Hi Alan and Simon. et al.

Thanks for meeting with us to discuss Logan City Councils Draft Local Government Infrastructure Plan (LGIP). I have captured the key points of our discussion below and include a copy of the Draft LGIP schedule of Works for your information (See attached). Please note the Attached documents are to be treated as confidential.

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The key points to our discussion are captured below, please advise if you disagree with any of these points or if I have missed something.

- **Upgrade to Station/Jellicoe/Loganlea Exit (M2) - (LGIP project X6)**
  - **LCC** have included 2 intersection upgrades in the Draft LGIP. The intersections have been selected based on capacity criteria using data from our 2026 modelling.
  - **LCC** - Initial SIDRA analysis shows significant queue lengths for vehicles exiting the Motorway and Jellicoe Street due to increasing demands and right turn movements across station Road. As demand increases the performance and safety of the network will continue to deteriorate.
  - **LCC** - The intersection is included in the Schedule of Works for an upgrade in 2020
  - **TMR** - Advised that *transurban* are responsible for operational and safety aspects of the motorway and their jurisdiction ends at the property boundary.
  - **TMR** - Preliminary planning for upgrades to Brisbane - Beenleigh Road has been done. The upgrades aim to improve the performance of the Station / Brisbane - Beenleigh Road intersection. (Drawing No. SK005(A))
o TMR - these plans are not endorsed or committed to however they are seen as important projects
o TMR - any upgrade to intersection X2 needs to consider the performance of Station / Brisbane - Beenleigh Road intersection.

o TMR - Logan should speak to transurban regarding their planning and monitoring of the intersection.

o TMR - funding may be available through TIDS

- Third Avenue Extension - Gilmore to Wemby
  o LCC have reviewed PIP2A as a result of SPA amendments requiring Local Governments to develop a LGIP.
  o LCC - A review of PIP2a and previous modelling was undertaken with a focus on capacity and corridor protection. This review has identified 3 projects. One of these projects is third avenue extension from Gilmore Road to Wembley Road. This extension will include a new intersection on Wembley Road.
  o TMR - At this stage the focus is on the Wembley Rd / M2 interchange
  o TMR - There is no current planning for the duplication of Wembley Road
  o TMR - There are no issues with Logan City Councils plans to implement the proposed extension of Third Avenue. However, the following need to be considered:
    o Sacrificial vs ultimate works - Drainage issues mean that the horizontal alignment of an ultimate Wembley road may be different and so LCC needs to be aware of this and what it means for the Permanency of any works.
    o TMR need to be a party to any project and will need to review any planning.
    o At this stage TMR has no plans to do anything with this intersection but understand the benefits to the local network.
    o Shane McNamee can provide more detail when required.

- Other points of discussion
  o Cycle projects included in LGIP are:
    - **Chambers Flat Road** (Kingston Rd to Waratah Dr - C24) this project builds on current works that include new cycle infrastructure on Chambers flat road.
    - **Daisy Hill Rd** (Chatswood Rd to Winnetts Rd - C05) - this project builds on recent improvements that will connect Daisy hill road to Loganlea road.
  o A large amount of the planned LGIP expenditure is committed to protecting future trunk road corridors in the Park Ridge area.
  o LGIP is a cutback and rationalised version of the current PIP that has been necessitated by the legislative requirements of SPA/SPICOLA and the associated statutory guidelines.

Thanks again.

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