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### East-west Freight Route

A number of submissions objected to an investigation of an east-west freight corridor, particularly a link using Crowson Road and Chambers Flat Road. Opposed submissions generally stated that a freight corridor would ruin the rural lifestyle, devalue properties and make the roads more dangerous for children. Many of the received submissions stated that existing roads should be upgraded rather than a new corridor created. It is noted however that a number of submissions were also received that supported the proposed link.

### Southern Infrastructure Corridor (road)

A number of submissions objected to a major highway along Camp Cable Road. Submissions generally stated that a highway would result in increased noise and pollution. In addition it was stated that a highway would affect the beauty and semi-rural lifestyle of the surrounding area. A number of submissions opposed to the Southern Infrastructure Corridor (road) argued that it would impact on surrounding wildlife corridors.

Submissions were also received which stated support for the Southern Infrastructure Corridor (road). These submissions stated that it would relieve congestion along existing roads and provide service to the proposed communities of Yarrabilba, Jimboomba and Flagstone.

### Public Transport

Submissions received stated that better public transport is required in the area claiming that there are currently limited public transport provisions. In addition it was identified that planning should focus on the provision of and preservation of public transport corridors as a priority rather than road corridors.

Submissions were also received which stated public transport was not required as people choose to live rural lifestyles and do not want services.

### Passenger Rail Services

Submissions generally supported a passenger service to Flagstone using the Sydney-Brisbane interstate rail line. However some of these submissions argued that if rail services to Flagstone were to operate they would need to also stop at Parkinson, Calamvale, Forestdale and Acacia Ridge.

Submissions opposed to the rail service were also received. They raised concerns regarding the impact of the noise and pollution produced by diesel trains using the interstate rail line on communities north of the Mt Lindesay North Beaudesert study area. In addition, submissions noted that the interstate line severs wildlife corridors. Some of these submissions proposed that an alternative solution would be to use efficient feeder buses within Mt Lindesay North Beaudesert study area which interchange with the Gold Coast rail line.

There was limited support for both the existing Bethania to Beaudesert rail corridor to be used for passenger services and for the interstate rail line to be connected with the Bethania/Beaudesert line.

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### Key Recommendations

A key recommendation from the report is that a further transport network investigation be conducted in response to the community's desire for further clarification of transport projects and directions in the region. This Mt Lindesay/Beaudesert Strategic Transport Network Investigation is the outcome of this recommendation.

## **2.7 Beaudesert Shire Whole of Shire Planning Process**

The Whole of Shire Planning Process (WOSPP) was a study aimed at examining the former Beaudesert Shire's infrastructure needs for the next 20 years. The project intended to include the completion and implementation of an Integrated Planning Act Planning Scheme and Council's response to the South East Queensland Regional Plan. This plan will be superseded by planning to be undertaken by the newly formed Logan City Council and Scenic Rim Regional Council.

The study was broken down into three sections:

- Stage 1 (to be completed mid 2006) - shire wide studies including a framework for the Local Growth Management Strategy, data collection and analysis of draft outputs for:
  - the preferred pattern of development;
  - notional priority infrastructure areas;
  - notional plans for trunk infrastructure;
  - desired standards of service.
- Stage 2 (early 2006 to late 2007 – not completed) - the finalisation of the above studies, local area studies and the completion of the Local Growth Management Strategy;
- Stage 3 (by late 2008 – not completed) - the new planning scheme, Priority Infrastructure Plan, ICS, local laws and structure plans.

Due to the amalgamation of local governments, the Whole of Shire Planning Process is no longer being pursued and the Logan City Council has incorporated the relevant elements of the Whole of Shire Planning Process into their planning and Local Growth Management Strategy processes.

## **2.8 South East Queensland Regional Freight Network Strategy**

**(the former Queensland Transport and former Department of Main Roads, 2007)**

The South East Queensland Regional Freight Network Strategy (SEQRFNS) 2007-2012 (the former Queensland Transport and former Department of Main Roads, 2007) outlines South East Queensland's freight network to 2012.

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Priority one road freight routes include:

- Pacific Motorway, Coolangatta to Eight Mile Plains (part of Auslink network);
- Gateway Motorway (part of Auslink network);
- Ipswich Motorway (part of Auslink network);
- Brisbane Urban Corridor – Granard, Raiwena, Kessels and Mt Gravatt-Capalaba Roads (part of Auslink network);
- Logan Motorway;
- Cunningham Highway (part of Auslink network);
- Warrego Highway (part of Auslink network);
- Port of Brisbane Motorway.

Priority two road freight routes include:

- Pacific Motorway, Eight Mile Plains to Brisbane CBD;
- Western Freeway;
- Centenary Highway, Indooroopilly to Carole Park;
- Beaudesert Road;
- Compton Road;
- Lutwyche Road/Gympie Road;
- Inner City Bypass/Hale Street/Kingsford Smith Drive;
- Logan Road/Kingston Road/Brisbane Beenleigh Road/Logan River Road, Eight Mile Plains to Beenleigh
- Hammel Street;
- Milne Street.

Rail freight routes include:

- Interstate rail corridor, Queensland/New South Wales Border to Dutton Park via Salisbury and Acacia Ridge (part of Auslink network);
- Ipswich rail line;
- Cleveland rail line;
- Pinkenba rail line;
- North Coast (Caboolture) rail line (part of Auslink network).

The South East Queensland Regional Freight Network Strategy outlines two main inter-modal freight facilities in South East Queensland, the Acacia Ridge terminal, the Brisbane Multi-modal Terminal (part of the Port of Brisbane), and an intermodal terminal also proposed at Bromelton.

It should be noted that a key road freight link outlined by the strategy within the study area is Beaudesert Road which connects directly into the Acacia Ridge terminal.

## 2.9 North-South Rail Corridor Study (AusLink, 2006)

The North-South Rail Corridor Study (AusLink, 2006) investigated the potential location of a rail freight link within a corridor between Brisbane and Melbourne.

Figure 2.5 below (reproduced from the report) illustrates the freight mode shares on inter-capital city routes within the corridor.

**Figure 2.5** *Mode Shares on Inter-capital City Routes in the Corridor, 2004*



Note: Confidential rail operator data provided to the Study Team indicates that these estimates for rail freight in 2004 slightly underestimate the true volumes. These estimates are derived from non-confidential data.

Source: The Study Group's stakeholder surveys, BTRE estimates, DOTARS coastal shipping data.

(Reproduced from: North-South Rail Corridor Study – Detailed Study Report, the former Queensland Transport, 2004)

The Melbourne-Brisbane freight link was deemed to be the most important in the study due to the longer distance and lower relative importance of rail pickup and delivery (PUD) costs.

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A number of routes were investigated including:

- Sub-Corridor A – Far Western Sub-Corridor (inland via Toowoomba);
- Sub-Corridor B – Central Inland Sub-Corridor (inland via Toowoomba);
- Sub-Corridor C – Coastal Sub-Corridor (via Sydney and the interstate rail line);
- Sub-Corridor D – Hybrid Sub-Corridor (via interstate rail line, with Sydney bypass).

The report estimates that rail freight between Melbourne and Brisbane, along an inland route would grow from 3.3 million tonnes in 2009 to approximately 8 million tonnes in 2029. If an inland rail route was adopted, it is estimated to capture 67% of the Brisbane-Melbourne freight task.

The study investigated the difference between providing a rail tunnel at Toowoomba compared with terminating the inland route at Toowoomba and continuing freight movements to Brisbane via road. Continuing the rail freight via road to Brisbane from Toowoomba was found to reduce the rail freight mode share between Brisbane and Melbourne by 15%, resulting in a reduction in track access revenue. The reduction in rail freight mode share as a result of continuing freight from Toowoomba to Brisbane by road was found to reduce the feasibility of an inland route.

It was estimated that approximately 5.3 million tonnes of freight to/from the corridor travelled to/from north Queensland. Retail type freight was found to make up the majority of freight continuing from Brisbane to destinations further north. Of the through freight to north Queensland, it was found that most retail rail freight services from Sydney or Melbourne are stopped in Brisbane to unload Brisbane bound goods onto trucks. The remaining goods heading further north are then consolidated to reduce wagon numbers. This highlights the need for an inter-modal terminal to be located on the rail freight route between Brisbane and Sydney/Melbourne.

It is estimated that the percentage of freight to northern Queensland will grow, as rail provides a competitive advantage over road for longer distance routes. It is estimated that in 2029 approximately 25% of the total freight to north Queensland will be transported by rail. Sea freight is anticipated to remain the dominant freight mode to northern Queensland.

The North-South Rail Corridor study found that long distance passenger rail services and Brisbane urban services use tracks which would be utilised as part of the potential inland corridor. However, the only existing standard gauge rail track in Queensland is from the NSW border to Acacia Ridge then to the Port of Brisbane (part of which is dual gauge) or to Roma Street station (dual gauge). It is anticipated that any new interstate rail line would be standard gauge so presumably any connection to Brisbane from inland rail would require a substantial length of new standard gauge rail track. Passenger rail services have priority over freight services during the commuter peak times on the Brisbane urban rail network.

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The issue of increased fuel cost in relation to the freight task was investigated in the North-South Rail Corridor Study. It was estimated that approximately 38% of line haul truck operating costs are fuel related and only between 12% and 16% of door-to-door rail operating costs are fuel related. If diesel fuel prices continue to rise, rail will become a more favourable option for freight movements.

The report found that the far western corridor option via Toowoomba and Albury or the coastal sub-corridor via Albury would have the shortest travel times. The far western corridor via Albury has the lowest level of capital expenditure to achieve an operationally efficient route (including the Toowoomba tunnel). An inland route was deemed the most viable, as to avoid the track congestion around Sydney. It can be inferred that the far western inland route via Toowoomba and Albury would be the preferred option based on the combination of shortest travel times, lowest capital expenditure and ability to avoid the Sydney urban rail network. However, the coastal corridor option via Sydney and Albury would result in additional annual revenue of around 40 million dollars.

On 15 June 2007, the Australian Government announced a \$15 million engineering and scoping study to determine the best alignment for the inland sub-corridor from Melbourne through Parkes to the Queensland border, based on the 2006 report. The Australian Rail Track Corporation commissioned Parsons Brinckerhoff to undertake an inland route alignment study. The study comprises three stages:

- Stage 1 – Determination of the route for further analysis;
- Stage 2 – Engineering, environmental and land baseline analysis;
- Stage 3 – Development of the preferred alignment.

Stage One of the process was completed in May 2009, Stage Two is underway as of August 2009, with reporting expected prior to the end of 2009.

Stage One found that the alignment should be as follows:

- existing rail lines – Melbourne to Cootamundra via Albury, Parkes, Narromine, Dubbo, Werris Creek and Moree to North Star near Goondiwindi;
- new rail lines - from North Star to Brisbane via Toowoomba.

North of Parkes the railway would require the upgrading of parts of the existing route, including minor deviations to improve its alignment.

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## **2.10 Southern Freight Rail Corridor**

The Office of Urban Management (now Department of Infrastructure and Planning) carried out an investigation in 2005 to identify a preferred route to connect the Purga industrial site at Ebenezer to the interstate rail line, by rail. It is noted that this investigation also considered a road in the vicinity of the freight rail line but concluded that this was not feasible. This investigation and subsequent work has identified a proposed freight only rail alignment (see Figure 2.6). The study is being conducted by the Department of Transport and Main Roads and is expected to be completed in 2010.

## **2.11 Private Rail Operations Presentation to OUM (GHD, 2006)**

The Mt Lindesay North Beaudesert investigation identified the need for a north south public transport corridor between Flagstone and the greater Brisbane metropolitan area. In response an investigation was conducted into possible options for the provision of passenger rail services from Flagstone to the greater Brisbane metropolitan region.

This study investigated the following four operational scenarios:

- option 1 – Flagstone to Salisbury;
- option 2 – Flagstone to Buranda;
- option 3 – Flagstone to Roma Street (standard gauge);
- option 4 – Flagstone to Roma Street (narrow gauge).

The study concluded that option 1b was the preferred option. Under this option standard gauge services would operate between Flagstone and Salisbury with passengers required to connect to regular Queensland Rail services at Salisbury. Unlike option 1a, which would facilitate only single train operation, this option would allow dual train operation through the use of passing loops.

The study states that the infrastructure requirements of the preferred option could be completed by the end of 2009. It is noted that this report was not commissioned by the state government and its recommendations have not been adopted.

## **2.12 Bromelton State Development Area**

In August 2008, Bromelton was declared a State Development Area. The intention of State Development Areas is to promote economic development in areas deemed to have been ignored by market forces. The Department of Infrastructure and Planning anticipates that the Bromelton State Development Area is strategically located for industrial development. An assessment of the exact type of industry to be promoted in the area is being assessed, and a structure plan is currently being developed and assessed by Logan City Council and the Queensland government.



Figure 2.6 Southern Freight Rail Corridor Proposed Alignment



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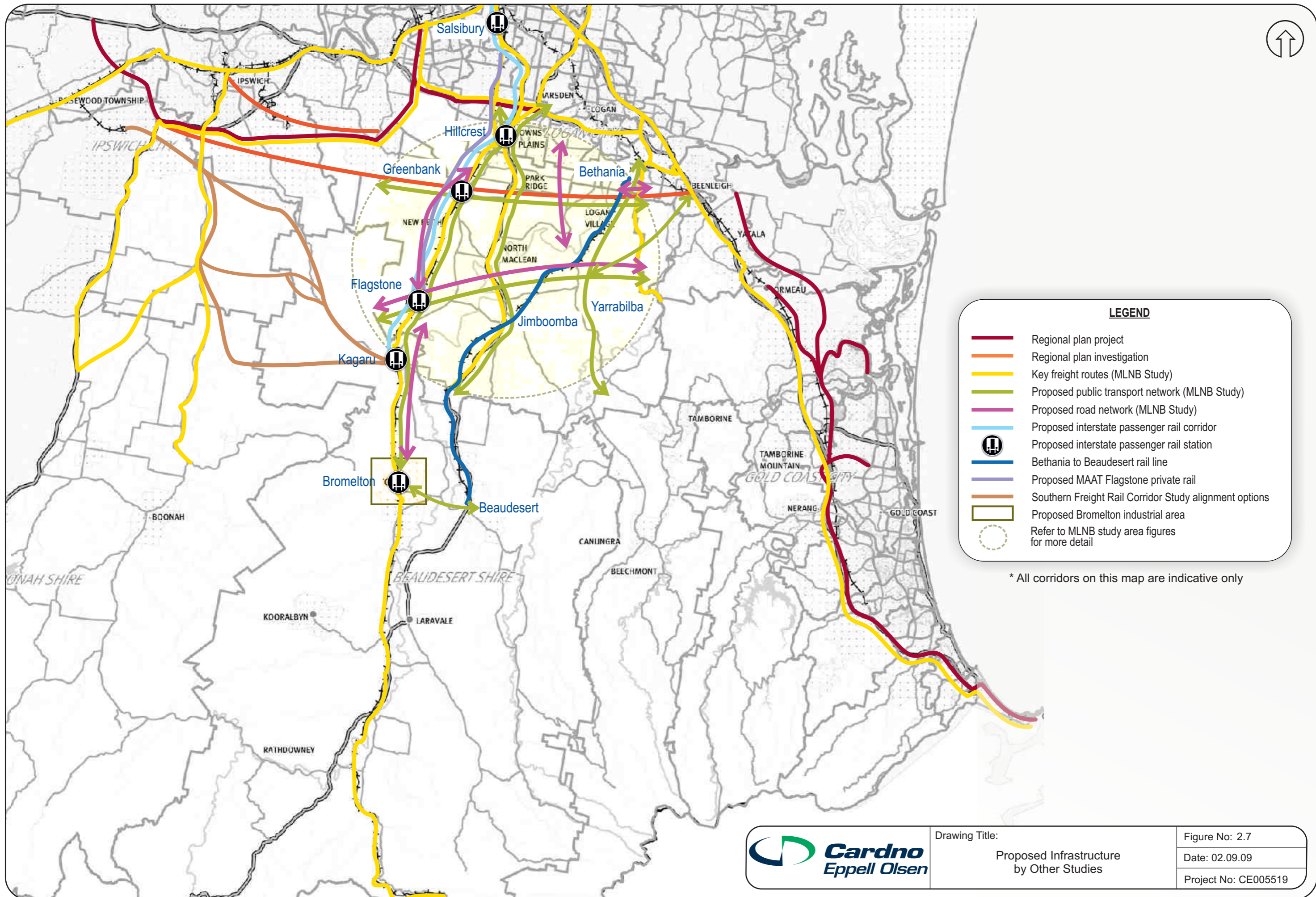
## 2.13 Key Issues from Previous Study Review

The following section provides a summary of the proposed projects relevant to the study area and key issues identified in previous studies and reports.

Projects proposed relevant to the study area are summarised graphically on Figure 2.7.

The Strategic Transport Network Investigation aims to investigate the future transport needs of the study area. A number of key issues with respect to the future transport needs of the study area are evident upon the review of the available reports. These include:

- providing a quality public transport system between the study area and Brisbane and potentially the Gold Coast and Ipswich;
- the type of public transport within and from the study area, relative to the demand, including consideration for the need and timing of a passenger rail service along the interstate rail corridor;
- the relationship of the study area to Brisbane, Ipswich and the Gold Coast with respect to transport and land use;
- the scale of the employment centres;
- the management of the through freight demand within the study area, both north-south and east-west between destinations such as:
  - Brisbane;
  - Sydney;
  - Toowoomba;
  - Gold Coast;
  - Ipswich.
- the accommodation of freight movements between commercial and economic centres internally within the study area and, to and from locations external to the study area (e.g. between Bromelton and the Australian TradeCoast);
- the development of transport links within the study area between activity centres, employment nodes and urban areas;
- establishing where and when upgrades or new infrastructure is required;
- the impact on the community (i.e. noise, increased traffic) of any new or expanded infrastructure;
- the need and timing for a major road north south through the study area and east west (i.e. Southern Infrastructure Corridor (road)). This needs to include when relevant corridor studies should commence, if considered to be required;
- the need and timing for the Motor Traders Association Australia (MTAA) private rail corridor between Flagstone and Brisbane;
- the ability of the area to accommodate the proposed ultimate development scenario at Yarrabilba and Flagstone and in what timeframe this could be accommodated.



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## **3.0 VISIONING**

### **3.1 Visioning Process**

The transport vision for the Mt Lindesay/Beaudesert Strategic Transport Network Investigation seeks to achieve outcomes that are consistent with local and regional objectives, as identified in the South East Queensland Regional Plan.

The project brief states that the vision should see an innovative transport network that will ensure the area has increased public transport, walking and cycling mode share, an optimised road network and land use that supports a high level of self-containment within the study area.

Two visioning workshops were conducted with key stakeholders. At these workshops stakeholders communicated their views on the form of the long term transport network in the study area. A summary of these workshops is contained in Working Papers produced on the Vision Workshops.

The following sections contain summaries of a number of existing relevant visions.

### **3.2 South East Queensland Regional Plan Vision (Department of Infrastructure and Planning, 2009)**

The Regional Plan 2009 vision includes “a region of inter-connected communities, with excellent accessibility and an extensive and efficient public transport system”.

2009 Regional Plan Desired Regional Outcome 12, Integrated Transport, is for:

*“a connected and accessible region based on an integrated transport system that is planned and managed to support more compact urban growth and efficient travel; connects people, places, goods and services; and promotes public transport use, walking and cycling”.*

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The desired regional outcome for integrated transport outlines a number of principles to guide transport planning. These include:

- supporting integrated land use and transport planning, regional connectivity and greater levels of trip self-containment within sub-regions;
- providing sustainable travel choices to support the accessibility needs of all members of the community, manage congestion, reduce car dependency and reduce greenhouse gas emissions;
- investing in the transport system to maximise the use of existing infrastructure and community benefits, reduce greenhouse gas emissions and vulnerability to oil depletion;
- providing an efficient and integrated transport system for the region;
- providing an efficient and integrated freight transport system for the region to enhance SEQ's position as a major national and international freight and logistics centre servicing the Australian east coast;
- providing efficient air and sea transport to service both freight and passenger needs in SEQ.

### **3.3 Mt Lindesay North Beaudesert Study Vision (Office of Urban Management, 2006)**

The Mt Lindesay North Beaudesert (MLNB) study investigated the level and location of development which could occur in the Mt Lindesay North Beaudesert study area. The findings of the Mt Lindesay North Beaudesert study were used to inform the South East Queensland Regional Plan Amendment 1. A number of extracts from the Mt Lindesay North Beaudesert study report are contained below.

The Mt Lindesay North Beaudesert Study Area is strategically positioned between the Western Corridor and the Gold Coast. Being only 25 to 50 kilometres from the Brisbane Central Business District, it is seen as a future source of urban communities to cater for long-term population growth in South East Queensland. (2006, p.10)

Any development proposal proposed by the planning study for the Mt Lindesay North Beaudesert Study Area will need to complement the intent of the South East Queensland Regional Plan, which sees a modest growth of around 20,000 new dwellings for the Beaudesert Shire and 15,600 new dwellings for Logan City over the next 20 years. (2006, p.10)

The preferred development option proposed for the Mt Lindesay North Beaudesert Study Area fully supports the strategic direction of the South East Queensland Regional Plan and its priority to the Gold Coast and Western Corridors. (2006, p.10)

The result is a preferred development option that has a strong emphasis on employment, on concentrating future urban development in areas where functional communities with a full range of services can continue to enjoy the semi-rural lifestyle, on ensuring good strong transport links to work schools and play are established, on limiting further rural residential subdivision and on earmarking significant areas for regional open space and recreational facilities. (2006, p. 39)

The report notes that the implementation of ultimate development scenario as proposed is likely to take 50 to 60 years.

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The Mt Lindesay North Beaudesert Study transport vision proposes a public transport and road system that conveniently connects people with goods, services, places and other people. The Mt Lindesay North Beaudesert Study report states that a high quality public transport network is needed to:

- support increased urban densities around public transport nodes and along public transport corridors;
- provide access to community services and employment; reduce commuter travel time, travel stress and loss of productive work time;
- improve environmental outcomes by reducing the number of private motor vehicle trips, and improve travel choices, particularly for people disadvantaged in their access to transport. (2006, p. 54)

The report also includes the following extracts which support the overall vision for the transport networks:

The public transport network should not only connect major activity centres at Flagstone, Jimboomba and Yarrabilba, but also provide reliable public transport links to the regional recreational precinct and the enterprise precincts at Park Ridge, North Maclean, Flagstone and Yarrabilba. (2006, p. 54)

Greenbank Central should also play an important role as a transport interchange linking north-south and east-west trips and as the eastern gateway to Springfield and the western corridor. (2006, p. 54)

Whilst every effort is made to limit the need for car trips both within and outside the Mt Lindesay North Beaudesert Study Area by an efficient public transport system linking vibrant well-planned communities with work and recreational precincts, private car transport will always be important to residents of the Mt Lindesay North Beaudesert Study Area. As such, upgrades to existing arterial roads, and in some cases, new road corridors will be necessary. (2006, p.56)

Equally as important will be the need for efficient road freight transport to and from the enterprise precincts of Park Ridge, North Maclean, Flagstone, Yarrabilba and Bromelton to the Port of Brisbane and to other existing and emerging industrial and freight distribution areas in South East Queensland. An efficient road system for freight should minimise impacts on residents and delays in the delivery of goods. The ongoing upgrade of the Mt Lindesay Highway is very important for the efficiency of freight movements in the north-south direction. (2006, p. 58)

The South East Queensland Regional Plan nominates the Southern Infrastructure Corridor for investigation as a priority freight route. It sees this route providing freight efficient travel between the Gold Coast Corridor and the Western Corridor with linkages to the priority freight routes identified in the South East Queensland Regional Plan. (2006, p. 58)

The preferred development option recommends consideration is also given to the need for a new north-south road for freight traffic between Bromelton and the proposed Southern Infrastructure Corridor and maximise freight efficiency on this east-west link. (2006, p. 58)

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### **3.4 Beaudesert Shire Whole of Shire Planning Process Vision (Beaudesert Shire Council, 2006)**

Future planning work undertaken by the former Beaudesert Shire Council was based on the guiding principles defined in the Whole of Shire Planning Draft Planning Vision for the then Beaudesert Shire. The transport network vision is based on the key principle of “high quality networks which perform a regional role as well as connecting between and within our communities and areas”.

The Whole of Shire Planning Draft Planning Vision for Beaudesert Shire (2007, p.18) includes the following transport vision:

- our region’s transport networks will perform an important role underpinning the functioning of South East Queensland;
- a good quality public transport system will be provided between our cities and towns, and links these to major employment and service centres in areas surrounding the region;
- the road system for our region will meet the needs for trips between our different communities and linkages to areas outside our region;
- a high quality road and rail freight transport network, including an inter modal logistics facility at Bromelton, will support and sustain the economic role of our region;
- a significant length of the Brisbane to Sydney rail line and the inland rail line located in the local government area will be protected and developed to meet the needs of the region, South East Queensland and the nation;
- the Mt Lindesay Highway and Summerland Way route will be protected and developed to provide an inland alternative to the Pacific Highway as part of the national highway system;
- State controlled roads and transport corridors especially those necessary to the development of Bromelton will be protected and developed to meet the needs of the region and South East Queensland;
- urban densities in our new cities and towns will be sufficient to support public transport;
- our communities will be designed to maximise walking, cycling and public transport for local trips within those communities;
- a network of commuter/recreation walking/cycling/bridle trails will be provided between our communities and beyond, including opportunities such as those provided by the Beaudesert branch rail corridor.

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### **3.5 Ipswich 2020 and Beyond (Ipswich City Council, 2005)**

The following extract from the Ipswich 2020 Vision Statement summarises the vision for transport:

Ipswich City is well-serviced by an integrated public transport and roads system that effectively eliminates congestion, conserves community character and enhances liveability. This system provides efficient and affordable access within and outside the City to places to live, work and play. (2005, p. 17)

The vision is broken into a number of themes – the Integrated Transport and Movement theme states that:

People need to be able to move around their communities. It is important to provide the appropriate infrastructure to do so. The private vehicle is currently the most popular form of transport however this may change over the coming years with increasingly congested roads and the environmental damage and dangers to personal safety presented by motor vehicles. We need to make sure that roads are provided as part of the whole transport network, however we also need to provide opportunities for alternative forms of transport. Buses, trains, light-rail, cyclists, and pedestrians all have to be considered in determining an integrated transport network. The movement of freight also has to be considered in terms of the local economy. (2005, p. 19)

### **3.6 Logan 2026 City Directions Vision (Logan City Council, 2007)**

The Logan City Draft City Directions outlines a 20 year vision for the former Logan City area. The Vision Statement is contained below:

In the year 2026 Logan is a city of opportunity. Strategically located within a rapidly changing region and global economy, we live in a dynamic community that sustains our quality of life. Here, neighbours, generations and cultures connect. We live and work in balance with our environment. Logan City is a safe and healthy community, a place future generations will be proud to live and thrive in. (2007, p. 3)

The following extracts from the vision's themes illustrate the former Logan City Council's vision for Transport:

Active and Healthy Theme - Physical linkages across the city provide active transport options for residents enabling people to become active by using well connected bikeways and walking paths. (2007, p.4)

Green and Sustainable Theme - Urban development has led to bustling areas of community, commercial and recreation activity which accommodate public transport interchanges.

Extensive walking and cycling tracks, in addition to inexpensive, clean, green public transport such as our neighbourhood shuttle services, combine with effective and affordable home automation and high-speed broadband telecommunication networks to enable greater flexibility in how, where and when we work. (2007, p.8)

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Regionally and Globally Connected Theme - Our development in key transport locations provides us with better access to safe, comfortable, reliable, integrated public transport through bus routes and rail connections. Our road network is more accessible and multi-functional, with car pooling, cycling and walking all popular options. These physical links within Logan City between homes, workplaces, shopping centres, schools and other facilities have become the centrepiece of the city's dynamic transport network. (2007, p.10)

### **3.7 Mt Lindesay/Beaudesert Strategic Transport Network Investigation Transport Vision**

The study proposes to adopt the South East Queensland Regional Plan vision of “a connected and accessible region based on an integrated transport system that is planned and managed to support more compact urban growth and efficient travel; connects people, places, goods and services; and promotes public transport use, walking and cycling”.

Specifically this should include:

- supporting a more compact pattern of urban development and promoting self containment within the study area;
- providing practical sustainable travel choices;
- supporting increased urban densities around public transport nodes and along public transport corridors;
- providing good quality public transport and road systems between cities and towns, and links to major employment areas;
- a high quality freight network.



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## 4.0 EXISTING STUDY AREA

### 4.1 Existing Land Use and Demographics

The network analysis has been undertaken using the South East Queensland Regional Strategic Transport Model developed by the "ConnectWest" consortium for the Department of Transport and Main Roads. The model is referred to as the South East Queensland Strategic Transport Model in this report.

The 2005 demographic data for South East Queensland from the South East Queensland Strategic Transport Model is summarised in Table 4.1 below. The existing situation for the Mount Lindesay Beaudesert Strategic Transport Network Investigation is not a focus of the study and hence these numbers are just provided for context.

**Table 4.1** *South East Queensland Strategic Transport Model  
2005 Population and Jobs*

Localities (based on former local government boundaries)	2005	
	Population	Employment
NORSROC	649,260	178,653
WESROC	183,222	62,178
Ipswich Local Government	140,752	46,102
Other Local Governments	42,470	16,075
SouthROC	844,129	265,379
Gold Coast City Council North	69,456	17,754
Gold Coast City Council South	413,110	152,651
Beaudesert Shire (now part of Logan City)	56,776	13,025
Yarrabilba	5,040	1,282
Flagstone	3,220	2,062
Beaudesert Town	5,147	292
Bromelton	-	-
Greenbank	5,331	1,002
Beaudesert Remainder	38,038	8,387
Redland and Balance of SouthROC	304,787	81,948
Brisbane City Council	971,757	587,132
<b>TOTAL</b>	<b>2,648,368</b>	<b>1,093,341</b>

Planning Information and Forecasting Unit (PIFU) have recently updated the above population numbers, based on the latest 2006 ABS Census, and these can be found at Appendix M. Population across the region at 2006 is 2.8 million.

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The South East Queensland Strategic Transport Model uses a 2005 population for the Study Focus Area of approximately 47,000. The recent 2006 ABS Census states this has grown to approximately 62,200 people. This population is focused around the key population centres of Beaudesert Town, Canungra, Rathdowney, Tamborine Mountain, Kooralbyn, Jimboomba and Logan Village.

The bulk of the Study Focus Area currently consists of rural land uses. However existing industrial areas are located at Logan Village and Bromelton. Key retail centres are currently located at Jimboomba, Park Ridge, Logan Village and Beaudesert Town.

## **4.2 Existing Road Network**

The following sections identify the state controlled highways, motorways and main roads either contained within or bordering the study area. The form of these links is detailed at Appendix C.

### Department of Transport and Main Roads - State Highways

#### *Pacific Motorway*

The Pacific Motorway forms the eastern border of the Mt Lindesay/Beaudesert study area. It is part of the AusLink national network and together with the Cunningham Highway and the interstate railway line to Sydney, forms the Sydney – Brisbane Corridor. It is a major interstate, regional and local freight and passenger transport route, and through the study area is also a commuter route. The Pacific Motorway traverses north-south providing connectivity between northern destinations such as Brisbane and southern destinations such as Coolangatta. Connectivity between the study area and the Pacific Motorway is facilitated by a number of east-west links. These links include Gold Coast-Springbrook Road, Beaudesert-Nerang Road, Beaudesert-Beenleigh Road and Tamborine-Oxenford Road.

#### *Mt Lindesay Highway*

The Mt Lindesay Highway traverses north-south through the centre of the study area. It provides connectivity between the Logan Motorway located north of the study area and the townships of Jimboomba, Beaudesert Town and Rathdowney. Additionally the Mt Lindesay Highway links the study area to destinations in New South Wales. Connectivity between the Mt Lindesay Highway and the study area is facilitated by a number of east-west links including Beaudesert-Nerang Road, Beaudesert-Boonah Road and Boonah-Rathdowney Road.

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### *Cunningham Highway*

The Cunningham Highway forms the majority of the western border of the study area. It is part of the AusLink national network and together with the Pacific Motorway and the interstate railway line to Sydney, forms the Sydney – Brisbane Corridor. It is a major interstate, regional and local freight and passenger transport route. The highway links Ipswich and Warwick and continues further west to Goondiwindi. Connectivity between the Cunningham Highway and the study area is facilitated by the two main east-west links Boonah-Fassifern Road and Warrill View-Peak Crossing Road. In addition, the Cunningham Highway connects to the Ipswich Motorway and Logan Motorway, which form the northern boundary of the study area, and another east-west link to the study area. Ipswich-Boonah Road, an additional north-south link, also provides connectivity to the Cunningham Highway.

### Department of Transport and Main Roads - Motorways

#### *Logan Motorway*

The Logan Motorway forms part of the northern border of the study area. The motorway provides connectivity between the Ipswich Motorway and the Pacific Motorway for origins/destinations south of Loganholme. It is an important freight route and is identified as a "possible future route for the AusLink national network".

### Department of Transport and Main Roads - Main Roads

#### *Ipswich-Boonah Road*

Ipswich-Boonah Road traverses north south through the west of the study area. It provides connectivity between Ipswich and Boonah via Warwick Road.

#### *Beaudesert-Boonah Road*

Beaudesert-Boonah Road traverses east west through the west of the study area. It provides connectivity between Boonah and Beaudesert Town via Ipswich-Boonah Road. It also links the Cunningham and Mount Lindesay Highways, providing an alternative route for interstate traffic to bypass the Ipswich Motorway to access the Gateway Motorway or Pacific Motorway.

#### *Boonah-Rathdowney Road*

Boonah-Rathdowney Road is located in the south-western quarter of the study area and provides connectivity between Boonah and Rathdowney.

#### *Boonah-Fassifern Road*

Boonah-Fassifern Road traverses east west through the west of the study area. The link provides connectivity between Fassifern and Boonah.

#### *Warrill View-Peak Crossing Road*

Warrill View-Peak Crossing Road traverse east west through the western section of the study area. The link provides connectivity between Peak Crossing located on Ipswich-Boonah Road and Warrill View located on the Cunningham Highway.

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#### *Brisbane-Beenleigh Road*

Brisbane-Beenleigh Road is located in the north section of the study area. The link provides connectivity between Beenleigh and Logan.

#### *Waterford-Tamborine Road*

Waterford-Tamborine Road is located in the north of the study area and provides connectivity between Waterford and Tamborine.

#### *Beenleigh Connection Road*

Beenleigh Connection Road is a ring road around Beenleigh facilitating connectivity between the Pacific Motorway and Beenleigh.

#### *Beaudesert-Beenleigh Road*

Beaudesert-Beenleigh Road is located in the north-east of the study area and provides connectivity between Beenleigh and Beaudesert Town via Beaudesert-Nerang Road.

#### *Tamborine-Oxenford Road*

Tamborine-Oxenford Road is located in the east of the study area and provides connectivity between Oxenford and North Tamborine. In addition this link facilitates connectivity between North Tamborine and the Pacific Motorway.

#### *Tamborine Mountain Road*

Tamborine Mountain Road is located in the eastern section of the study area. Tamborine Mountain Road links the townships of Tamborine and North Tamborine.

#### *Beaudesert-Nerang Road*

Beaudesert-Nerang Road traverses east west between Beaudesert Town and Nerang. This link provides connectivity between Beaudesert Town, Canungra, Mt Tamborine (via Tamborine Mountain Road or Tamborine-Nerang Road), Nerang and the Pacific Motorway.

#### *Nerang-Murwillumbah Road*

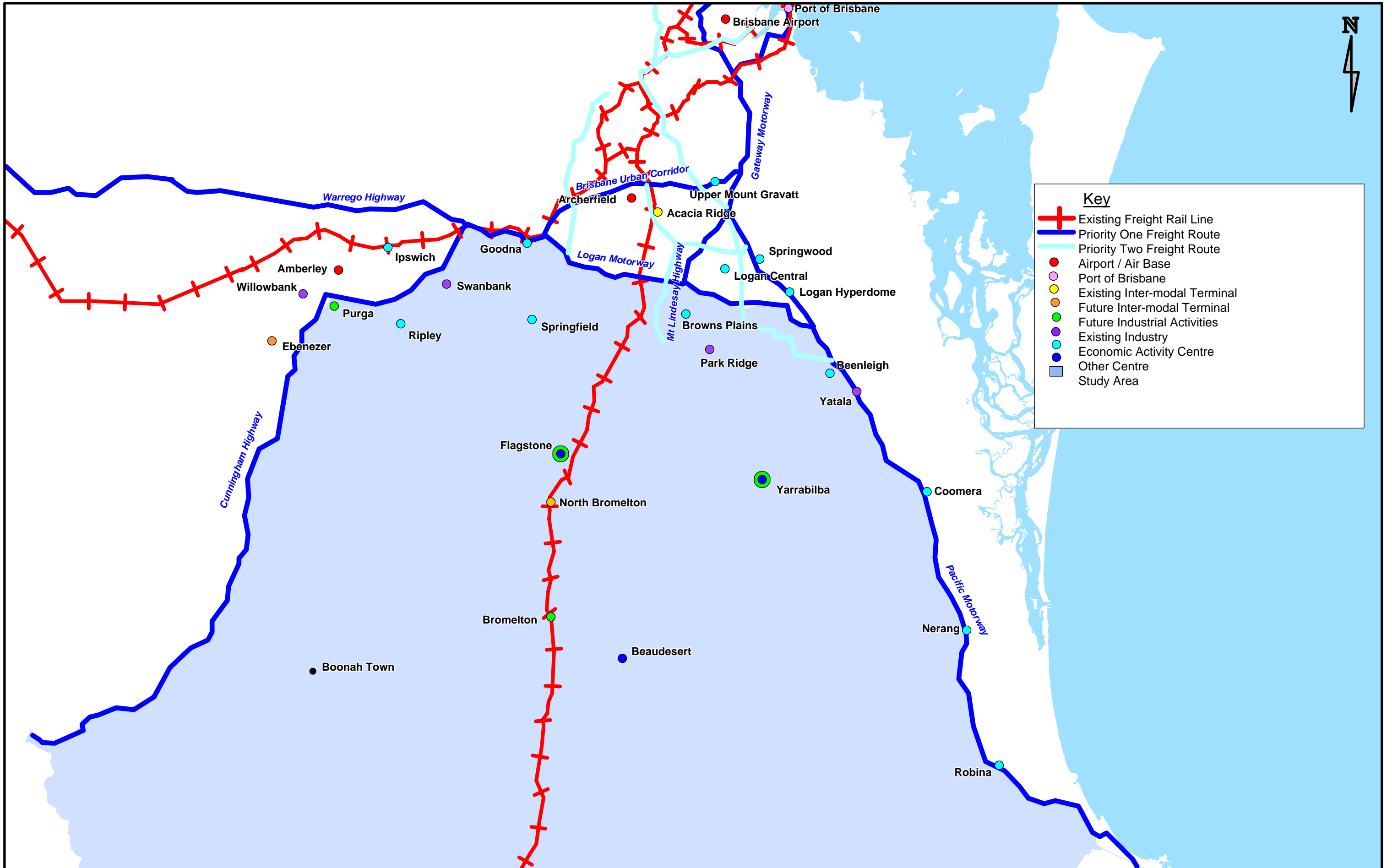
Nerang-Murwillumbah Road traverses north south in the eastern section of the study area between Nerang and Murwillumbah located in northern New South Wales.

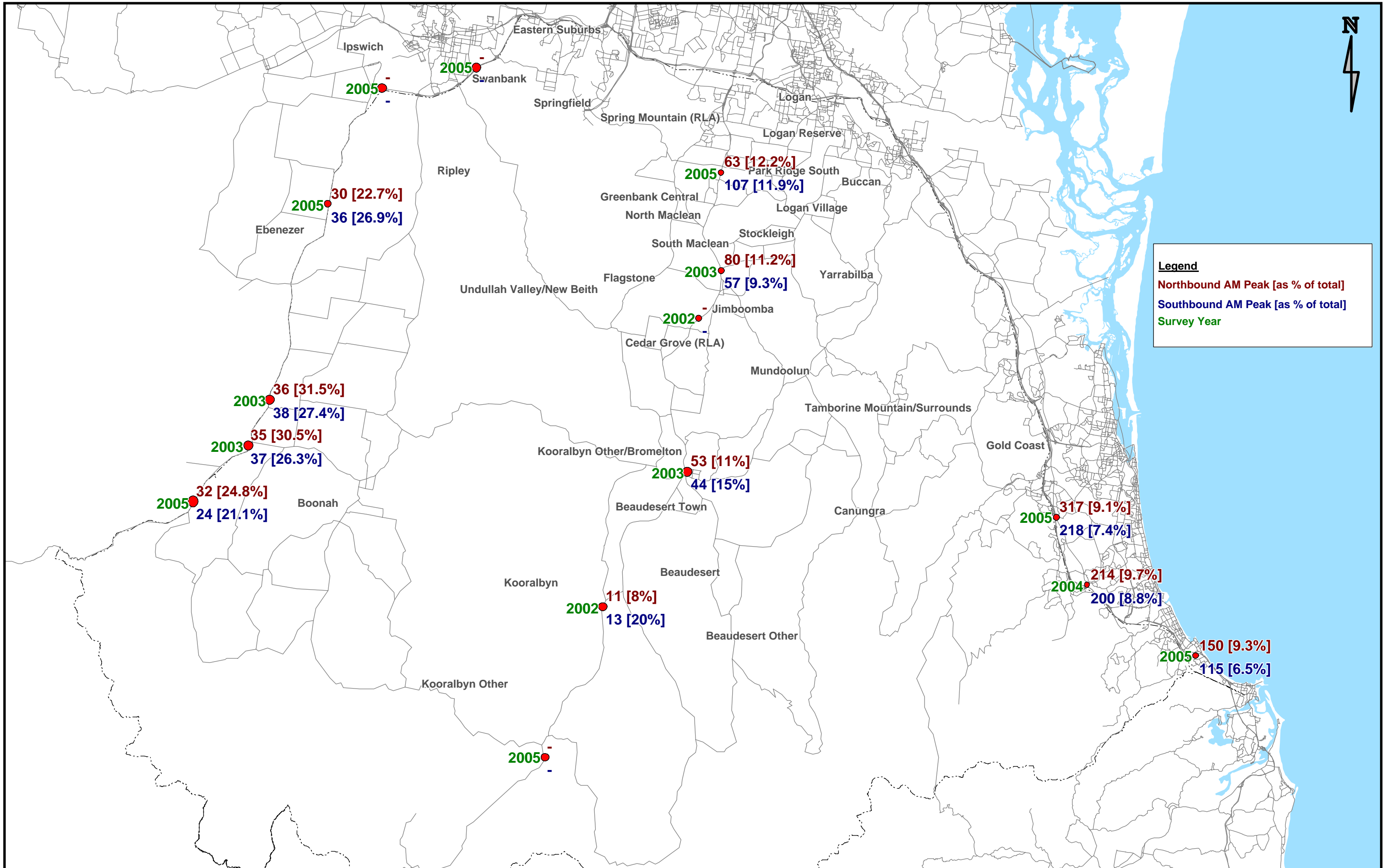
#### *Gold Coast-Springbrook Road*

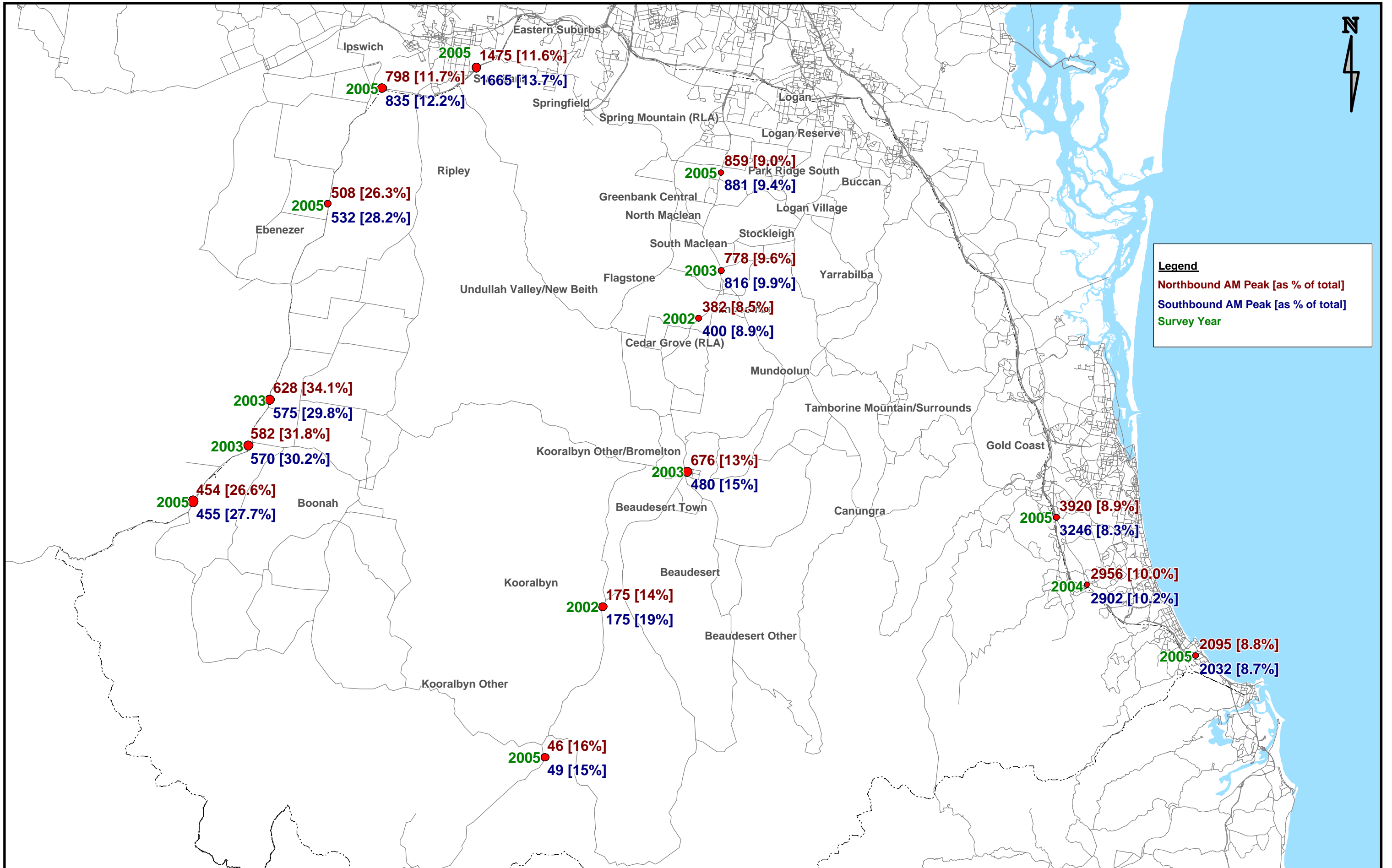
Gold Coast-Springbrook Road located in the south east of the study area provides connectivity between Springbrook via Springbrook Road and Mudgeeraba.

### **4.3 Existing Freight Network**

The existing freight network for South East Queensland is illustrated on Figure 4.1. The existing road freight volumes obtained from traffic counts conducted on key road freight routes are summarised on Figures 4.2 and 4.3.







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The following key road freight desire lines exist within the Mt Lindesay/Beaudesert Strategic Transport Network Investigation study area:

- movement of freight from/to the study area to/from the industrial precincts in south-west Brisbane (Rocklea, Acacia Ridge and Wacol) and the Australian Trade Coast/Port of Brisbane;
- transit of freight through the study area.

The study area contains a number of major road links which service the freight requirements of adjacent communities and also facilitate inter regional freight movements. The characteristics of the major freight links and how these links meet the key freight desire lines is summarised below.

#### *Pacific Motorway (12A)*

The Pacific Motorway traverses north south along the eastern border of the study area. The Motorway is a key road facilitating intra regional freight movements between Brisbane, Logan, Beenleigh and the Gold Coast. In addition, the Pacific Motorway facilitates inter regional freight movements between South East Queensland and southern states and is part of the AusLink national network. The Motorway, south of Eight Mile Plains, is a priority one freight route and a priority two freight route north of that point (South East Queensland Regional Plan). Type 1 and Type 2 road trains are not permitted to use this link.

#### *Cunningham Highway (17B)*

The Cunningham Highway borders the study area to the west and is a priority one freight link (South East Queensland Regional Freight Network Strategy). The freight route links South East Queensland to southern metropolitan freight markets and also regional communities in north-west NSW and south-west Queensland and is part of the AusLink national network. In addition the Cunningham Highway links the western section of the study area with the Ipswich Motorway. The Ipswich Motorway inturn provides links to the industrial precincts in south-west Brisbane (Rocklea, Acacia Ridge and Wacol) and the Australian Trade Coast. Type 1 and Type 2 road trains are not permitted to use this link. It is notable that the heavy vehicle volumes on this link are similar to the Pacific Motorway.

#### *Mt Lindesay Highway (25A)*

The Mt Lindesay Highway provides connectivity to the industrial precinct located in south-west Brisbane via Beaudesert Road. The section of the highway north of Park Ridge Road Park Ridge is recognised as a priority two freight route, as per the South East Queensland Regional Freight Network Strategy.

#### *Logan Motorway*

The Logan Motorway borders the study area to the north. It is a key freight link facilitating connectivity between the Cunningham Highway and the Pacific Motorway. The Motorway is recognised as a priority one freight route (South East Queensland Regional Plan).



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### *Minor Freight Road Links*

The internal movement of freight between population centres with the study area is primarily met by lower order roads that also carry low volumes of freight. The following links predominately connect the population centres within the study area with Brisbane, Gold Coast and Ipswich:

- Beaudesert-Boonah Road;
- Ipswich-Boonah Road;
- Boonah-Fassifern Road;
- Beaudesert-Nerang Road;
- Beaudesert-Beenleigh Road;
- Brisbane-Beenleigh Road.

### Rail Freight Links

The study area contains the standard gauge Sydney to Brisbane rail line which is part of the AusLink national network. This line is shared between both interstate freight and passenger services and is the only rail line linking Brisbane to Sydney and Melbourne. Current rail freight movements through the study area are transit movements i.e. they move through the study area to connect external origins and destinations. In 2002, approximately 2.8 million tonnes of freight was transported along the Brisbane to Sydney line. This freight is attributed almost exclusively to non-bulk commodities. No freight services are operated on the Brisbane to Robina line.

## **4.4 Existing Public Transport Network**

### Bus

Most of the existing bus routes are concentrated in the north and east of the study area. These services are predominately Ipswich, Brisbane and Gold Coast orientated services that cross into the study area. However, one service traverses the centre of the study area in a north-south direction. This service is the Park Ridge Transit route 540 between Beaudesert Town and the Brisbane CBD. This service includes:

- two morning peak services to the Brisbane CBD, one from Beaudesert Town and one from Jimboomba;
- one afternoon/evening peak service from the Brisbane CBD to Beaudesert Town;
- one inbound and two outbound off peak services.

The service does not operate on weekends or public holidays.

**Table 4.2 Scheduled Bus Services Available to Residents in Study Focus Area**

Route	Suburbs	Rail connection	Service frequency and approximate operating hours
140	Browns Plains – Brisbane City	Altandi	20 – 30 minutes during peak, half-hourly to hourly during off-peak and on weekend/ public holiday
141	Browns Plains – Brisbane City	Altandi	6 services with limited stops during peak between 6am and 8 am and 4 pm and 6pm on Mon to Fri
142	Browns Plains – Brisbane City	Altandi	3 services with no stops during peak between 7am and 8am and 5pm and 6pm on Mon to Fri
145	Browns Plains – Griffith University (Nathan Campus)	Altandi	3 morning and 3 afternoon services Mon to Fri
150	Browns Plains – Brisbane City	Fruitgrove	15 minutes during peak, off-peak and on weekend/ public holiday
<b>540</b>	<b>Beaudesert – Brisbane City</b>	<b>Buranda</b>	<b>Five morning and four afternoon services Mon to Fri.</b>
541	Browns Plains to Greenbank	-	Hourly Mon to Fri & Sat between 7 am and 7 pm weekday and 8 am and 5 pm Saturday
542	Browns Plains to Park Ridge	-	Hourly Mon to Fri & Sat between 6 am and 7 pm weekday and 7 am and 5 pm Saturday
543	Browns Plains to Heritage Park	-	Hourly Mon to Fri & Sat between 6 am and 6 pm weekday and 7 am and 5 pm Saturday
544	Browns Plains to Forestdale	-	Hourly Mon to Fri & Sat between 6 am and 7 pm weekday and 8 am and 5 pm Saturday
545	Browns Plains – Garden City	Woodridge	Hourly Mon to Fri & Sat, 6am to 5pm
550	Browns Plains – Springwood	-	Hourly/half-hourly Mon to Fri, 6 am to 7 pm
560	Browns Plains –Logan Hyperdome	Loganlea	Half-hourly Mon to Fri 6am to 6.30pm, Hourly Sat/Sun/public holiday 7am to 5 pm

Note: The only service from Beaudesert town is highlighted in bold.

Since the opening in May 2008 of the Inner Northern Busway, some of these services have undergone changes, primarily related to their end point within the Brisbane CBD. In addition, some services have experienced changes to their timetabling:

- Route 140 now operates at 15 minute intervals throughout the day;
- Route 141 now encompasses roughly eight services in each direction;
- Route 142 now encompasses five services in each direction;
- Route 150 has increased its frequency during peak times to every 10 minutes;
- Routes 545 and 550 have a frequency of 30 minutes and operate weekend services with an hourly frequency.

There are also a number of school bus services provided in the Mount Lindesay Beaudesert Strategic Transport Network Investigation study area.

Other scheduled TransLink bus services within the study area contained in the table below.

**Table 4.3****Bus Services within the Study Area**

Route	Suburbs
500, 501	Wacol-Ipswich
508, 509	Amberley-Ipswich
511, 521, 523	Goodna-Redbank
522, 530	Education City-Goodna
551, 561	Browns Plains-Brisbane CBD
553, 565, 566	Windaroo-Brisbane CBD
556	Loganlea-Griffith University Mt Gravatt
562, 563	Logan Hyperdome-Browns Plains

There are also a number of services immediately to the east of the study area in the Gold Coast City Council area. These services are predominantly focused along and to the east to the Pacific Motorway, with some services crossing into the study area near the Pacific Motorway.

Key TransLink bus interchanges within the study area are located at:

- Grand Plaza, Browns Plains;
- Loganlea;
- Beenleigh.

Fassifern Coaches also operates one service per day between Ipswich and Boonah. This service does not operate on weekends.

### Rail

There are a number of passenger rail stations within the study area. The key rail stations within the study area are Loganlea and Beenleigh. The Loganlea station is located within close proximity to the Logan Hospital, Logan TAFE, Logan High School, industrial and residential areas. The Beenleigh station is bus-rail interchange with car parking, located adjacent to the Beenleigh town centre. Other rail stations within the study area include:

- Bethania;
- Edens Landing;
- Holmview.

Rail stations just outside the study area include:

- to the north on the Ipswich line:
  - Gales;
  - Goodna;
  - Redbank;
  - Riverview;
  - Dinmore.

- 
- to the east on the Beenleigh/Gold Coast line:
    - Ormeau;
    - Coomera;
    - Helensvale;
    - Nerang;
    - Robina.

All of the abovementioned rail stations have park and ride facilities of various sizes.

Services on the Robina line run from 5:22am to around 11pm with peak frequencies of approximately 30 minutes and off peak frequencies of 40 minutes. The Robina line runs between Robina and the Brisbane CBD and services continue through to the Brisbane Airport. Services on the Beenleigh line operate between 4:30am and 11:00pm with peak frequencies of approximately 17 minutes in bound and off peak and outbound frequencies of approximately 30 minutes. The Beenleigh line continues to the Ferny Grove line, after the Brisbane CBD.

The duration of services for the Ipswich line is from 4:39am to 11:10pm, with peak frequencies of between 5 and 15 minutes and off peak frequencies of 30 minutes. The Ipswich line travels from Rosewood in the west to the Brisbane CBD, then continues along the Caboolture line and the regional Nambour and North Coast lines.

There is the potential for future passenger rail services to be located along existing rail corridors in the study area. This includes the Bethania to Beaudesert rail line and the interstate rail corridor. The Greenbank freight rail station is located on the interstate rail corridor within the study area.

There is one passenger service in each direction between Sydney and Brisbane each day along the interstate rail corridor. This service is run by NSW RailCorp.

#### **4.5 Existing Pedestrian and Cyclist Networks**

Currently there are a limited number of pedestrian and cyclist facilities within the study area with the majority of the facilities in the north and east of the study area or in urban areas within the study focus area.

The V1 Bikeway will eventually provide an off road bicycle connection from Brisbane to the Gold Coast. The V1 Bikeway generally follows the alignment of the Pacific Motorway and is currently undergoing construction in sections. This cycleway will be a key regional cycleway.

##### Logan City Council (pre-amalgamation boundary)

The former Logan City Council Planning Scheme 2006 illustrates the existing and proposed cycle network and hierarchy for Logan City Council. This map indicates the major, district and neighbourhood cycleways in the north-eastern section of the study area. This map is contained at Appendix D. Logan City Council is currently preparing a new network plan for its new shire boundaries.

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The map indicates that major cycleways within the study area are located along:

- Johnson Road/Browns Plains Road;
- Kingston Road;
- Middle Road;
- Mt Lindesay Highway;
- Chambers Flat Road;
- Crest Road/Park Ridge Road.

An off-road major cycleway is also located between Boronia Heights and Browns Plains. This cycleway continues off-road within the vicinity of the Logan Motorway at Marsden.

The Logan City Council does not currently have an official pedestrian network plan, however pedestrian paths exist in areas throughout the local government area.

#### Ipswich City Council (pre-amalgamation boundary)

The Ipswich Cycle Strategy (2000) provides a plan for the cycle network within Ipswich. The Ipswich Cycle Strategy identifies the on and off road cycle network to the year 2020. Trunk, district, neighbourhood and regional recreation/tourism routes are defined. Figures at Appendix D illustrate the proposed Ipswich City Council cycle network, some of which is located in the northern part of the study area. It is noted that this plan requires significant updating.

The plan identifies trunk routes at the following locations within the study area:

- along Redbank Plains Road between Redbank Plains District Centre and Ipswich City Centre;
- between the Ipswich Motorway and Redbank Plains District Centre along Kruger Parade and Queen Street;
- along Old Logan Road;
- along the Ipswich Motorway and Warwick Road at the boundary to the study area.

The Ipswich City Council has a future pedestrian network for the inner suburbs of Ipswich, however the inner suburbs do not fall within the study area. A range of footpaths exist in built up areas of the Ipswich City Council. Pedestrians would also make use of parts of the existing and future cycle network summarised above.

#### Beaudesert Shire (pre-amalgamation boundary, now forms part of Scenic Rim Council)

The former Beaudesert Shire has no official existing or proposed cycle network. Cyclists throughout the Shire must utilise road verges of varying quality (i.e. some unsealed). However cyclists and pedestrians have access to a number of multi-use recreation trails within the Shire, most of which are located in tourist areas in the southern part of the Shire. Flagstone has a limited network of pedestrian paths and Kooralbyn has one footpath. Local pedestrian paths of various qualities are available at locations throughout the Beaudesert Shire.

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Boonah Shire (pre-amalgamation boundary, now forms part of Scenic Rim Council)

No data was obtained to indicate that there are existing or proposed pedestrian and cyclist networks within the former Boonah Shire. The 2007 Principal Cycle Network Plan indicates that there are no current principal cycle routes within the former Boonah Shire. Two future principal routes are identified, however, within the current urban footprint:

- along Boonah-Fassifern Road from Kents Pocket Road to Ipswich–Boonah Road at Robson Road;
- along Yeates Avenue, from Boonah-Fassifern Road, along Boonah-Rathdowney Road and continuing along Milford Street until Milford Middle Road.

There are also pedestrian paths at some locations within the Shire.

Gold Coast City Council (pre-amalgamation boundary)

The Gold Coast City Council Priority Infrastructure Plan (PIP) Trails Network – Infrastructure Maps illustrate the existing off-road pathway network. The majority of these paths are located in the urban areas near the Pacific Motorway and to the east of the Pacific Motorway. A local footpath network also exists in areas within the local government area. The Gold Coast City Council Planning Scheme illustrates the cycle network for the Gold Coast local government area. The majority of trunk, district and neighbourhood routes are located to the east of the Pacific Motorway. However there are a significant number of hinterland touring routes and training routes that connect the Pacific Motorway to the former Beaudesert Shire (now Scenic Rim Council).

These routes are located:

- Currumbin Creek Road;
- Tallebudgera Creek Road;
- Tallebudgera Connection Road;
- Repeater Station Road/Lyre-Bird Road/Springbrook Road/Gold Coast-Springbrook Road;
- Pine Creek Road;
- Nerang-Murwillumbah Road;
- Worongary Road;
- Gilston Road/Advancetown Road;
- Beechmont Road;
- Latimers Crossing Road;
- Beaudesert-Nerang Road;
- Maudsland Road;
- Tamborine-Oxenford Road;
- Beaudesert-Beenleigh Road.

The cycle network map for the Gold Coast City Council is contained at Appendix D.