itself will help make Logan's transport system more sustainable, efficient and representative of the city's needs. This will become increasingly important in an environment that has greater resource constraints and competition for the use, funding and delivery of infrastructure and services.

4.7.1 Goal 9

Logan effectively and wisely manages growth to improve the sustainability and efficiency of the transport system.

The scale of Logan's forecast growth requires a multifaceted management response to more effectively work towards improving the sustainability and efficiency of the transport system. Three core facets of this response are community engagement, data collection and analysis, and the catalytic sequencing of transport infrastructure and services.

Regular engagement and communication with Logan's residents and businesses is required to manage expectations of growth and better understand the breadth and depth of its impacts. This is important as 'growth' can have several interpretations, applications and connotations as well as several indirect impacts that can be difficult to quantify or forecast. Combining this engagement with increased community involvement earlier on in the strategic decision making process (for example around how land is to be used in the future and what transport infrastructure or services could or should be provided) could increase acceptance for change and result in a transport system that is more representative of the city's needs.

Underpinning effective decision making, regardless of the entities involved, is the need for robust and accessible data. This will require the collection of data from a variety of sources (for example, as part of the Development Approval process) to measure a range of different metrics. To be of use, this data will then need to be accurately analysed and interpreted and the findings effectively communicated. This communication is arguably the most critical element in the process as it affects decision making and significantly improves the effectiveness of advocating for new or upgraded transport infrastructure or services that benefit Logan's residents and businesses. Communication also includes moves by Council to share and publish all relevant data. The degree of robustness and accessibility of data is also useful in effectively engaging with other stakeholders and communicating the relevant benefits and costs of amendments to the transport system.

Changes to transport infrastructure or services have the potential to act as catalysts for wider growth and change in Logan. Recognising this potential and effectively leveraging it to meet the current and desired future needs of the community will be an important factor in the creation of a transport system that evolves sustainably and equitably. This, in addition to a range of factors such as feedback from residents and businesses, will inform funding and delivery decisions regarding future transport infrastructure and services in Logan.

"EACH 10 ADDITIONAL MINUTES IN DAILY COMMUTING TIME CUTS INVOLVEMENT IN COMMUNITY AFFAIRS BY 10%"

ROBERT PUTNAM,
HARVARD PROFESSOR AND AUTHOR

GOAL 9 OBJECTIVES	
42	Regularly engage with Logan residents and businesses to plan for and better understand the impacts of growth
43	Improve Logan's transport data collection, analysis, interpretation, communication and sharing capabilities to inform decision making, management and advocacy
44	Sequence the delivery of new or upgraded transport infrastructure and services to support growth and promote sustainable travel patterns

4.7.2 Goal 10

Logan actively and effectively manages travel demand through a variety of initiatives tailored to the local context.

Logan is forecast to experience significant population growth over the next 25 years, primarily in emerging areas in the city's south. Without intervention, this will place strain on existing transport infrastructure and services and reduce the ability of people and goods to move efficiently through Logan. While new or upgraded infrastructure or services will undoubtedly be required to ease this strain, both the pressure on the transport system and the type and scale of investment required can be reduced through initiatives to manage travel demand.

"IN REALITY, EACH OF US MANAGES TRAVEL DEMAND ON A DAILY BASIS AS WE MAKE CHOICES ON THE MOST EFFICIENT, CONVENIENT, INEXPENSIVE OR ENVIRONMENTALLY RESPONSIBLE WAY TO TRAVEL. 'TRAVEL DEMAND MANAGEMENT' AS A TRANSPORT PLANNING CONCEPT IS SIMPLY THE FORMALISATION OF THESE EVERYDAY CHOICES, LEVERAGED TO MAKE BETTER USE OF EXISTING INFRASTRUCTURE AND AVAILABLE CAPACITY".

Initiatives to manage travel demand can, and should, start as early as the strategic planning phase as it provides a key opportunity to better integrate land uses and transport to reduce 'downstream' travel demand. This is discussed in more detail in Goal 2 but the significance of the connection between downstream travel demand and early planning decisions should be recognised. This goal primarily focuses on managing travel demand further downstream.

Travel demand management initiatives typically focus on areas within a city in which small scale interventions can achieve comparatively large improvements to the operation of the transport system. Traditionally, these initiatives are relatively inexpensive non or minor infrastructure solutions aimed at addressing imbalances in transport modes to improve the operation of the transport system and/or the health and wellbeing of people or the environment. An example is the implementation of a 'bicycle school bus' for primary school children in which students can ride to school in a safe and supervised environment. Aside from the health and environmental benefits, by attempting to rebalance the use of different transport modes and thereby reducing private vehicle pick-up and drop-off activities this also has the potential to reduce localised congestion and improve overall safety around schools. This is important in the Logan context as such initiatives have the potential to delay the need for costly infrastructure amendments, where appropriate, so that transport funding can be focused on more critical parts of the network. This will also help to address some of Logan's current transport issues in a comparatively shorter timeframe and with potentially longer-term benefits. Adopting an approach, therefore, that investigates non-infrastructure and demand management solutions before considering the implementation of new or upgraded infrastructure will be an important element in the sustainable development of Logan's transport system.

The provision of demand management initiatives and strategic infrastructure and services should be complimented by measures to increase awareness among the community of the variety of travel options that are available to, from and within Logan. Effectively communicating these options and their associated economic, environmental and social impacts will be important to enable the community to make informed travel decisions and to amend travel patterns accordingly. By combining this with the provision of a more integrated, accessible and connected transport network there is significant scope to achieve a more sustainable balance of transport modes to improve the performance of Logan's transport system overall.

GOAL 10 OBJECTIVES	
45	Prioritise non-infrastructure and demand management solutions to manage congestion
46	Improve the management and efficiency of resolving planned and unplanned incidents on Logan's transport network
47	Support the development and implementation of a toolkit of travel demand management initiatives tailored to the Logan context
48	Increase community awareness of different travel choices and associated impacts

"THE RETURNS ON INVESTMENT IN ACTIVE TRANSPORT AND TRAVEL BEHAVIOUR CHANGE ARE BROADLY THREE TO TEN TIMES HIGHER THAN THOSE FROM TRANSPORT INFRASTRUCTURE INVESTMENTS"

INSTITUTE FOR SENSIBLE TRANSPORT


MULTIPAC

SECTION 5

IMPLEMENTATION, MONITORING AND REVIEW

The policy framework outlined in Section 4 set the strategic direction for the future development of Logan's transport system. This is the heart of *Way2Go* but without the provision of more detailed actions and a clear path for implementation, progress towards achieving the stated transport vision has the potential to be slow and fragmented. Ultimately, this would result in a transport system that does not accurately reflect our community's needs and aspirations.

This concluding section of *Way2Go* aims to translate policy into implementable action by outlining the who (Section 5.1), when (Section 5.2), what (Section 5.3) and how (Section 5.4) of the plan's implementation. This section also outlines how *Way2Go* will be monitored (Section 5.5) and reviewed (Section 5.6) over its lifetime.

5.1 STAKEHOLDERS

As *Way2Go* is a Council initiative, Council will naturally be the central stakeholder in its implementation. Although the exact details of Council's role will vary depending on the action to be implemented, Council will be responsible for engaging with other stakeholders; advocating for the State and Federal governments to improve Logan's transport system; funding infrastructure, services and programs under Council control; promoting innovation; encouraging participation; and further enhancing communication with the community.

The success of *Way2Go* is contingent not only on proactive, comprehensive and ongoing support from Council but also the positive involvement of a wide range of stakeholders. These stakeholders can generally be consolidated into the following three overarching groups:

1. Government agencies
2. Private enterprise and other agencies (including industry, educational institutions and not-for-profit organisations)
3. Community.

Although *Way2Go* has been intentionally developed to identify actions that Council can undertake, the involvement of each of the stakeholders is fundamental to the successful implementation of the plan. The exact role and level of involvement of each stakeholder will vary depending on the action to be implemented but typically this is influenced by the respective interest a stakeholder has or would have in an action. As an example, this could be because a particular stakeholder is the current owner of a piece of transport infrastructure; is the manager of a relevant service or program; or would otherwise be significantly affected by the implementation of a particular action.

Above all else, it is critical that the strategic direction outlined in *Way2Go* is translated into on the ground action, and this will require effective partnerships between, and ongoing support and involvement from, all stakeholders.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TRANSLink

5.2 TIMEFRAMES

Timeframes for implementing each of the actions outlined in *Way2Go* have been provided in order to help prioritise the actions and to provide a logical and clear path for future planning and delivery. The timeframes were developed based on an understanding of current needs and emerging or anticipated future transport pressures in Logan as identified from research, analysis and feedback from community consultation. The timeframes were then aligned, as far as practicable, with relevant Local and State planning documents.

Each of the actions presented in *Way2Go* have been assigned at least one of the following five timeframe categories:

Ongoing: actions can commence immediately and should continue throughout the life of *Way2Go* for maximum effectiveness. These actions typically refer to the need to adopt or maintain support for a particular approach or policy position.

Immediate: actions should commence within two years from endorsement of the Final *Way2Go* document. These actions are typically considered the highest priority for implementation, primarily because they form the basis for subsequent and more detailed actions

Short: actions should commence between three and five years from endorsement of the Final *Way2Go* document. These actions are considered high priority and necessary to enable medium term investigations and infrastructure provision

Medium: actions should commence between six and 13 years from endorsement of the Final *Way2Go* document or, where relevant, before a total population of roughly 430,000 is reached. These are typically longer term actions that either require the implementation of earlier, supporting actions or that are influenced by external factors such as population thresholds, development activity or other planning

Long: actions should commence between 14 and 23 years from endorsement of the Final *Way2Go* document or, where relevant, before a total population of roughly 586,000 is reached. These are longer term actions that either require the implementation of earlier, supporting actions, that are influenced by external factors such as population thresholds, development activity or other planning, or that are expected to inform future planning and development as the ultimate planning population of 586,000 approaches

Based on the assigned timeframes and as outlined in Section 5.3, a significant proportion of the actions in *Way2Go* are scheduled to either commence or be partially or fully complete within five years of plan endorsement. This will provide the basis for the implementation of medium and longer term actions including the delivery of more complex road and public transport infrastructure.

5.3 IMPLEMENTATION PLAN

The Implementation Plan is the road map for achieving Logan's transport vision. It is where policy is translated into implementable action and where relevant stakeholders and timeframes are identified in order to support delivery. Each of these important components have been developed and refined in close consultation with the community in order to reflect current community needs and aspirations.

The Implementation Plan is provided in the following six sections, representing the six themes of *Way2Go* from Section 4.

5.3.1 Theme 1: Building a framework for growth

The strategic interventions that we will undertake to build a framework for growth are listed below.

TABLE 5: IMPLEMENTATION PLAN
BUILDING A FRAMEWORK FOR GROWTH

ID	Action	Stakeholders	Timing
BG1	Promote and develop increased employment opportunities which strive to surpass minimum employment baselines identified in *ShapingSEQ* and which deliver increased employment self-containment within Logan	LCC Industry	O
BG2	Position the City of Logan to maximise opportunities for private sector investment in the transport system through new funding and commercial opportunities facilitated by Invest Logan	LCC Invest Logan Industry	O
BG3	Support the successful progression of the Salisbury to Beaudesert passenger rail line project through Federal and State project pipelines by ensuring land use outcomes near proposed stations provide the greatest opportunity for transit-oriented development	LCC	I/S/M
BG4	As part of a future review of the *Logan Planning Scheme* encourage the development of self-contained and mixed-use centres which promote walking and cycling for a variety of trips	LCC	S
BG5	Establish regular partnership meetings with land use and transport planning stakeholders to coordinate future integrated transport planning activities	LCC TMR Queensland Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP)	I
BG6	Establish a regular program of cross-border partnership meetings with neighbouring local government authorities to coordinate future integrated transport planning activities	LCC Surrounding Councils	I
BG7	Implement a regular calendar of community meetings in each Council division to develop a community vision for the local area, to discuss required or proposed developments and changes to transport infrastructure or services and to maintain regular feedback between Council and the community	LCC Local community	I
BG8	Undertake a detailed transport economic analysis to determine the wider community impact of network and operational transport improvements	LCC	S
BG9	Support *ShapingSEQ* dwelling supply benchmarks and employment planning baselines by focusing Logan's growth and development on identified areas within the Urban Footprint	LCC DSDMIP	O
BG10	Promote sequential development in greenfield areas to allow the incremental provision of an efficient and sustainable transport network	LCC	O
BG11	Continue to support the provision of higher density residential populations in the vicinity of high quality public transport by maintaining the principles in the *Logan Planning Scheme (Figure 3.10 – Transit Orientated Development*) and reviewing the transit-oriented development hubs and corridors	LCC	O
BG12	Review future land use near the proposed Salisbury to Beaudesert passenger rail line in particular where higher densities are not currently proposed (Boronia Heights)	LCC	I/S/M

TABLE 5: IMPLEMENTATION PLAN (CONTINUED)
BUILDING A FRAMEWORK FOR GROWTH

ID	Action	Stakeholders	Timing
BG13	Establish current dwelling supply and employment planning baseline triggers to commence planning for Potential Future Growth Areas (as outlined in *Shaping SEQ*)	LCC DSDMIP	L
BG14	Support the shared objective within the Logan Central, Springwood, Beenleigh and Meadowbrook Master Plans to deliver higher residential densities close to transit	LCC	I/S/M
BG15	Support the following objectives outlined in the *Logan Central Master Plan* that enable it to reach its potential as the cultural and civic heart of Logan: • Centrally located mixed-use development, cultural facilities, community infrastructure and workplaces along with the encouragement of higher densities in the town centre core will deliver transit supportive development in proximity to Woodridge train station, and containment of vehicle-based retailing eastward along Wembley Road • The consolidation of civic and administrative uses will attract State Government agencies to provide a diversified employment base which can be accessed by sustainable transport modes • The provision of worker accommodation which enables access to other employment opportunity areas and activity centres at Berrinba, Springwood, Beenleigh, Meadowbrook Specialist Centre, Logan Hyperdome and Browns Plains	LCC Local community	I/S/M
BG16	Continue to progress the variety of access and movement actions identified within the *Logan Central Draft Master Plan Implementation Plan* including: • Car Parking Strategy (Parking Management Plan for each centre) • Planning for a new intersection on Wembley Road at the new Market Street • Pre-feasibility planning for a new bus interchange at Woodridge train station • Concept design planning for intersection upgrades, town centre streets, Wembley Road boulevard and a new cycle centre	LCC TMR Local community	I/S
BG17	Support the following objectives outlined in the *Springwood Master Plan* to transform Springwood into the principal commercial centre in Logan integrated with the committed extension of the South East Busway to Springwood (and/or future Brisbane Metro): • Delivery of higher residential densities close to the current and future extended busway corridor and promote compact urban form whilst retaining diversity • Improving the integration of commercial activity within the current and future extended busway corridor • Creating a vibrant community heart and new town squares, alfresco dining areas, cinemas, restaurants, parks and open spaces	LCC TMR Brisbane City Council (BCC) Local community	I/S/M

TABLE 5: IMPLEMENTATION PLAN (CONTINUED)
BUILDING A FRAMEWORK FOR GROWTH

ID	Action	Stakeholders	Timing
BG18	Continue to progress the variety of access and movement actions identified within the *Springwood Implementation Plan* including: • Planning for new or enhanced pedestrian and cycle connections between: - Springwood and Logan Central - Watland Street, Dennis Road and Carol Avenue - Carol Avenue, Laurinda Crescent and the Springwood bus station - Lexington Road, Springwood bus station and Fitzgerald Avenue - Compton Road to Park Road along Slacks Creek corridor - Briggs Road to Marlane Court and Springwood Park • Advocate for improved public transport to Logan Central	LCC TMR Local community	S/M
BG19	Support the following objectives outlined in the *Beenleigh Master Plan* which allow the centre to remain compact, vibrant and supplementary to the commercial and administrative centres of Springwood and Logan Central: • Activate first class public spaces and the new town square • Balance traffic movements and car parking with high quality public spaces by promoting a road network hierarchy that seeks to remove traffic not destined for the centre • Promote a cycle network that encourages all family members to use their bikes • Encourage the use of public transport by ensuring good access to facilities and a convenient and appropriate network	LCC TMR Local community	S/M
BG20	Continue to undertake catalyst roadworks, cycleway and public transport planning, public realm actions and car parking actions as identified in the *Beenleigh Master Plan* whilst continuing to support the development of broader access and movement actions including working with TMR on plans to improve the mobility function through Beenleigh and ease of connectivity to the M1 within a future *Beenleigh Implementation Plan*	LCC TMR	I/S/M
BG21	Develop a suite of access and movement actions as part of the *Meadowbrook Centre Implementation Plan* which support the following objectives to enable the centre to become a place focused on health, education and wellbeing: • Create a healthy and social community through greater use of sustainable transport modes and reducing the dominance of private vehicles • Create an environment that attracts business and private investment and realises the full potential of key activity generators by improving the connection between Griffith University and Logan Hospital, Queensland TAFE, shopping areas, Loganlea train station and Loganlea State High School	LCC TMR Queensland Rail (QR) Queensland Health Industry Educational institutions	I/S

TABLE 5: IMPLEMENTATION PLAN (CONTINUED)
BUILDING A FRAMEWORK FOR GROWTH

ID	Action	Stakeholders	Timing
BG22	Advocate for improved local connections between regional passenger transport infrastructure and Logan's Regional Economic Clusters (RECs) to facilitate employee access by more sustainable transport options	LCC TMR DSDMIP Industry Local community	S/M/L
BG23	Through the *Logan Planning Scheme* continue to support the location of industrial activity in close proximity to key road infrastructure (for example, the Pacific Motorway at Loganholme and the Logan Motorway at Kingston and Berrinba)	LCC TMR	O
BG24	Continue to support the provision of conveniently located end of trip facilities for developments over 2,000 square metres as outlined in the Queensland Development Code Mandatory Part 4.1 – Sustainable Buildings	LCC	O
BG25	Identify city-wide policy measures which increase local employment opportunities and encourage walking and cycling to employment, education and entertainment	LCC	O
BG26	Continue to advocate for equitable and integrated transport outcomes associated with the PDAs	LCC EDQ TMR	O
BG27	Consider the potential of future mobility solutions when conditioning new residential developments (either infill or greenfield) to allow for the introduction of public transport services	LCC	O
BG28	Extend the employment land corridor (Berrinba through SW1, Crestmead and Park Ridge into Park Ridge South) to support the development of Park Ridge as a major enterprise and industrial area as outlined in *ShapingSEQ* and improve Logan's overall employment self-containment	LCC	M/L
BG29	Undertake an Employment Land Study to identify the current and future supply of industrial land to ensure that competing land use pressures do not deprioritise the need for industrial land	LCC	I/S
BG30	Investigate a sustainable transport strategy for Council's fleet in anticipation of an uptake of alternatively fuelled vehicles.	LCC	S
BG31	Investigate the feasibility of providing publicly available EV charging stations at Council assets	LCC	S
BG32	Consider the extent to which Council support can be provided to industries seeking to reduce the impact of carbon emissions	LCC Industry	S
BG33	Continue to identify and protect conservation areas and offset development that occurs in areas of higher ecological value	LCC	O
BG34	As part of a future review of the *Logan Planning Scheme* ensure that early consideration of EV charging points is provided in the development of mixed use and shared residential accommodation to remove the inconvenience associated with retrofitting	LCC	S

KEY

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I = 0-2 years
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M = 6-13 years (or to a population of 430,000)
L = 14-23 years (or to a population of 586,000)

5.3.2 Theme 2: Active Transport

The strategic interventions that we will undertake to improve active transport are listed below and future strategic active transport links are indicated in Figure 18.

TABLE 6: IMPLEMENTATION PLAN
ACTIVE TRANSPORT

ID	Action	Stakeholders	Timing
AT1	Work with TMR in the planning and delivery of the South East Queensland Principal Cycle Network in Logan to encourage more people to cycle, more often	LCC TMR	O
AT2	Continue to improve Logan's network of six named strategic cycle routes: 1. **East West Route** - a continuous east-west bicycle route from Loganlea Road, Meadowbrook (near Griffith University) to Middle Road, Greenbank (at Bellevue Park) 2. **Shailer Park Route** - a nine kilometre bicycle route running east from the Pacific Motorway (and V1 Bikeway) at Mandew Street, Shailer Park to Chantilly Heights Park on the Logan River near Logandale, Loganholme 3. **Crestmead Route** - a continuous east-west bicycle route through Waterford West and Crestmead from the Logan Central Bike Route at Muchow Road near Tygum Lagoon to the East West Bike Route at Browns Plains Road near Berrinba Wetlands 4. **Springwood Route** - a five kilometre bicycle route running east from the Pacific Motorway (and V1 Bikeway) at Springwood Busway Station to the north-east fringe of Rochedale South on Priestdale Road 5. **Logan Central Route** - a continuous north-south on-road bicycle route from Compton Road, Underwood to Tygum Lagoon, Waterford West 6. **Slacks Creek Route** - an 11 kilometre long continuous north-south off-road bicycle route from the Pacific Motorway at Watland Street, Slacks Creek to Tygum Lagoon, Waterford West	LCC TMR	S/M/L
AT3	Continue to allocate annual budget to enable the application for 50% grant funding provided by the Queensland Government for the design and/or construction of cycling infrastructure which contributes to the delivery of the Principal Cycle Network	LCC	O
AT4	Continue to prioritise construction of bicycle paths as outlined in Council's *Statement of Intent for Cycle Network Infrastructure* and apply the adopted Planning Scheme Policy 5 to deliver the most appropriate cycling infrastructure across Logan	LCC	O
AT5	Review the *Statement of Intent for Cycle Network Infrastructure* to prioritise the next tranche of investment in the cycle network, considering the following major cycling connections within Logan: • Connections to support access to new / upgraded V1 Bikeway • West Logan to Forest Lake along Johnson Road (connecting to the Centenary Motorway bikeway) (Logan City Council to support Brisbane City Council in delivering this project) • East / west corridor linking Park Ridge to Logan Reserve Road, broadly following the Park Ridge Road corridor continuing to Beenleigh • Bethania to Beaudesert rail trail • Logan Village to Yarrabilba rail trail	LCC	I

TABLE 6: IMPLEMENTATION PLAN (CONTINUED)
ACTIVE TRANSPORT

ID	Action	Stakeholders	Timing
AT6	Continue to support TMR planning to develop the Brisbane to Gold Coast Iconic Cycle Route	LCC TMR City of Gold Coast Council	I/S
AT7	Prepare for an anticipated increased uptake of e-bikes which will require a greater need for safe access from home to work / schools / shops as well as for recreational cycling	LCC	S/M
AT8	Assess the feasibility of including e-bike charging facilities within conveniently located storage / end of trip facilities	LCC	S
AT9	Partner with QR and TMR to review end of trip facilities at rail and bus stations to ensure sufficient safe storage of bicycles and to investigate the implementation of other supporting facilities such as showers and change rooms	LCC TMR QR	I/S
AT10	Ensure that Logan planners and engineers apply TMR's *Technical Notes for Cycling* and encourage the inclusion of safe cycling measures (both on and off road) when undertaking all road network upgrades and maintenance projects	LCC	O
AT11	Develop a Logan Walking Strategy to capture and prioritise actions which lead to a city-wide increase in walking trips and which support Council's healthy lifestyle programs.	LCC	I
AT12	Continue to ensure that the *Logan Planning Scheme* supports walking as a mode of travel by providing pathways according to the Planning Scheme requirements and sufficient open space in locations of good accessibility	LCC	O
AT13	Incorporate measures to improve user comfort (for example, shade, seating, drinking fountains) when planning for new or upgraded walk or cycle paths	LCC	O
AT14	Condition the provision of accessible pathways according to Planning Scheme requirements within new developments	LCC	O
AT15	Continue to rehabilitate footpaths included in Council's *Statement of Intent for Footpath Rehabilitation* and review, prioritise and update the program frequently	LCC	O
AT16	Develop a new Statement of Intent for new footpath links to complete the existing network	LCC	I
AT17	Extend the Logan City Council Cycleways network map to include relevant South East Queensland Principal Cycle Network routes, to identify cycleway typologies (for example, off-road cycle paths) and to identify routes suitable for people of all ages and abilities	LCC	I
AT18	Regularly maintain, update and distribute the extended Logan City Council Cycleways network map to residents and visitors and provide convenient access through user-friendly mobile applications	LCC	O
AT19	Maintain an up to date inventory of walk and cycle paths which includes a clear hierarchy of routes, existing and planned future sections, route delivery priorities, and supporting infrastructure	LCC TMR	O

TABLE 6: IMPLEMENTATION PLAN (CONTINUED) ACTIVE TRANSPORT			
ID	**Action**	**Stakeholders**	**Timing**
AT20	Continue to support third party provision of journey planning tools	LCC	O
AT21	Continue to support initiatives that promote walking as part of an active and healthy lifestyle (e.g. Live Well Logan)	LCC	O
AT22	Raise awareness of the benefits of incorporating walking or cycling trips into a daily trip to / from work or education	LCC	O
AT23	Undertake targeted programs to promote healthy and active school travel by walking or cycling	LCC Department of Education (DoE) Educational institutions	S

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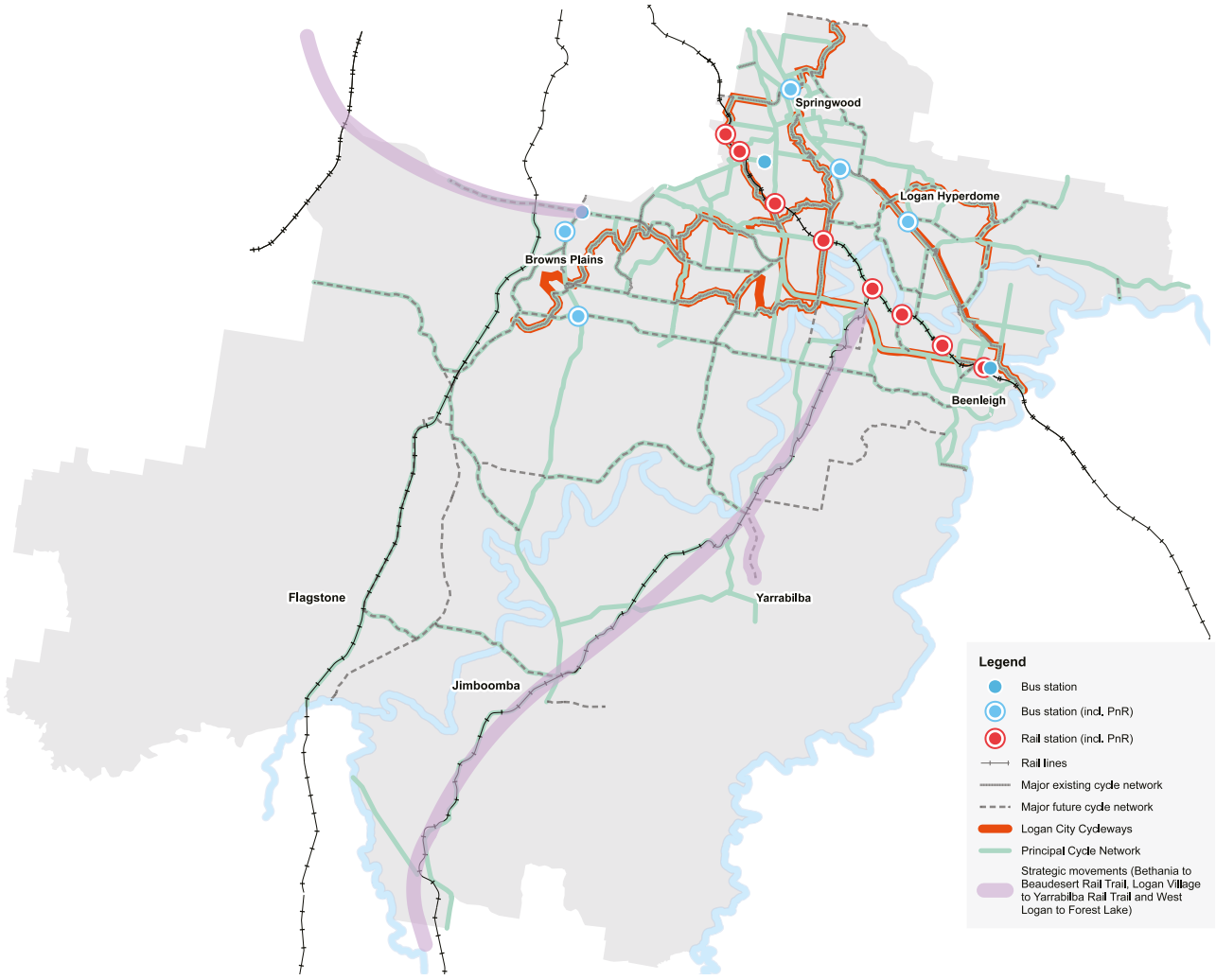

Figure 18: Future cycle network

5.3.3 Theme 3: Passenger transport

Strategic interventions that we will undertake to improve passenger transport are listed below and future strategic passenger transport links are indicated in Figure 19.

TABLE 7: IMPLEMENTATION PLAN
PASSENGER TRANSPORT

ID	Action	Stakeholders	Timing
PT1	Build on the recent Council investment strategy by continuing to allocate funding towards public transport in particular by supporting the planning of service improvements and the planning and construction of passenger transport facility improvements including bus stops / stations, park 'n' rides and bus priority infrastructure	LCC TMR	O
PT2	Develop a medium-term Passenger Transport Network Plan for Logan which examines the following key items: • Future public transport strategic framework • Connectivity of Logan bus services with a possible Brisbane Metro extension to Springwood • Passenger transport network required to support the future Salisbury to Beaudesert passenger rail line • Travel time reliability for north-south bus services operating parallel to, and in anticipation of, the future Salisbury to Beaudesert passenger rail line • Feasibility of the Meadowbrook-Hyperdome Greenlink • Feasibility of Loganlea Road bus priority measures (in association with the *Meadowbrook Master Plan* intent) to support access to Loganlea station and/or the wider bus network from Yarrabilba • Feasibility of new park 'n' ride facilities to facilitate movements from Yarrabilba to mass transit at Loganlea Station • Feasibility of new park 'n' ride facilities on the Mount Lindesay Highway • Opportunities to improve east-west passenger transport connections to connect emerging communities such as Park Ridge and Logan Reserve with the activity centres of Browns Plains and Beenleigh • Improved north-south links such as Yarrabilba to Loganlea in line with growth and demand • Improved service from Browns Plains to Springfield prior to the delivery of the future Salisbury to Beaudesert passenger rail line • Opportunities for innovative passenger transport service delivery (including autonomous and/or alternative fuel vehicles) • Opportunities for improved first mile / last mile connections at both the trip origin and trip destination (for example home and work)	LCC TMR	I
PT3	Actively monitor and report on residential population growth and associated trip distribution in greenfield areas to justify support for improved future passenger transport services	LCC TMR	O
PT4	Subject to the rate of population growth and development activity in the corridor (see PT3) consider opportunities to joint fund acceleration of investment for the Salisbury to Beaudesert passenger rail line to Undullah	LCC TMR	S/M
PT5	In partnership with TMR carry out detailed planning for bus interchange and car parking provision at future Salisbury to Beaudesert train stations to ensure alignment with future land use intents	LCC TMR	S/M

TABLE 7: IMPLEMENTATION PLAN (CONTINUED)
PASSENGER TRANSPORT

ID	Action	Stakeholders	Timing
PT6	In partnership with TMR monitor modal access demands for rail and bus stations to ensure that park 'n' ride facilities are strategically located and provide sufficient capacity to meet demand within the facility without impacting the local road network	LCC TMR	O
PT7	In partnership with TMR undertake planning which considers the effectiveness of new park 'n' ride sites on key north-south road links which intercept private vehicles at future public transport nodes	LCC TMR	S/M
PT8	Form a partnership with Brisbane City Council and TMR to fast track the extension of the potential future Brisbane Metro project to Springwood to act as a catalyst for the *Springwood Master Plan*	LCC BCC TMR	I/S
PT9	Investigate bus priority measures on key strategic public transport corridors to enable improved reliability for bus routes	LCC TMR	S
PT10	Undertake a planning study which investigates the feasibility of maintaining the disused Bethania to Beaudesert rail corridor as public transport infrastructure	LCC TMR	I/S
PT11	As part of implementation activities for the *Logan Central Master Plan* partner with TMR to undertake a study into the feasibility of: • Bus / rail interchange along Railway Parade adjacent Woodridge train station • Express train stopping pattern at Woodridge train station • Bus lanes along Wembley Road (between Railway Parade and Kingston Road intersections)	LCC TMR	S
PT12	As part of implementation activities for the *Meadowbrook Master Plan* partner with TMR to undertake a study into the feasibility of: • Increasing public transport frequency between Waterford Plaza and Slacks Creek bus interchange • Providing a linear bus station on both sides of Loganlea Road directly outside Logan Hospital and Woolworths shopping centre • Providing priority bus infrastructure linkages between Griffith University (Logan Campus) and Shailer Park (Hyperdome) (see PT2 – Meadowbrook-Hyperdome Greenlink) • Potentially relocating the Loganlea train station closer to the front entrance of Logan Hospital	LCC TMR QR	S
PT13	As part of implementation activities for the *Beenleigh Master Plan* partner with TMR and QR to undertake a planning study to upgrade the Beenleigh Transit Centre	LCC TMR QR	S/M
PT14	Ensure that future mobility solutions such as more flexible modes of public transport can be accommodated in Logan's Centres by providing sufficient kerbside allocation for pick-up and drop-off (for example, for flexible transport solutions or AVs) in addition to traditional taxi ranks	LCC Industry	O
PT15	Encourage the development of walkable, compact neighbourhoods around key public transport nodes that incorporate CPTED principles	LCC	O
PT16	Ensure that road and street network designs allow for bus routes	LCC TMR	O

TABLE 7: IMPLEMENTATION PLAN (CONTINUED)
PASSENGER TRANSPORT

ID	Action	Stakeholders	Timing
PT17	Enhance the safety perceptions of public transport by reviewing access to major rail and bus stations and ensuring that the Council maintained footpaths and supporting infrastructure are attractive, accessible and safe	LCC	O
PT18	Continue to deliver bus stop infrastructure in accordance with TMR's *Public Transport Infrastructure Manual* that ensures accessibility, comfort and safety	LCC	O
PT19	Continue to seek TMR funding under the *Passenger Transport Accessible Infrastructure Program* to assist in meeting the target of 100% of all bus stops being compliant with *Disability Standards for Accessible Public Transport 2002* standards by 31 December 2022	LCC TMR	I/S
PT20	Advocate for TMR and EDQ to develop tailored public transport service plans, in conjunction with Council, for emerging growth areas and stage the implementation of services to reflect population growth and trip requirements	LCC TMR EDQ	O
PT21	Review the current Council Cabs operation and assess the feasibility of a more contemporary, flexible service model which maintains a similar subsidy level and function. As part of the review, undertake the following: • Targeted community engagement and marketing campaign relating to the Council Cabs service to understand potential demand for a different service offering • Market sounding of potential alternative service delivery models	LCC Industry Local community	S
PT22	In partnership with TMR, develop Council-supported trials of community-based ride-share models to access employment or activity areas currently not well serviced by public transport such as industrial centres	LCC TMR Industry Local community	S
PT23	Seek a long standing (not project specific) partnership approach for access to passenger transport patronage data to inform passenger transport planning and advocacy in Logan	LCC TMR	I
PT24	Partner with TMR to promote awareness of the existing public transport system within Logan and encourage and inform residents about the benefits of using public transport	LCC TMR Local community	S
PT25	Undertake community awareness activities specifically related to the use of public transport to access education (both secondary and tertiary)	LCC DoE Educational institutions	O
PT26	Support TMR to undertake community awareness activities and provide targeted information on accessible transport options for people living with a disability, focusing on ticketing (Vision Impaired Travel Pass, concession go-cards, Taxi Subsidy Scheme) and community transport options provided by both government and the private sector	LCC TMR Industry Local community	O

TABLE 7: IMPLEMENTATION PLAN (CONTINUED)
PASSENGER TRANSPORT

ID	Action	Stakeholders	Timing
PT27	Ensure that major community events delivered by Council are well serviced by public transport and take the opportunity to encourage the occasional user (events only) to use public transport more regularly. Consider community engagement activities to follow up with the first-time public transport user to understand barriers reducing usage	LCC TMR Local community	O

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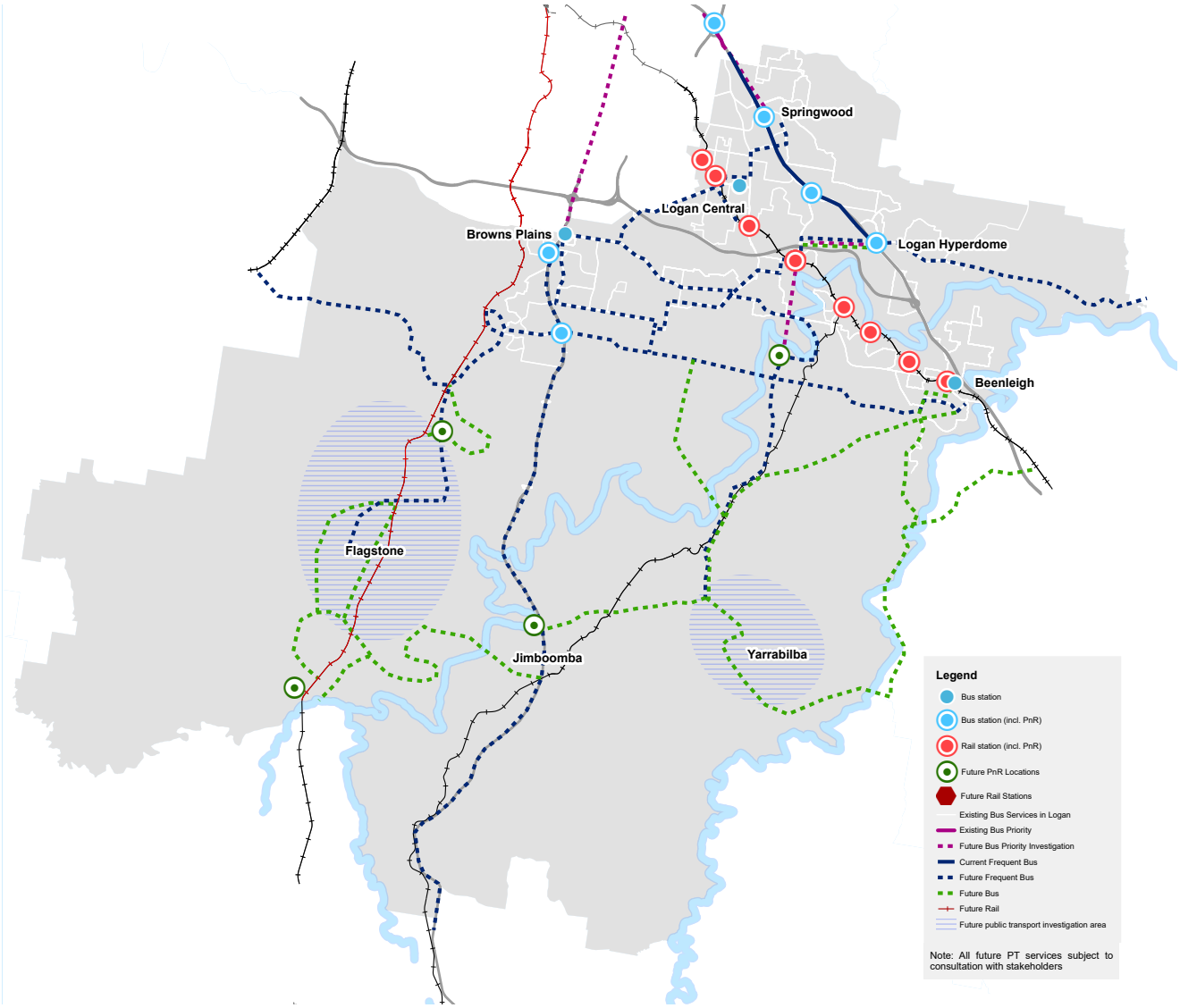

Figure 19: Future passenger transport network

5.3.4 Theme 4: Road and freight transport

The strategic interventions which we will undertake to improve road and freight transport are listed below with the future road network indicated in Figure 20.

TABLE 8: IMPLEMENTATION PLAN
ROAD AND FREIGHT TRANSPORT

ID	Action	Stakeholders	Timing
RF1	Support and advocate for TMR to prioritise capacity upgrades to the following existing links: **Eight lanes** • Pacific Motorway from Logan Motorway to Gateway Motorway **Six lanes** • Mount Lindesay Highway from Stoney Camp Road to Logan Motorway **Four lanes** • Beaudesert-Beenleigh Road from Bahrs Scrub Road to Mount Warren Boulevard (North) • Beaudesert-Beenleigh Road from Veivers Road to Stanmore Road • Mount Cotton Road from Beenleigh-Redland Bay Road to Valley Way • Mount Lindesay Highway from Cedar Vale Road to Stoney Camp Road • Waterford-Tamborine Road from Camp Cable Road to Albert Street • Wembley Road from Pagewood Street to Rod Golledge Drive	LCC TMR	S/M/L
RF2	Support and advocate for the future staged construction of the Park Ridge Connector by ensuring land use planning in the vicinity of the future corridor supports future industrial and commercial uses as intended at Park Ridge and North Maclean major enterprise and industrial areas	LCC TMR	O
RF3	Plan, prioritise and deliver upgrades to the following north-south road links: **Six lanes** • Loganlea Road from University Drive to Nujooloo Road **Four lanes** • Chambers Flat Road from Kenny Road to Entrance Street • Middle Road from Crest Road to Stoney Camp Road • Teviot Road from Middle Road to Homestead Drive • Third Avenue from Wembley Road to Fourth Avenue **Two lanes** • Bayliss Road extension from Green Road to Park Ridge Road • Chambers Flat Road from Mount Lindesay Highway to Kenny Road • Chardon Bridge Road from Plunkett Road to Quinzeh Creek Road • Edelsten Road from Camp Cable Road to Mundoolun Road • Greenbank Road from Teviot Road to Mount Lindesay Highway • Latimer Road between Miller Road Bridge and Stegemann Road • Logan Reserve Road from Chambers Flat Road to Buetel Street • New Beith Road from Pub Lane to PDA boundary • Plunkett Road from Waterford-Tamborine Road to Chardon Bridge Road • Prangley Road from Bahrs Scrub Road to Wuraga Road • Third Avenue from Browns Plains Road to Fourth Avenue • Veivers Road between Beaudesert-Beenleigh Road and Chardon Bridge Road	LCC	S/M/L

TABLE 8: IMPLEMENTATION PLAN (CONTINUED)
ROAD AND FREIGHT TRANSPORT

ID	Action	Stakeholders	Timing
RF4	Plan, prioritise and deliver upgrades to the following east-west road links: **Four lanes** • Crowson Lane between Greenbank Road and Mount Lindesay Highway • Crowson Lane extension between Teviot Road and Greenbank Road • Dairy Creek Road from Waterford-Tamborine Road to Wuraga Road • Homestead Drive from Wild Mint Drive to Teviot Road • Johnson Road from Stapylton Road to Elliot Court • Kenny Road-Anzac Avenue from Waterford-Tamborine Road to Chambers Flat Road • Pub Lane from Teviot Road to Equestrian Drive • School Road (upgrade) including School Road extension / bridge (from Logan Reserve Road to Waterford-Tamborine Road) • Springfield-Greenbank Arterial from Middle Road to Springfield • Stoney Camp Road from Teviot Road to Mount Lindesay Highway **Two lanes** • Bahrs Scrub Road from Beaudesert-Beenleigh Road to Prangley Road • Crest Road from Middle Road to Mount Lindesay Highway • Cusack Lane from Teviot Road to Johanna Street • Gilmore Road from Pagewood Street to Rod Golledge Drive • Granger Road between Mount Lindesay Highway and Rundalua Road • Greenbank rail overpass from Middle Road to Stoney Camp Road • Green Road from Bayliss Road to Rai Drive • Mountain Ridge Road from rail line to Teviot Road • Rundalua Road extension to Flesser Road • Scott Lane from Teviot Road to Greenbank Road • Stegemann Road from Waterford-Tamborine Road to Latimer Road • Sungold Road and Sungold Road extension from Hollaway Road to Flesser Road • Wuraga Road from Menora Road to Teys Road / Prangley Road • Wuraga Road from Teys Road / Prangley Road to Windaroo Road including Windaroo Road deviation	LCC	S/M/L
RF5	Undertake planning or support further long-term planning by TMR to investigate upgrades to the following links for a population approaching 586,000: **Expansion areas to the south** • Flagstone North-South Arterial from McTaggart Road to Springfield-Greenbank Arterial • Park Ridge Connector from Camp Cable Road to Logan Motorway • Road corridor/s connecting Greater Flagstone and Yarrabilba expansion areas to the regional road network **Established areas to the north** • Coomera Connector (IRTC) from Stapylton to Nerang and investigate a northern extension potentially to the Logan Motorway	LCC TMR	M/L
RF6	Partner with TMR to undertake a strategic assessment of Logan River crossings to guide prioritisation of road network investment	LCC TMR	S
RF7	When prioritising investment in new road links ensure that road capacity focuses on the movement of people and goods not vehicles and that priority is provided to strategic freight routes and mobility for residents in greenfield areas	LCC	O

TABLE 8: IMPLEMENTATION PLAN (CONTINUED)
ROAD AND FREIGHT TRANSPORT

ID	Action	Stakeholders	Timing
RF8	Deliver priority measures which manage traffic demand and support a functional road hierarchy which allocates the appropriate length trip on the appropriate road hierarchy	LCC	O
RF9	As part of the implementation of the *Logan Central Master Plan*, plan and deliver: • New roads that reconnect the local street network and provide greater connectivity and permeability through the centre • Improved legibility of the centre with a new Market Street which links the entrance of the Council Administration Building and the new town square • A new High Street which runs parallel to Charles Avenue and improves access to Woodridge train station • New roads wholly contained on the existing school site	LCC	S/M
RF10	As part of the implementation of the *Meadowbrook Master Plan*, plan and deliver: • New shared pedestrian and vehicle street running east west (left-in, left out to Loganlea Road) aligning with a critical pedestrian desire line from the Logan Hospital to the Woolworths shopping centre	LCC Queensland Health Industry	S/M
RF11	Develop a Smart City Framework and Strategy to align Logan's road business with latest technological developments and to explore innovative concepts	LCC	S/M
RF12	Maintain emphasis and funding for road network maintenance (ensuring the impact of higher mass vehicles is addressed with sufficient pavement maintenance) and ensure demand management tools are considered prior to local road upgrades	LCC	O
RF13	Develop a Logan Freight Plan in partnership with government, industry and community stakeholders which considers future freight influences, positions Logan to maximise employment opportunities and which reduces road freight costs by increasing Higher Productivity Vehicle access and creating an efficient freight transport network	LCC TMR DSDMIP Industry Local community	I/S
RF14	Maximise the role of the National and State highway network by locating medium and high impact industries near the Mount Lindesay Highway, Logan Motorway and a future Park Ridge Connector by focusing major enterprise and industrial areas at Berrinba, Crestmead, North Maclean and Park Ridge	LCC	O
RF15	Facilitate activities where required to support planning of the Kagaru to Acacia Ridge and Bromelton project as part of Inland Rail being delivered by the Federal Government	LCC Australian Government	I/S/M
RF16	Partner with TMR to lead a corridor protection investigation for the extension of the Park Ridge Connector from Granger Road to Camp Cable Road	LCC TMR	S/M
RF17	Investigate freight priority measures to enable more efficient access for strategic freight links across the city and to/from industrial areas in neighbouring local government areas	LCC Surrounding Councils	I/S
RF18	Undertake planning to ensure that Park Ridge can be supported as a major enterprise and industrial area	LCC	S

TABLE 8: IMPLEMENTATION PLAN (CONTINUED)
ROAD AND FREIGHT TRANSPORT

ID	Action	Stakeholders	Timing
RF19	Continue to ensure that heavy vehicle parking occurs away from sensitive land uses and residential streets through local laws which license heavy vehicle parking on residential premises and identify areas and lengths of roads where parking of heavy vehicles is permitted	LCC	O
RF20	Deliver recommendations outlined in the *Meadowbrook Master Plan* relating to service vehicles and ensure that Centres Implementation Plans minimise conflicts between vehicles, pedestrians and cyclists and consider deliveries and pick up schedules outside of peak times	LCC	S/M
RF21	Continue to coordinate and facilitate regular meetings of the Logan Road Safety Strategy Working Group and implement the identified actions, interventions and activities (currently outlined in *SafeRoads4Logan – Strategy for Road Safety 2017-2021*)	LCC TMR Queensland Police Service Queensland Health Industry	O
RF22	Review and update the *SafeRoads4Logan – Strategy for Road Safety 2017-2021* to consider new vehicle technologies associated with cooperative and autonomous vehicles	LCC TMR Queensland Police Service Queensland Health Industry	S
RF23	Develop a City-Wide Parking Strategy which incorporates: - A review of new parking technologies which assists usability by residents, visitors and Council management activities - A parking price assessment and the feasibility of allocating parking revenue for local sustainable transport initiatives - A framework with resource implications of ongoing monitoring of parking supply and demand. The City-wide Parking Strategy will ensure that recommendations arising from localised Parking Management Plans can be managed at a city-wide level and will guide future iterations of the operational Safe Community Parking Guide	LCC	S
RF24	To support integrated transport and land use outcomes prepare targeted and localised Parking Management Plans in conjunction with Local Area Plans for Browns Plains and the following master planned centres: - Springwood - Beenleigh - Logan Central - Meadowbrook	LCC Industry Local community	S
RF25	Maintain an up to date inventory of available parking resources and develop a recurring program of car park occupation surveys to understand the changing nature of parking demand within Logan	LCC	O
RF26	Undertake targeted community consultation and communication activities when making changes to parking management as a result of Parking Management Plan recommendations	LCC Industry Local community	O
RF27	Adopt recommendations from Council's *Guiding Principles for Progressive Parking Management in Logan's Activity Centres* and undertake iterative reviews of minimum parking requirements contained in the *Logan Planning Scheme*	LCC	O

TABLE 8: IMPLEMENTATION PLAN (CONTINUED) ROAD AND FREIGHT TRANSPORT			
ID	**Action**	**Stakeholders**	**Timing**
RF28	Encourage the increase of car share schemes within Logan (particularly in master planned centres) by considering the allocation of kerbside space for parking on the local road network or incentivising schemes within development	LCC Industry	S/M
RF29	Continue to implement actions outlined in the Safe Community Parking Guide to ensure consistent application of parking laws and a safe environment for all road users, particularly pedestrians and cyclists	LCC	O
RF30	Update the Safe Community Parking Guide at regular intervals specifically as a result of actions stemming from localised Parking Management Plans and a City-Wide Parking Strategy	LCC	O

KEY

O = action continues for the life of *Way2Go*
I = 0-2 years
S = 3-5 years
M = 6-13 years (or to a population of 430,000)
L = 14-23 years (or to a population of 586,000)

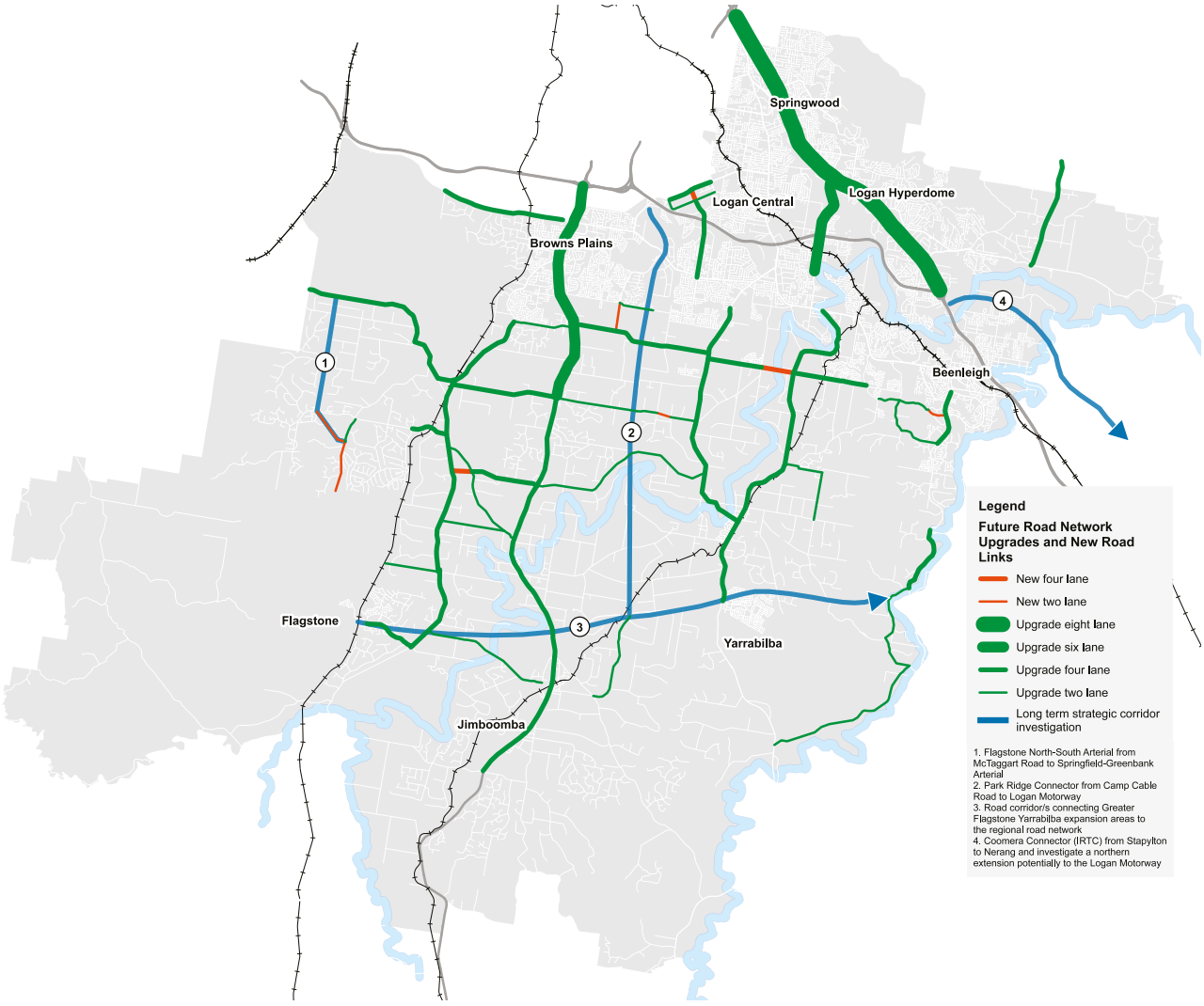

Figure 20: Future road network

5.3.5 Theme 5: Technology and innovation

The strategic interventions which we will undertake to capitalise on improvements in technology and innovation are listed below.

TABLE 9: IMPLEMENTATION PLAN
TECHNOLOGY AND INNOVATION

ID	Action	Stakeholders	Timing
TI1	As part of the development of a City-Wide Parking Strategy, undertake a review of future parking technologies for both the communication of available parking supply to users but also the management of parking assets by Council	LCC	S
TI2	Seek opportunities to participate in cross jurisdictional trials to test the impact of new vehicle technologies within Logan	LCC Surrounding Councils	S/M
TI3	Partner with tertiary institutions such as the Cities Research Institute at Griffith University to develop a framework to deliver transport-related Smart Cities outcomes within Logan	LCC Educational institutions	I/S
TI4	As part of a holistic Smart Cities initiative, undertake a feasibility study of upgrading traffic signals on key corridors to incorporate Bluetooth and/or Wi-Fi scanning to produce a comprehensive source of data for the City of Logan	LCC	S/M
TI5	Advocate for the Federal Government to prioritise investment of tele-communications infrastructure in Logan, particularly within rural and master planned areas	LCC Australian Government Industry	S/M
TI6	Invite innovation from the community to simplify, digitise and contribute to Council's mapping data	LCC Industry Local community	S/M
TI7	Generate a greater and more dynamic / real-time understanding of walking and cycling trip movements by using data from existing technology and applications to analyse information on active transport movements	LCC Industry Local community	S/M
TI8	Seek opportunities for the further use of off-grid power in the delivery of transport services	LCC Industry	O
TI9	Review opportunities and where possible release transport related information to the public through open data to increase transparency, community participation and innovation	LCC	M

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L = 14-23 years (or to a population of 586,000)

5.2.6 Theme 6: Managing growth

The strategic interventions which we will undertake to manage growth are listed below.

TABLE 10: IMPLEMENTATION PLAN
MANAGING GROWTH

ID	Action	Stakeholders	Timing
MG1	Undertake community and market sounding activities to understand the attractiveness of establishing a series of co-working spaces which are conveniently located close to passenger transport stations to provide an opportunity for reduced distance travelled to work while maintaining social inclusion and productivity	LCC Industry	S/M
MG2	Establish incident management plans with TMR to efficiently manage and clear incidents	LCC TMR	S
MG3	Establish strong relationships with TMR to consider how Logan can support public safety and efficient travel with coordinated, multi-agency operations of the road and transport network	LCC TMR	I/S
MG4	Influence travel behaviour change through Engineering, Education, Enforcement, Encouragement and Evaluation of projects and programs	LCC	O
MG5	Develop a public facing Travel Demand Management strategy and toolkit (including marketing and community engagement) specific to the needs of Logan residents with a focus on education and work based trips	LCC	S
MG6	Expand the Logan Listens platform to capture ongoing transport feedback and insights into the transport system by developing a program of community engagement activities (kiosks), including in areas not well serviced by passenger transport, to capture the views of Logan residents on the transport system and inform investment priorities	LCC Industry Local community	S
MG7	Lead by example and resource and develop Work Place Travel plans for Logan City Council staff that includes evaluation of learnings to be used to inform other Logan businesses	LCC	S
MG8	Investigate the opportunity to minimise the need for trip chaining for public transport by supporting the provision of child care centres or remote locker pick up for a variety of shopping options in close proximity to park 'n' ride or major public transport infrastructure	LCC TMR Industry	S/M
MG9	Continue to support peak spreading by advocating flexible work practices that enable staging of work hours to reduce impact with school and commuter peaks	LCC Industry	O

KEY

O = action continues for the life of *Way2Go*
I = 0-2 years
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M = 6-13 years (or to a population of 430,000)
L = 14-23 years (or to a population of 586,000)

5.4 IMPLEMENTATION FRAMEWORK

The implementation framework shown in Figure 21 outlines the general process which will be applied when implementing the *Way2Go* actions. This framework aligns with Council's existing delivery processes, acknowledges and supports as far as possible planning undertaken at all levels of government, and recognises the need for stakeholder involvement throughout.

Importantly, the implementation framework for *Way2Go* includes an opportunity for stakeholders and end users of an implemented action to provide feedback on its delivery. This could include providing feedback on the effectiveness of a particular service, program or piece of infrastructure that was delivered or on the delivery process itself. This allows for continuous improvement across Council and helps to create a more representative and effective transport system.

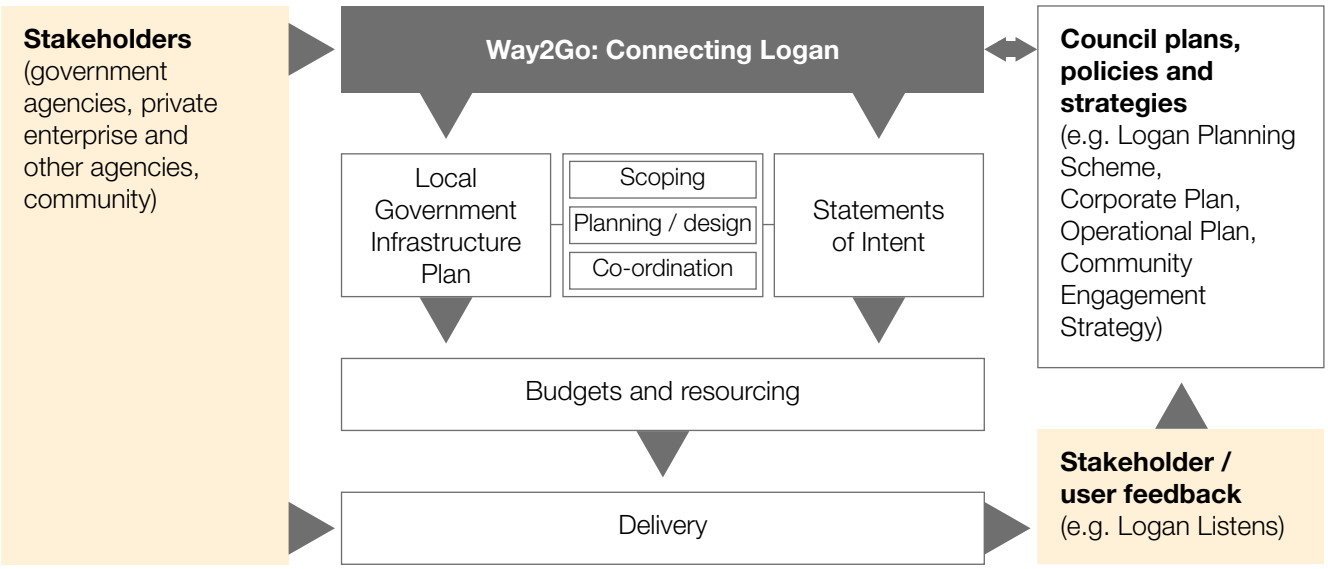

Figure 21: *Way2Go* implementation framework

5.5 MONITORING

Monitoring is an important downstream component of the implementation process of *Way2Go*. Effective monitoring of *Way2Go* will help determine the amount and rate of progress made towards implementation, improve transparency, enable informed and honest communication, and provide opportunities to evaluate and refine implementation methods where necessary.

Central to the monitoring of *Way2Go* will be the development of a dynamic 'report card' by Council. The report card will outline high-level performance metrics for each action in order to measure progress towards completion. In the event that the implementation of an action is delayed, the report card will also provide a justification and revised timeframe for implementation. As a result, it is intended that the report card will be dynamic and updated at regular intervals over the life of *Way2Go*.

This report card will be publicly available in order to promote transparency and improve communication with all stakeholders, especially the Logan community.

5.6 WAY2GO REVIEW

With disruption emerging as a common theme and significant growth forecast in Logan, change is inevitable. In light of this, *Way2Go* will be reviewed and updated at regular intervals over its life. This will ensure that the strategic direction and supporting actions work effectively towards developing a transport system that is affordable, efficient and safe so that Logan can realise its vision of becoming an **Innovative, Dynamic, City of the Future**.

LIST OF ACRONYMS

AV	Autonomous vehicle
BCC	Brisbane City Council
CBD	Central Business District
CPTED	Crime Prevention Through Environmental Design
DRT	Demand Responsive Transport
DoE	Department of Education
DSDMIP	Department of State Development, Manufacturing, Infrastructure and Planning
TMR	Department of Transport and Main Roads
DDA	Disability Discrimination Act 1992
EDQ	Economic Development Queensland
e-bike	Electric bicycle
EV	Electric vehicle
K2ARB	Kagaru to Acacia Ridge and Bromelton
kms	Kilometres
LGA	Local Government Area
LGIP	Local Government Infrastructure Plan
LCC	Logan City Council
MaaS	Mobility as a Service
PDA	Priority Development Area
QR	Queensland Rail
REC	Regional Economic Cluster
SEQ	South East Queensland
SEQRTP	South East Queensland Regional Transport Plan
V1	Veloway 1

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Way2Go

CONNECTING LOGAN

LOGAN

CITY COUNCIL