

To support these works, and ensure the Pacific Highway and Pacific Motorway can continue to meet long term demand for inter-urban travel, an integrated package of transport and land use measures is proposed. These will include:

- construction of a dedicated two-way, two-lane busway from the Gateway Motorway to the Brisbane Central Business District by 2001, and planning for a dedicated busway on key sections to the Logan Hyperdome;
- investigation of setting aside lanes for high occupancy vehicles and public transport vehicles on the Pacific Motorway;
- restraining growth in commuter travel from the Gold Coast and hinterland and southern metropolitan area to jobs in the city of Brisbane by further measures to locate employment closer to housing;
- concentrating urban development at public transport nodes in the corridor and providing good feeder bus services, so households do not have to own a second car;
- further planning and provision of local arterial roads as part of urban development, to allow people to travel within urban communities;
- enhancing Gold Coast Rail services to provide higher speed, more frequent services; that is, more track capacity and improved alignments through to Roma Street, as well as more stations for local train services between Yatala and Robina in association with transit-supportive development;
- conducting a feasibility study of extending the Gold Coast Rail to Coolangatta; and
- conducting feasibility studies of upgrading the current inter-city rail to standard gauge or new technology fast trains, capable of speeds greater than 200 km/h.



Since much of the projected traffic growth will be local, it will be possible to divert a large flow of traffic away from the Pacific Motorway by providing a combination of service roads and local arterial roads as part of urban development. For example, only about 10% of the vehicles crossing the Logan River will be bound for the Brisbane Central Activity District, and as much as 30% will be bound for local destinations within a 10 km radius.

In addition, the northern end of the highway and the existing Beenleigh to Brisbane suburban rail will be under considerable stress from local growth around Beenleigh. A transport network investigation needs to be undertaken between Brisbane and Beenleigh to accommodate future major growth of travel associated with the development of housing and employment around the Beenleigh Key Centre.

This will include consideration of road and rail system upgrades and construction of a busway to ensure the Pacific Highway continues to cater for inter-urban and inter-regional movements. For example, improved "grade separation" of selected intersections, and additional access control along the existing alternative major roads from Mt Gravatt to Beenleigh would allow removal of traffic signals and increased speed limits.

The Mount Lindesay Highway

Upgrading and realignment of the Mount Lindesay Highway south of Beaudesert across the NSW border has been suggested as an alternative freight and interstate traffic route to the Pacific and New England Highways. There would be clear benefits in linking the designated major industry area at Bromelton, west of Beaudesert to the beef producing region in northern NSW. As an alternative link between Brisbane and NSW, there would also be benefits to interstate traffic generally.

Consideration of the realignment and upgrading of the Mount Lindesay Highway across the NSW border must pay specific attention to:

- the costs of construction relative to likely actual economic benefits; and
- the environmental impact of a road upgrade through the border area.

The IRTTP supports further study of this concept. If a cost-effective route which has acceptable environmental impact can be found, this upgraded connection could be considered in more detail.

As an interim measure, the upgrading of the Mt Lindesay Highway from Beaudesert to the Logan Motorway, the possible provision of a western bypass of Beaudesert to improve connections to the major industrial growth centre at Bromelton, and the identification of a long-term transport corridor south of Greenbank should be investigated as a high priority, and necessary corridors reserved.

Inappropriate road network development

A number of opportunities to develop other roads have been considered during the IRTTP process. Unless there is a change in preferred development patterns or current designated freight transport routes, there will be no need to investigate these road corridors any further. In some cases, alternative options to these roads, mainly the construction of local arterial roads or public transport rights of way, may be required to accommodate growth in travel demand.

Major road connections which are currently not considered appropriate for the future are:

- a new inter-urban road between Caboolture and the Sunshine Coast, to duplicate the Bruce Highway;
- a motorway through the inner north eastern suburbs of Brisbane (termed the “Airport Motorway” in some documents); and
- a new inter-urban road corridor west of the Pacific Highway between Brisbane and the Gold Coast.

Major road corridors held in reserve

A number of major road corridors have been identified and protected in the past. Some of these corridors are not currently required for new roads. They are proposed to be dealt with in the following manner.

Retain for future study of possible alternative uses of the land including public transport rights-of-way:

- Northern Transportation (Airport) corridor and east-west connector to Gympie Road.

Retain and protect pending resolution of the Western Brisbane transport network investigation:

- the Kenmore - Moggill Pocket corridor, Moggill-Warrego Highway Connection; and
- the Samford bypass and Ferny Grove connectors.

Retain and protect pending investigation of possible future transport needs:

- the north western transport corridor from Stafford through Everton Park to Aspley;
- the southern portion of the South Coast Motorway Corridor/Smith Street Connector from Beenleigh-Redland Bay Road to Nerang-Broadbeach Road; and
- the transport corridor between Moreton Bay Road (Capalaba) and Long Street (Cleveland).

Retain and protect pending future investigation of possible new urban development (beyond the year 2011):

- the Bells Creek Arterial road corridor, “Caloundra Downs” area.

ACTIONS:

- KA 8.11 Investigate strategic road opportunities as per IRTP maps
- KA 8.12 Investigate enhancing existing road corridors as per IRTP maps
- KA 8.13 Initiate transport road network investigations as per IRTP maps
- A 8.14 Consider long term road opportunities as per IRTP maps
- KA 8.15 Ensure Pacific Motorway can cope well into the future
- KA 8.16 Initiate Brisbane to Beenleigh network investigation for urban growth

8.6 Major transport investigations

The *Regional Framework for Growth Management* recommended that the IRTP establish peripheral transport corridors around the Brisbane metropolitan area. It supported major transport investigations, in the following geographic areas:

- western Brisbane;
- south-west of Ipswich; and
- west of Ipswich

Western Brisbane transport capacity

Factors such as changing population and travel patterns in the western suburbs, and the increase in the number of people to the north and west of Brisbane, are placing pressure on transport capacity in the western metropolitan area. The absence of rail services and bus priority systems in large parts of the area has contributed to over reliance on car travel.

With the completion in 1997 of the Gateway Motorway extension, Brisbane will have the Logan Motorway and Gateway Motorway as a major urban bypass. While there is no need for another bypass of Brisbane for long distance traffic, significant concerns exist about the ability of the Gateway Motorway and western metropolitan road network to cope with future urban traffic. Additional transport system capacity will be needed in the 21st century unless there is a major change in travel behaviour in the western suburbs, or changes in proposed urban development patterns to the north and south west of Brisbane.

A transport investigation needs to be undertaken to determine how to resolve future network deficiencies in the western Brisbane area. The western Brisbane transport capacity investigation will be addressed in a staged approach as follows: