

Logan and Gold Coast Faster Rail

Including Loganlea Station Relocation

Engagement Summary

13 November to 10 December 2023

August 2024



Australian Government

BUILDING AUSTRALIA



Queensland Government

Acknowledgement

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

We pay respect to their Elders past, present and emerging.

TMR recognises those whose ongoing effort to protect and promote Aboriginal and Torres Strait Islander cultures will leave a lasting legacy for future First Nations people.



Artwork "Travelling" by Gilimbaa

Engagement summary

The Logan and Gold Coast Faster Rail (LGC) project will connect growing communities with more frequent and reliable train services between Brisbane, Logan and the Gold Coast.

Key features of the project include:

- approximately 20 kilometres of new tracks and rail systems between Kuraby and Beenleigh station, doubling the corridor from two to four tracks and removing a critical network bottleneck
- improved customer accessibility with upgrades to stations, bus stops and park 'n' ride facilities between Kuraby and Beenleigh, including Loganlea, to be delivered as part of the Loganlea Station Relocation (LSR) project
- significant safety improvements with five level crossing removals at Kuraby, Woodridge, Bethania, Holmview, and Beenleigh, and new road infrastructure
- new and improved active transport (bike riding/walking) facilities and pathways linking to stations and local communities.

Between 13 November and 10 December 2023, the Department of Transport and Main Roads (TMR) delivered engagement activities for the LGC project to seek community feedback on the latest designs.

Activities included an online engagement hub with:

- surveys
- an interactive map
- a Q&A tool
- a project flythrough video.

In-person information sessions were also held at key locations along the project corridor to provide face-to-face engagement opportunities with the community and stakeholders.

Thank you to everyone who shared valuable local knowledge and feedback on the latest designs. Your valuable insights will help to inform procurement activities currently underway, as well as further design development once contractors are appointed.



Key themes

The following key themes emerged from the feedback collected across the corridor:

- **Future journeys and travel times**
- **Station upgrades and accessibility improvements**
- **Active transport connectivity and access**
- **Bus connections**
- **Property impacts**
- **Parking**
- **Environmental considerations**
- **Project timeline and disruption management**
- **Construction impacts and management**
- **Road changes.**

It is acknowledged that this report cannot cover detailed discussions from the consultation process. However, all feedback received during consultation has been formally recorded and considered.

Engagement snapshot

How we engaged

- ✓ **4-week** engagement period:
13 November to 10 December 2023
- ✓ Online engagement hub
- ✓ **11** in-person community information sessions

How we promoted engagement

- ✓ **54,000+** flyers delivered to households
- ✓ Signage at train stations and on-board services
- ✓ **5** awareness raising sessions at stations
- ✓ **1800+** subscriber emails
- ✓ Social media
- ✓ Radio, print and digital advertising

Who we engaged with

- ✓ Residents and community
- ✓ Queensland Rail customers and station staff
- ✓ Elected representatives
- ✓ Local councils
- ✓ Businesses
- ✓ Environmental groups
- ✓ Key interest groups

How you participated

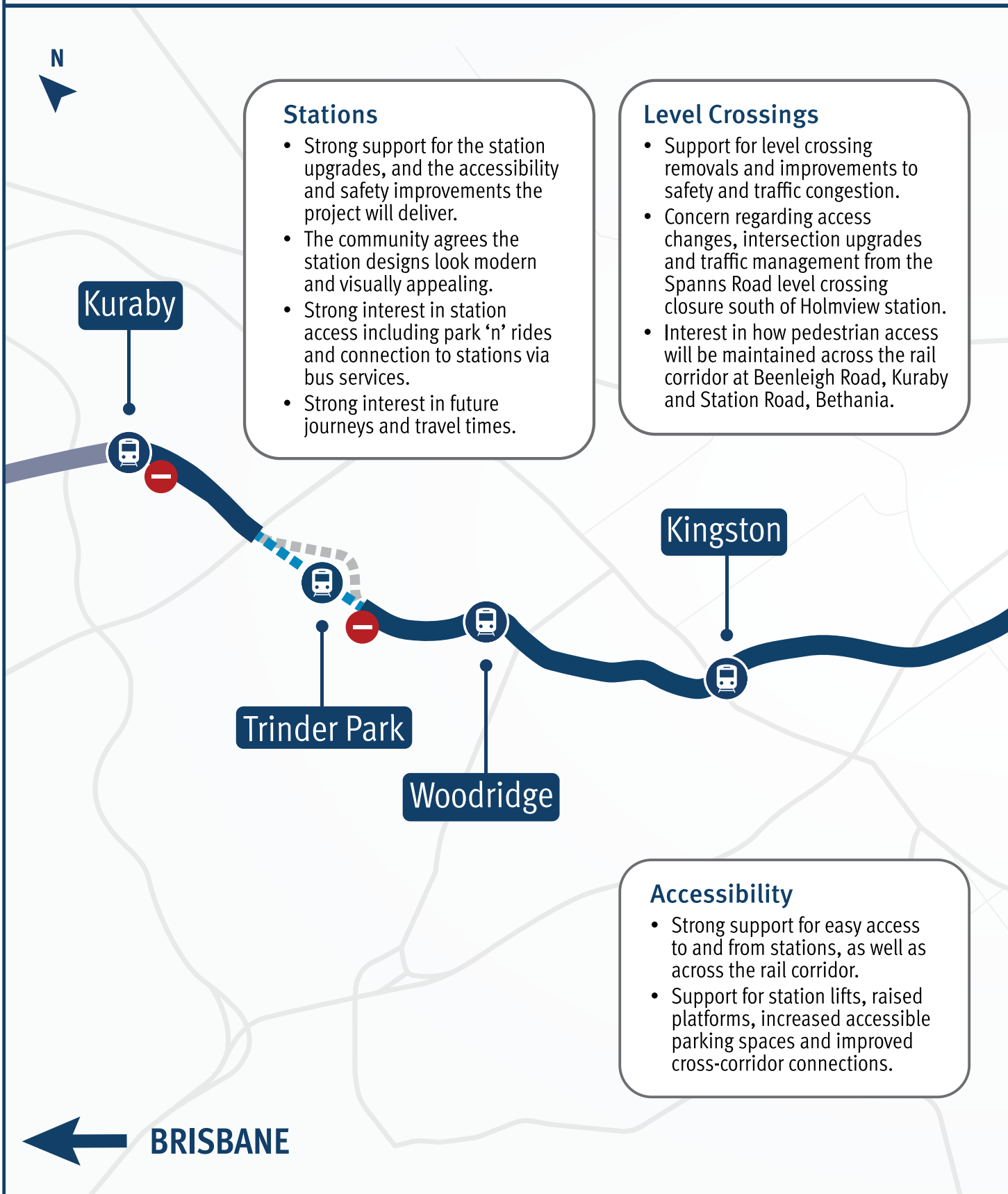
- ✓ **50+** Q&As
- ✓ **900+** in-person interactions
- ✓ **30,000+** online hub views
- ✓ **280+** phone calls
- ✓ **180+** emails
- ✓ **323** surveys completed
- ✓ **13** formal submissions from key stakeholders



What you told us along the corridor

Legend

- Roads
- Existing rail line
- Proposed straightened section of track





Existing corridor to be re-purposed



Station upgrade

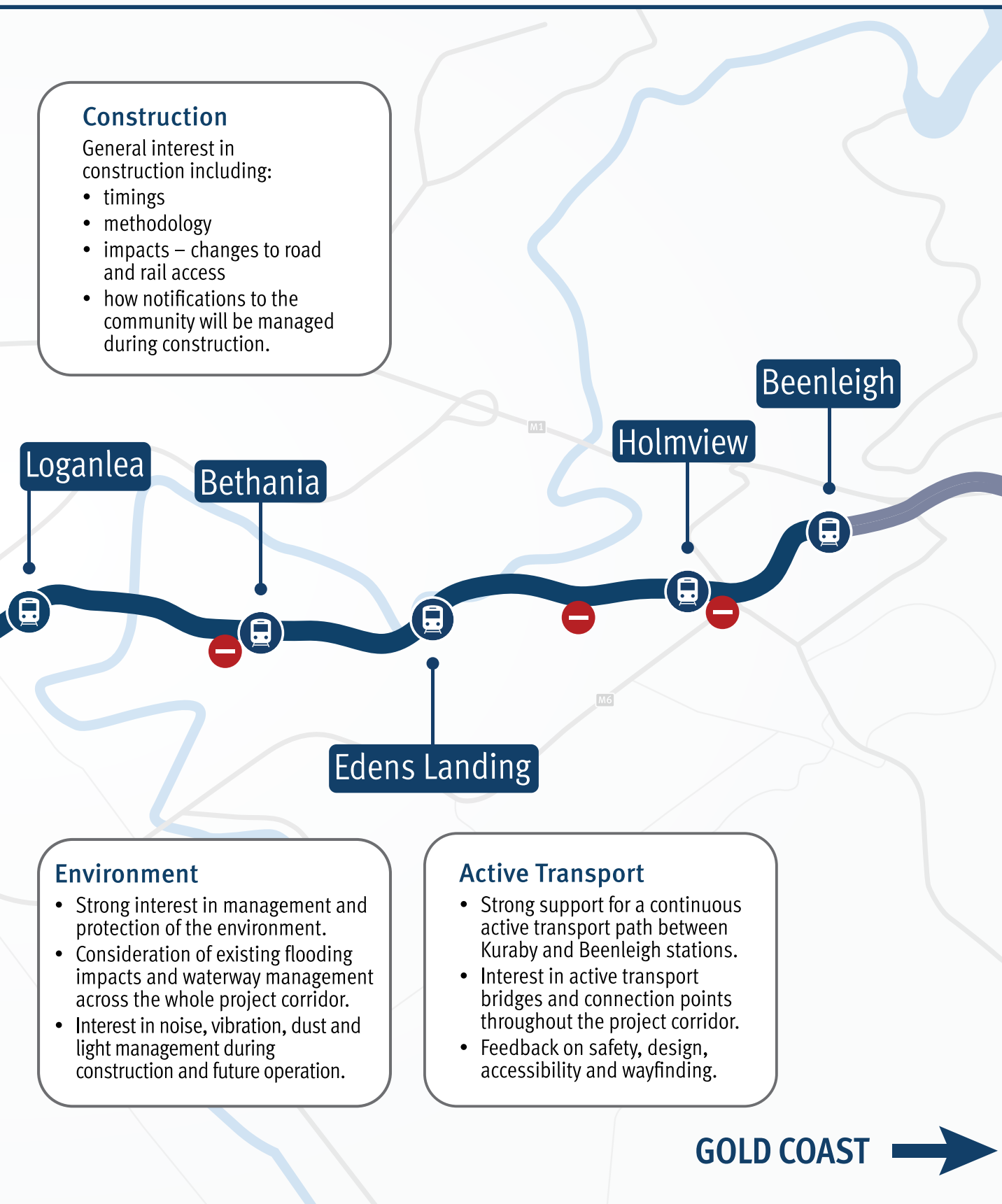


Level crossing removal

Construction

General interest in construction including:

- timings
- methodology
- impacts – changes to road and rail access
- how notifications to the community will be managed during construction.



Environment

- Strong interest in management and protection of the environment.
- Consideration of existing flooding impacts and waterway management across the whole project corridor.
- Interest in noise, vibration, dust and light management during construction and future operation.

Active Transport

- Strong support for a continuous active transport path between Kuraby and Beenleigh stations.
- Interest in active transport bridges and connection points throughout the project corridor.
- Feedback on safety, design, accessibility and wayfinding.

GOLD COAST



Stations and surrounds

1 Kuraby



What you told us

- Feedback about improving connections and walkability around Kuraby station and to key locations including Kuraby Mosque, Kuraby State School and residential areas.
- Suggestions for increased park 'n' ride facilities at Kuraby station and better access between accessible parking spaces and station entry point.



What we are doing

- Providing footpaths on both sides of the road-over-rail bridge on Beenleigh Road to improve walkability.
- Continuing to investigate ways to improve walkability of the area.
- Reviewing park 'n' ride facilities across the whole project corridor to balance the need for parking with the land available at stations.

2 Trinder Park



What you told us

- Feedback about pedestrian connections to and from the relocated Trinder Park station and suggestions for access from Acacia Road.
- Feedback regarding environmental management through Acacia Forest and the surrounding area, and environmental offsets.



What we are doing

- Undertaking investigations into pedestrian connectivity from Trinder Park station to Acacia Road.
- Progressing environmental approvals, in line with Australian Government requirements.



83%*
agree the removal
of the level
crossing at
Beenleigh Road,
Kuraby and
supporting
upgrades will
improve road safety

*Percentage relates to number of survey respondents.

3 Woodridge



What you told us

- Strong support for the new, wider underpass at Woodridge station to better connect Railway Parade and Station Road, and to improve safety.
- Interest in changes to on-street parking, park 'n' ride location, and precinct planning opportunities as a result of the upgraded station.



What we are doing

- Continuing to identify opportunities for enhancements at Woodridge station, including public art.
- Retaining as much on-street parking as possible.

4 Kingston



What you told us

- Suggestions to better integrate Kingston station with bus connections and pedestrian paths.
- Better integration and connection with Kingston Butter Factory.



What we are doing

- Exploring opportunities for better connections with public and active transport, as well as with the local precinct.

45%*
report using active
transport between
Kuraby and
Beenleigh one to
five days a week



73%*
agreed that
Woodridge station
design includes
features to improve
accessibility



Stations and surrounds

5 Loganlea



What you told us

- Supportive of station relocation, and better connections with Logan Hospital, Loganlea State High School and the TAFE Queensland campus.
- Strong interest in park 'n' ride facilities, given the popularity of Loganlea station and increased demand for train services.
- Interest in road changes and suggestions to improve flow of traffic.



What we are doing

- Due to funding outcomes, TMR has reviewed the design and will provide an at-grade park 'n' ride at the new station, matching the current number of spaces available.
- In addition, TMR is continuing to investigate options to improve connections to Loganlea station, including access to the station by bus, retaining some parking spaces from the existing park 'n' ride, and working with council to identify other land opportunities for development.
- TMR has undertaken a traffic impact analysis to ensure that any changes to the road network do not worsen current traffic conditions.

6 Bethania



What you told us

- Support for station accessibility upgrades, and connections across Logan River towards Loganlea.
- Strong interest in local road changes from the Station Road level crossing closure.
- Feedback about past flood events.
- Interest in cross-corridor pedestrian access and active transport connections.
- Strong support for maintaining important local facilities including the community centre, aquatic centre, and shops.



What we are doing

- Investigating ways to better align Page Street and its connection from Station Road to Federation Drive.
- Continuing to undertake flood modelling and detailed assessments to ensure designs are informed by the latest information.
- Exploring improved cross-corridor and active transport connections.
- Continuing to develop the design to ensure key facilities, such as the aquatic centre, are maintained and any impacts are mitigated by the project.

7 Edens Landing



What you told us

- Feedback about park 'n' ride design and suggestion of more parking spaces to make it easier for people to access the station.
- Interest in active transport corridor connection points through this area.



What we are doing

- Reviewing park 'n' ride facilities across the whole project corridor to balance the need for parking with the land available at stations.
- Exploring connection points with the active transport corridor.

8 Holmview



What you told us

- Community feedback regarding the closure of Spanns Road level crossing and changes in access for residents and businesses.
- Valuable local knowledge shared on flooding and impacts to access during major flood events.



What we are doing

- Reviewing feedback about station location and operation.
- Further assessment of traffic movements and road operations in the area to help inform future stages of design.
- TMR is aware of flood events at various locations along the project corridor and is continuing to undertake flood modelling and detailed assessments to ensure designs are informed by the latest information.



over
50%*
use Loganlea
station for
travelling to
work or home



88%*
travel by car on a
daily basis through
the Logan area

*Percentage relates to number of survey respondents.

Stations and surrounds

9

Beenleigh



What you told us

- Support for the Beenleigh station relocation and concept design.
- Feedback about the need for adequate parking, given the popularity of the station.
- Suggestions for improved station entry points and connectivity with Zander Street and the town square.



What we are doing

- TMR is continuing to investigate parking solutions at the new Beenleigh station, and better public transport connections to support improved access to the station.
- TMR is investigating opportunities to further integrate Beenleigh station with the surrounding area and key locations.

65% *

travel by train at
least once a week



25% *

live in and
around Beenleigh



80% *

approximately
use either
Beenleigh or
Loganlea station



*Percentage relates to number of survey respondents.

What we heard



There should be consideration of a direct connection to Wally Tate Park paths so users don't have to travel all the way around the carparks to get to the station. - Kuraby resident



I think that by upgrading this level crossing would ensure traffic isn't backed up, especially if needing to getting in and out of places surrounding the area. - Kuraby resident



Connecting Acacia Road to Smith Road will be the game changer for the area, looking forward to it. - Trinder Park resident



The overpass should include segregated cycle path as well as continued segregation of a km or 2 on each side of the overpass. - Bethania resident



Excellent, a wide straight-through safe underpass will be a great addition to the station, and should be adopted on any new station designs where suitable. - Woodridge resident



Fantastic idea. Will use active transport more frequently. I am an OT (Occupational Therapist) and this will improve community access for my clients. - Active Transport user

Next steps

Community feedback on the LGC reference design will help to inform procurement activities currently underway, as well as further design development once contractors are appointed.

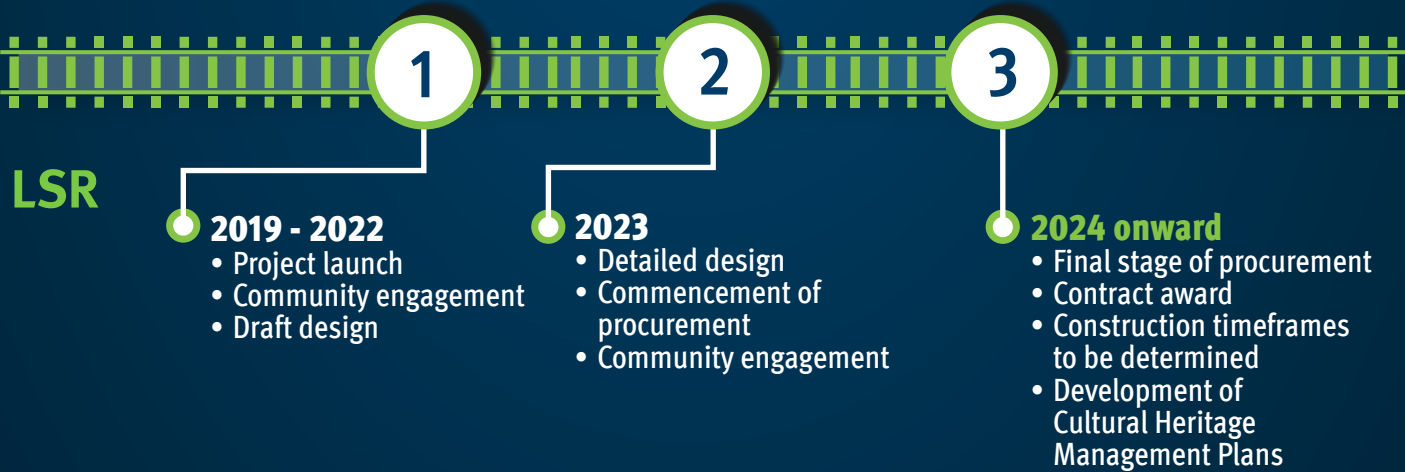
We will keep the community updated on outcomes and opportunities for further input.

Project timeline

LGC



LSR



Future dates are anticipated only and subject to change.

Stay informed

Keep up to date with the latest project information by signing up for project updates via our website, tmr.qld.gov.au/logangoldcoastrail or emailing us at logangoldcoastrail@tmr.qld.gov.au.

Logan and Gold Coast Faster Rail is part of Queensland's Big Build.

The Queensland Government is continuing to deliver the economic and social infrastructure needed to support our growing state.



Contact us



Phone: **1800 957 066** (Monday to Friday, 9am – 5pm)



Email: [**logangoldcoastrail@tmr.qld.gov.au**](mailto:logangoldcoastrail@tmr.qld.gov.au)



Website: tmr.qld.gov.au/logangoldcoastrail



Contact us for alternative accessible formats

Logan and Gold Coast Faster Rail

Consultation summary

In September and October 2021, community consultation was undertaken on the proposed Logan and Gold Coast Faster Rail project.

The project will upgrade a key part of the South East Queensland (SEQ) rail network, allowing for more frequent and reliable services between Brisbane, Logan and the Gold Coast.

Thank you to everyone who provided their feedback which will help refine the project and inform future design work.

The project remains in the planning phase and is subject to further approvals by the Australian Government and Queensland Government.

2200+
community
interactions

How we consulted



8 week
consultation
period



25,000
newsletters
delivered



12
information
pop-ups



7
community
information
sessions



172
stakeholder and
property owner
meetings

How people participated



332
comments on
interactive map



300+
letters out



293
phone calls



391
emails



101
surveys



34
feedback
forms



579
people engaged
face-to-face



11
formal
submissions



Australian Government

BUILDING OUR FUTURE



Queensland Government

Logan and Gold Coast Faster Rail

Legend

Existing rail line

Roads

River

Station upgrade

Level crossing removal or upgrade

Station relocation

Proposed straightened section of track

Existing corridor to be re-purposed

The map below is a draft only. Logan and Gold Coast Faster Rail is subject to further design and approvals.

Kuraby

Trinder Park

Woodridge

Kingston

Loganlea

Bethania

Edens Landing

Holmview

Beenleigh

Loganlea Station Relocation

Consultation on the draft design of the proposed Loganlea Station Relocation and Park 'n' Ride Expansion Project occurred in late 2021. Strong community support was received for the draft design, especially for improvements to accessibility and connectivity to local facilities.

Loganlea Station Relocation is approved to proceed to construction and will be delivered as early works for the Logan and Gold Coast Faster Rail project.

Access

With the proposed connection of Acacia Road to Smith Road, maintaining access to the local road network was important to the community. This included ensuring impacts such as traffic, safety, noise and visual amenity would be considered as part of the design. Maintaining safe pedestrian and vehicle access for school children and the elderly community was also a concern.

Access

Due to the industrial businesses in the area, maintaining access for heavy vehicles around Holmview Road, Quindus Street, Spanns Road and Chapman Drive were important. As the area is prone to flooding, maintaining emergency access was also important for both residents and businesses.

Trinder Park station

The project proposes relocating Trinder Park station. Feedback received about this proposal included the need to maintain easy access to the station, especially for the mobility-impaired and elderly, and possible alternative locations for the station to minimise environmental impacts and increase the public transport catchment area. Further design work will be undertaken to determine the best location for Trinder Park station.

Transport integration

There is opportunity to improve the integration of pedestrian, bus and rail services with the upgrade of the Kingston Road over rail bridge and Kingston station.

Active transport

Having easy access to the active transport corridor from either side of the railway line was considered important.

Spanns Road level crossing

Feedback was sought on whether to provide a road-over-rail bridge or to potentially close the level crossing at Spanns Road.

Feedback was received on both options including potential impacts on local traffic volumes on Boundary Street and Chapman Drive, access, and amenity for local residents. Further design work will be undertaken to determine the preferred solution for Spanns Road level crossing.

Beenleigh station

Some suggestions were made for relocating Beenleigh station closer to the town centre to facilitate easier access to shops and businesses. Other important aspects of the station included ease of access, integration of bus services, and improving car parking. Further planning will be undertaken to integrate Beenleigh station with the surrounding town centre precinct.



What you told us

Community members and stakeholders told us their top priorities for the Logan and Gold Coast Faster Rail project are:



More, and faster, train journeys

People in the Logan and Gold Coast area rely on train services to connect them to jobs, education, health, and other essential services. They would like to see more train services and faster journey times.



Upgraded stations

There was strong support for all stations between Kuraby and Beenleigh to be upgraded with modern facilities so all customers can access the stations easily. Being able to travel from one side of the rail corridor to the other side was also important. Where stations are in high traffic areas, separating pedestrians and vehicles to provide safe access to stations is a key factor.



Integrated station precincts

There was strong support for integrating stations with nearby shops, facilities, and essential services to create community-focused spaces and precincts.



Improved access and safety

Maintaining access to stations, minimising traffic impacts from changes to local road networks, visual, safety, and noise considerations are all important aspects of the design to the community. Maintaining safe pedestrian and vehicle access for school children and the elderly community is also important.



Active transport

An active transport corridor that connects with existing pedestrian and local cycle links is supported by the community.



Level crossing upgrades

There was support for removal of level crossings to improve traffic congestion and safety.



Minimising property impacts

Minimising the number of properties impacted by the project design and proposed construction where possible is important.

Project need

South East Queensland's (SEQ) population is expected to grow by an extra 1.2 million people living in the region by 2036. To harness this growth and support our region's thriving communities we must keep evolving the rail network so that it plays a bigger role in moving people around SEQ.

Currently, trains between Kuraby and Beenleigh share a single track in each direction, limiting the number of services that can run during peak times. Jointly funded by the Australian and Queensland governments, the Logan and Gold Coast Faster Rail project proposes to increase the number of tracks between Kuraby and Beenleigh from two to four, with modernised rail systems, station upgrades and level crossing removals.

Logan and Gold Coast Faster Rail



Project benefits

- ✓ A plan for faster rail, providing more frequent and reliable services
- ✓ Space for more new trains, moving people quickly and comfortably
- ✓ Less time waiting at stations
- ✓ A more efficient local road network, through intersection upgrades and level crossing removals
- ✓ Improved accessibility to, from and within stations
- ✓ Better connectivity across the rail corridor
- ✓ More park 'n' ride facilities
- ✓ Improved connections along the corridor for pedestrians and cyclists
- ✓ New signalling technology, allowing more trains to run more often, enhancing capacity and safety

Next steps

Engagement with the community and stakeholders has highlighted a diverse range of feedback and local insights to help shape the project.

This feedback will be considered in refining the proposed project design. Further consultation will occur with the community and stakeholders on targeted aspects of the design as it is refined to address potential impacts and to identify opportunities for the project.

The project remains in the planning phase and is still subject to further approvals by the Australian Government and Queensland Government.



Contact us Phone: 1800 957 066* Email: logangoldcoastrail@tmr.qld.gov.au

* Free call from anywhere in Australia, call charges apply for mobile phones and payphones. Check with your service provider for call costs.



If you need an interpreter call the Translating and Interpreting Service (TIS National) on 131 450. If you are deaf or have a hearing or speech impairment, contact us through the National Relay Service, www.replayservice.gov.au

13 QGOV (13 74 68)

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