Western Brisbane
Transport Network Investigation

Fact sheet

The Western Brisbane Transport Network Investigation is a strategic study focussed on the investigation of regionally significant transport links and travel patterns across western Brisbane.

The role of the road network

Why are roads important to this investigation?

Road corridors have an important function within the overall transport network. Importantly, they provide us with access to hospitals, schools, key buildings and other locations. They also often carry our essential services such as power, water and telecommunications.

In terms of the transport role of a road network we often associate it with just private cars and roads, but in fact many forms of transport use road corridors which make up the road network.

If you catch a bus, cycle, walk, shop or drive a car you use the road network.

Buses, motorcyclists, cyclists and pedestrians travel within the road corridor. Freight, such as food and other goods, is also transported via the road network.

A road corridor between property boundaries can be made up of the following four key components:

- General purpose lanes: used by private vehicle traffic and freight
- High Occupancy Vehicle lanes: transit lanes (T2, T3) and bus lanes for vehicles with high carrying capacity
- Bike lanes or bikeways: used by bikes that travel on or off the road
- Footpaths: cater for pedestrian movements along the road corridor
- Utilities: power, water and telecommunications.

Understanding the road network

The role of the road network is to allow the movement of goods, services and people. A network is made up of road corridors that perform different functions, known as the road hierarchy. The function of each road corridor within the hierarchy is determined by the type of service it provides.

Highways/motorways: These serve regionally and nationally significant transport movements and carry longer distance traffic through the region. They serve as primary freight and dangerous good routes. They generally have a posted speed of 80 – 100+ km per hour. For example: Warrego Highway, Cunningham Highway, Ipswich Motorway and Centenary Highway/Western Freeway.

Road Hierarchy*

- Highways/Motorways
- Arterial roads
- Sub-arterial roads
- Collector roads
- Local streets

* The western Brisbane transport network road hierarchy as defined by this investigation.

Arterials: These carry the majority of traffic movements to, from and within urban areas. They serve as major public transport and freight routes and have limited intersections with local connectors. For example: Gympie Road, Moggill Road, Coronation Drive, Milton Road, Waterworks Road, Kelvin Grove Road, Enoggera Road and Stafford Road.

Sub-arterials: These carry major traffic movements within and between suburbs and onto the arterial road system. They do not cater for longer distance regional trips and typically finish at arterial roads. For example: Webster Road, Latrobe Terrace, Jephson Street and Newmarket Road.

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Collectors: These allow the movement of traffic within a local area. They are generally located within a suburb and do not serve as a 'through traffic' route.

Local streets: Laneways and streets that serve the local neighbourhood.

The road hierarchy plays an important role in a safe and efficient road network. In western Brisbane, there are fewer major road connections north/south and into the Brisbane Central Business District. This means that suburban roads such as sub-arterials and collectors, are often used as major thoroughfares.

Some early findings

The investigation's early findings highlight a number of issues that need to be considered:

Now

- Approximately 80 per cent of all trips within western Brisbane are made by car
- The major road connections in western Brisbane are already experiencing high demand during peak hour commuter traffic
- Road congestion is impacting on the reliability of bus services.

In the future

- It is expected that the number of vehicles on south east Queensland roads will increase by 30 – 40 per cent over the next 20 years if the current trends continue
- Congestion is likely to worsen on major roads in western Brisbane by 2026
- Even with increased investment in public transport infrastructure, private car use is expected to remain high.

What solutions can this investigation offer?

The investigation team is looking at how the existing road network can be better used by all kinds of transport and what road network infrastructure improvements may be needed to meet future growth and projected demand.

What can you do to help reduce road congestion?

Catch public transport: Buses are a more efficient use of road space. One bus carrying 60 people can remove up to 40 cars from the road. One bus uses only 20 metres of road space compared with 280 metres used by a stationary queue of 40 cars.

Walk or cycle: Active transport, such as walking or cycling, reduces congestion, pollution and also has many health benefits.

Share a car: If one in every four people who currently travel to work by car on their own travelled with another person, traffic would be reduced by up to 10 per cent. This is the equivalent reduction in traffic on the roads during school holidays.

What is a bypass?

A bypass is a road or highway that avoids or 'bypasses' a built-up area, town or city. Bypasses allow through traffic to flow without interference from local traffic. This reduces congestion in the built-up area and improves road safety.

Part of this investigation is to identify whether a western bypass is needed. Two zones are currently being considered – one west of Mt Coot-tha and another further west in the Brisbane valley.

If a western bypass is needed, then investigating that bypass would be part of a further comprehensive study.

To find out more visit our website www.wbtni.net.au or to have your say on the investigation, please contact the team:

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