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**PART B: 2026 NETWORKS AND 2056 MODEL DEVELOPMENT**

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## 5.0 2026 BASE STUDY AREA INFORMATION

### 5.1 2026 Land Use and Demographics

The base transport model was developed using 2026 demographic data sourced from the South East Queensland Strategic Transport Model. The 2026 data is generally consistent with the South East Queensland Regional Plan 2026 population projections. Although differences are present, the population prediction variations are minor. For the scope of this investigation, these population projections are appropriate as the project scope is for a longer timeframe than 2026 and hence the detail at 2026 is not an issue for the project. In addition, the State Government as part of the 2009 Regional Plan has recently developed revised population projections across the region to 2031. These population projections continue to utilise the medium series population projections and hence the trends developed for this project to 2056 are still appropriate.

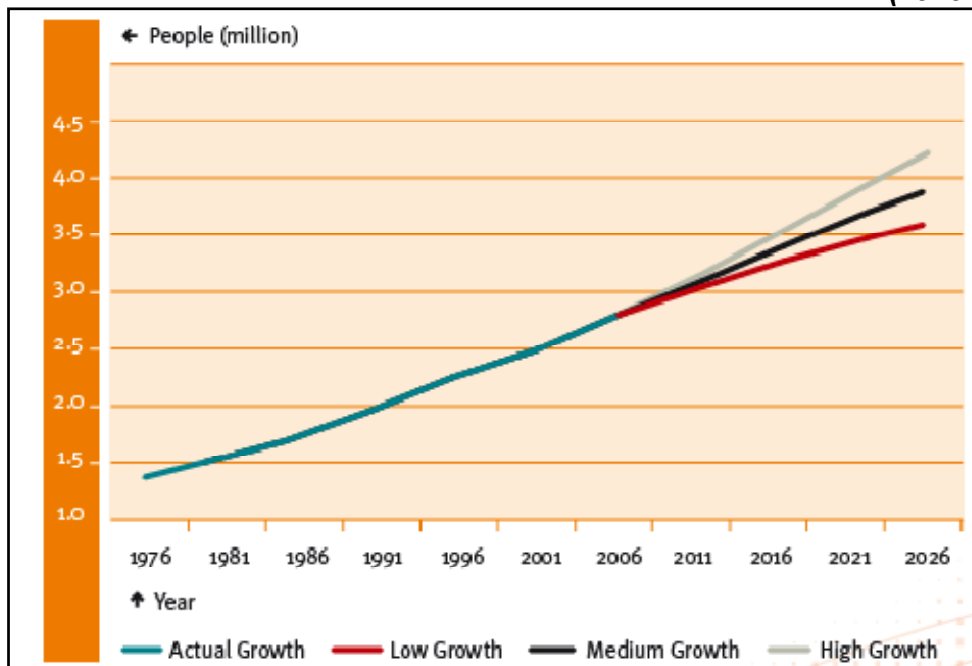
In October 2007 revised population projections were produced by Planning Information and Forecasting Unit (PIFU) based on the 2006 Australian Bureau of Statistics Census. The 2009 Regional Plan has consequently assessed these projections and considered their distribution across the region. These are provided at Appendix M. The following documents are based on the 2001 Australian Bureau of Statistics Census data and have not been updated.

#### South East Queensland Regional Plan Population Predictions

The South East Queensland Regional Plan provides the regional context for growth within South East Queensland. The primary purpose of the South East Queensland Regional Plan is to ensure sustainable growth occurs in South East Queensland to the year 2026 (and now to 2031 as part of its latest revision). The South East Queensland Regional Plan detailed the total anticipated 2026 population for the region and each of the local governments in the region (based on pre-amalgamation boundaries). Figure 5.1 summarises these populations. The population in South East Queensland is predicted to increase from 2.67million to 3.96million people from 2004 to 2026 (Amendment 1). The release of the Regional Plan 2009 indicates that population is expected to grow from 2.8 million in 2006 to 4.4 million in 2031. Both these growth predictions are based on the medium series projections for the region.

Figure 5.2 sourced from the South East Queensland Regional Plan Amendment 1, illustrates the Planning Information and Forecasting Unit low, medium and high series predictions from the year 1976 to the year 2026. All versions of the Regional Plan are based on the medium series, as this is considered the most probable population scenario.

**Figure 5.1 South East Queensland region actual and projected population growth (1976 to 2026)**

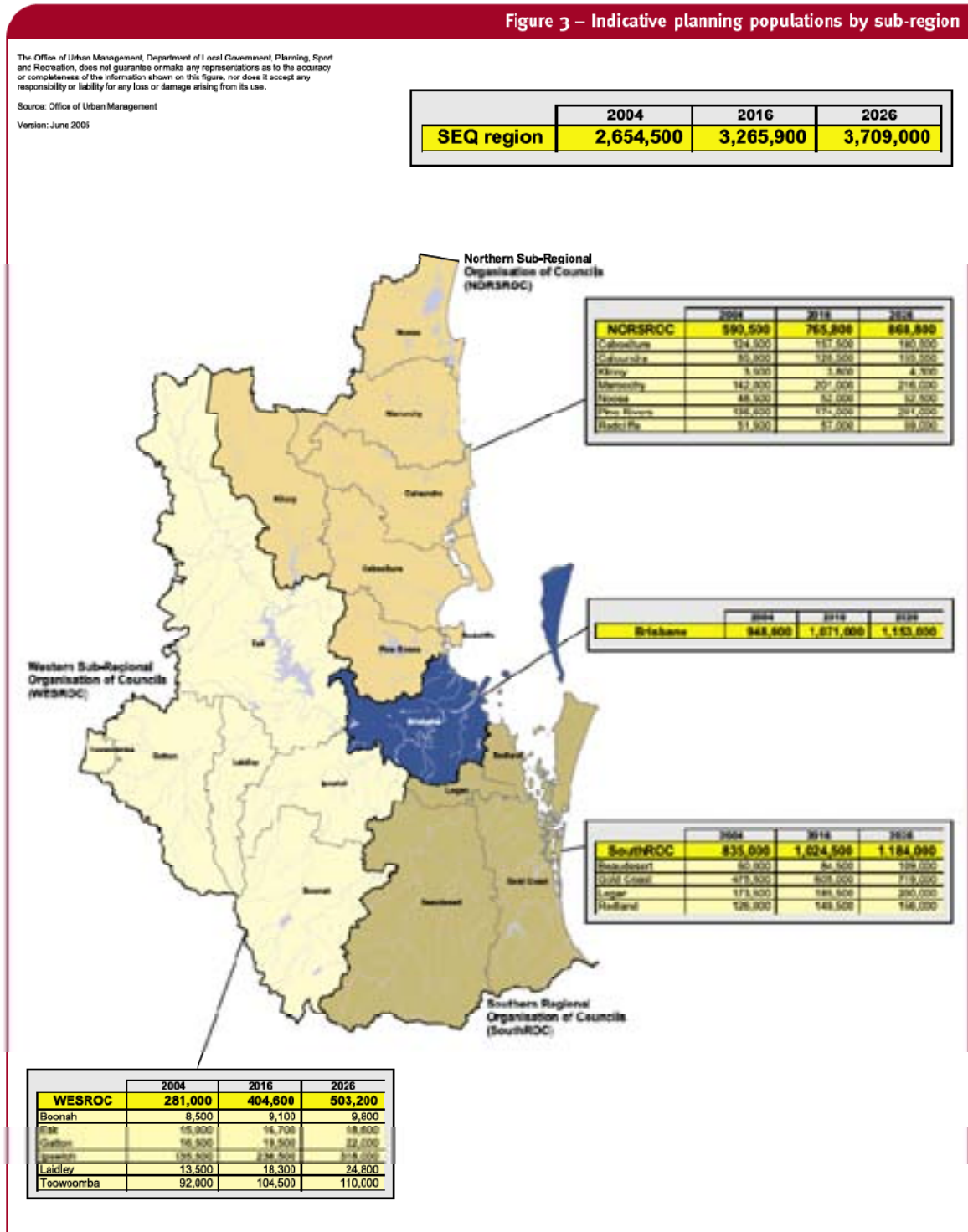


(Reproduced from: Department of Local Government, Planning, Sport and Recreation, Planning Information and Forecasting Unit, 2006)

The 18 former councils and shires of South East Queensland were broken into five regional organisations based on their geographic locations. These are shown on Figure 5.1, which also shows the 2006, 2016 and 2026 population predictions for each former local government in South East Queensland with totals for each sub-regional organisation of councils. It is noted these numbers are produced before Amendment 1 and the Regional Plan 2009 were released.

Figure 5.2

Indicative Planning Populations by Sub-region  
(from South East Queensland Regional Plan)



(Reproduced from: South East Queensland Regional Plan, Office of Urban Management, 2005)

The Regional Plan 2009 reports the number of dwellings present in each local government area in South East Queensland as of 2006, as well as the additional dwellings required for each local government area by 2031. These are detailed below in Table 5.1.

**Table 5.1 South East Queensland Dwelling Numbers by Local Government Area**

Local Government Area	2006 Existing Dwellings	2031 Total New Dwellings	2031 Total Dwellings
Brisbane	397,007	156,000	553,007
Gold Coast	202,588	143,500	345,588
Ipswich	52,357	118,000	170,357
Lockyer Valley	11,554	11,500	23,054
Logan	90,179	70,000	160,179
Moreton Bay	123,900	84,000	207,900
Redland	49,779	21,000	70,779
Scenic Rim	13,652	15,000	28,652
Somerset	7,818	6,500	14,318
Sunshine Coast	130,016	98,000	228,016
Toowoomba	45,538	31,000	76,538
<b>TOTAL</b>	<b>1,124,388</b>	<b>754,000</b>	<b>1,878,388</b>

Source: South East Queensland Regional Plan 2009-2031

The total number of dwellings in the South East Queensland region in 2006 was 1,124,388. The total additional number required by 2031 is 754,000.

A direct comparison between the South East Queensland Regional Plan and 2009 Regional Plan population projections by local government area is difficult due to local government amalgamations. However, for the purpose of this report a general comparison has been made to understand any major differences in growth. The comparison has been broadly undertaken at the sub-regional level, although the boundaries of these are also different as a result of local government amalgamation. Table 5.2 and 5.3 illustrates this comparison.

**Table 5.2 South East Queensland Regional Plan Population Projections**

Area	2004 Population	2026 Population	Growth 2004 - 2026	% of growth	% of total population at 2026
Brisbane	948,000	1,153,000	205,000	19%	31%
NORSROC (consisting of former LGAs of Caboolture, Caloundra, Kilcoy, Maroochy, Noosa, Pine Rivers, Redcliffe)	590,500	868,800	278,300	26%	23%
SouthROC (consisting of former LGAs of Beaudesert, Gold Coast, Logan, Redland)	835,000	1,184,000	349,000	33%	32%
WESROC (consisting of former LGAs of Boonah, Esk, Gatton, Ipswich, Laidley, Toowoomba)	281,000	503,200	222,000	21%	14%
<b>TOTAL SEQ</b>	<b>2,654,500</b>	<b>3,709,000</b>	<b>1,054,500</b>	<b>100%</b>	<b>100%</b>

Source: South East Queensland Regional Plan Figure 3 (reproduced as Figure 5.1 in this report)

**Table 5.3** **2009 Regional Plan Population Projections**

Area*	2006 Population	2031 Population	Growth 2006 - 2031	% of growth	% of total population at 2026
Brisbane	991,000	1,270,000	117,000	17%	29%
NORSROC (assumed to consist of LGAs of Sunshine Regional and Moreton Bay)	628,000	1,010,000	141,200	24%	23%
SouthROC (assumed to consist of LGAs of Gold Coast, Logan, Redlands)	857,500	1,352,000	168,000	31%	31%
WESROC (assumed to consist of Ipswich, Western Councils and Toowoomba)	350,500	798,000	294,800	28%	18%
<b>TOTAL SEQ</b>	<b>2,827,000</b>	<b>4,430,000</b>	<b>721,000</b>	<b>100%</b>	<b>100%</b>

Data for these ROC areas cannot be directly compared with Table 5.2 as the boundaries have changed and there is limited data in the 2009 Regional Plan at a detailed level. Hence this comparison is broadly undertaken but has only been provided to understand trend differences.

(Source: 2009 Regional Plan)

The following trends can be observed from the above comparison:

- population grew between 2004 and 2006 by approximately 170,000 people, which is a 3% growth rate per annum;
- less growth is predicted to 2031 compared to the 2026 growth predictions. The 2026 growth predictions for SEQ were based on a 1.3% pa growth, whilst the 2031 growth predictions are based on a .8% pa growth;
- predictions on where this growth will occur are generally similar, with the exception that less growth is predicted in Brisbane and more in the WESROC area, primarily in Ipswich, Toowoomba and the Western Councils.

The 2009 Regional Plan proposes an additional growth front in the South Western Corridor, to supplement the Western Corridor growth, although it still envisages that the majority of growth will occur within the Western Corridor to 2031. However, the 2009 Regional Plan still predicts an additional 70,000 dwellings in the Logan City Council area and approximately 15,000 in the Scenic Rim Council, which are likely to be predominately in Beaudesert South by 2031.

#### South East Queensland Regional Plan Amendment 1

The South East Queensland Regional Plan Amendment 1 outlined the preferred pattern of development for the Mt Lindesay North Beaudesert study area to 2026. The location and type of development proposed in the Mt Lindesay North Beaudesert study area is summarised below and contained on Figure 5.3. The majority of the Mt Lindesay North Beaudesert study area is categorised as regional landscape and rural production area. These areas were incorporated into the 2009 Regional Plan.

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### *Greenbank Central*

Greenbank Central is outlined as a potential future urban community, including urban footprint, investigation area and rural living area. Land uses to be considered include residential, services, transport and employment. There is the potential for a north-south transit system and an east-west system linking to Springfield and the Western Corridor. Development in the area could commence sometime after 2016. It is recommended that the urban footprint north of Pub Lane should include an urban community with supporting retail and commercial activity to the east of the interstate railway. On the corner of Pub Lane and Teviot Road the land could accommodate an activity centre and potential transit oriented development. This area should be developed at an urban scale rather than as rural residential.

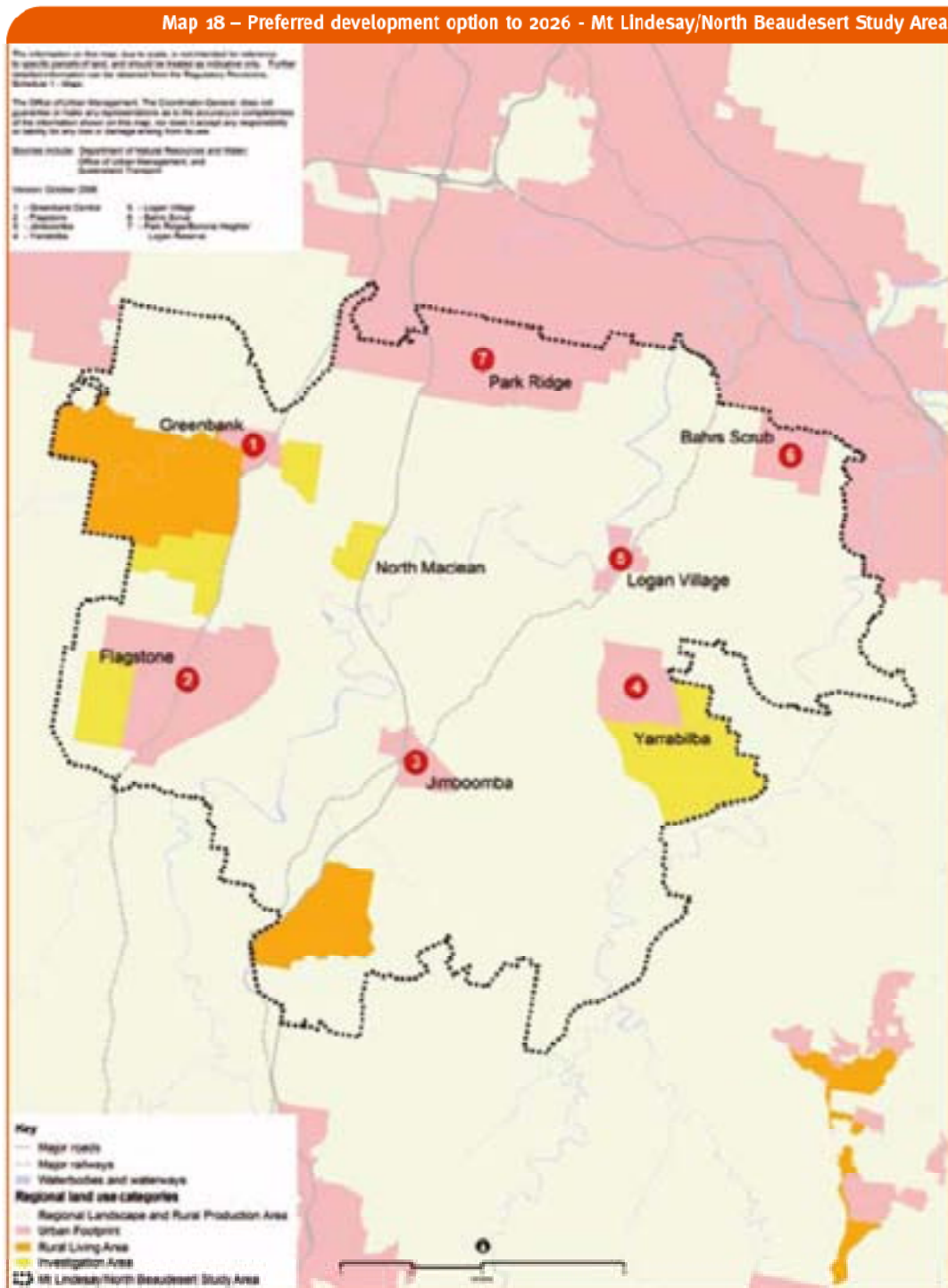
### *New Beith Forest/Round Mountain*

Nominated as an investigation area - urban development at this location depends on the availability of a high-quality public transport link to the surrounding urban communities. Rural residential land in this area is to potentially become Rural Living Area if not identified for urban development.

### *Greater Flagstone*

Urban footprint and investigation area - the future extension of the urban footprint at Flagstone would likely be required after 2026. The urban footprint at Flagstone includes the urban area at Flagstone, the rural residential area east of the interstate railway and land west of the railway. The area immediately west of the railway is considered as an appropriate location for a major activity centre and enterprise precinct. This area should provide for urban scale development. Most of the area west of the rail line will not be required until 2016 and the timing of land release is dependent upon the capacity of services and infrastructure.

**Figure 5.3 Preferred Development Option to 2026, Mt Lindsay North Beaudesert Study Area**



(Reproduced from: South East Queensland Regional Plan Amendment 1, Office of Urban Management, October 2006)



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### *Yarrabilba*

Urban footprint and investigation area - the investigation area will provide for the future expansion of the urban footprint. It is envisioned that Yarrabilba will have an ultimate population of between 60,000 and 70,000 people. Development at this location should include a major activity centre and enterprise precinct as well as urban development. It is predicted that the development of this area would likely be required after 2026 and development would be dependent upon the capacity of services and infrastructure. There is the potential for future urban growth in this area around 2017. To accommodate this growth, transport links to the east and other urban infrastructure will be required. The Yarrabilba development is to be an urban scale development, with a full range of services, employment and transport options.

### *North Maclean*

Investigation area - North Maclean may accommodate an enterprise precinct which would provide employment and services. Land uses could include office, commercial, warehouse, retail services and low-impact industrial uses.

### *Jimboomba*

Urban footprint - growth at Jimboomba is restricted by flood affected land to the west and north. Jimboomba should function as a major rural activity centre, servicing the surrounding semi-rural community.

### *Logan Village*

Urban footprint - the Amendment 1 sees Logan Village retaining its current role and character.

### *Bahrs Scrub*

The urban footprint surrounding Beenleigh includes an area of Bahrs Scrub. The close proximity of this land to Beenleigh will assist in the development of Beenleigh as a principal activity centre. It is noted that not all lands in this area will be suitable for urban activity.

### *Park Ridge/Boronia Heights/Logan Reserve*

The urban footprint in the Park Ridge/Boronia Heights/Logan Reserve area is an extension of the urban footprint for Logan City. Park Ridge is to become an integrated urban community and enterprise precinct, providing employment opportunities to the surrounding community. The Park Ridge enterprise precinct will include knowledge based industries, commercial offices, service industries, business parks, research parks and low impact industrial uses. Existing rural residential properties should be consolidated to create well planned, functional urban communities and enterprise precincts.

### Ipswich 2020 and Beyond

Ipswich 2020 and Beyond was prepared by the former Ipswich City Council (ICC) in 2005. The document outlines the vision and goals for the western corridor.

The Ipswich 2020 and Beyond document states that:

- Ipswich could supply up to 43% of the total industrial land in South East Queensland over the next 20 years;
- 40 - 45% of the population in Ipswich will seek to participate in the workforce resulting in the requirement of between 84,000 and 94,500 jobs. Therefore an employment target of additional 80,000 jobs within the City is considered reasonable;
- in significant urban communities half the jobs should be “population serving”, i.e. construction, retail, primary and secondary education, health and welfare services and local government. The remaining jobs should be “population supporting” occupations located outside the city centre i.e. primary industry, manufacturing, defence, higher education, pensions/superannuation payments and regional, state wide or national businesses;
- regionally significant enterprise areas are to be located at Swanbank/New Chum, Ebenezer/Willowbank, the Bremer Business Park and the Redbank Peninsula;
- Ipswich will accommodate a range of rural industries such as cattle grazing, equine, fodder production and small crops and new emerging industries such as wine and hydroponic vegetables and herbs. More than 40% of the city's land area will be dedicated to these uses.

In addition to the Ipswich CBD, Springfield will be a significant activity centre and Ripley will become the city’s third major centre within 20 years. The document also notably identifies opportunities for transit oriented development in the future at the Ipswich CBD, Springfield, Ripley, Redbank, Booval, Goodna, Rosewood and Walloon.

Ipswich 2020 identifies the 2005, 2026 and ultimate development populations for the Ipswich City Council (pre-amalgamation boundary). The plan acknowledges the South East Queensland Regional Plan’s expectation for the western corridor and seeks to accommodate this growth. Population and employment predictions contained in the vision are located on Figure 5.4. Table 5.4 below summarises the population and employment predictions for the Ipswich City Council.

**Table 5.4**                      **Population and Employment Predictions for Ipswich City Council (pre-amalgamation boundary and based on Ipswich 2020, Ipswich City Council, 2005)**

<b>Year</b>	<b>2005</b>	<b>2026</b>	<b>Ultimate</b>
Employment	47,300	123,600	313,000
Population	140,000	318,000*	646,000

\* The 2009 Regional Plan predicts a future population in Ipswich of 435,000 people in 2031

# Ipswich 2020 and Beyond

City of Centres & Job Generators



	Area	
	km <sup>2</sup>	%LGA
Urban Development Areas	245	20.41%
Regionally Significant Business & Industry Lands	100	8.33%
Good Quality Agricultural Lands	164	13.66%
Rural Pastoral Areas	301	25.08%
Rural Living Areas	109	9.08%
Conservation Areas	239	19.91%
Special Use Areas	30	2.5%
Township Areas	5	0.41%
Ipswich Central CBD	1	0.08%
Springfield Town Centre (Gateway CBD)	3	0.25%
Other Major Centres	3	0.25%

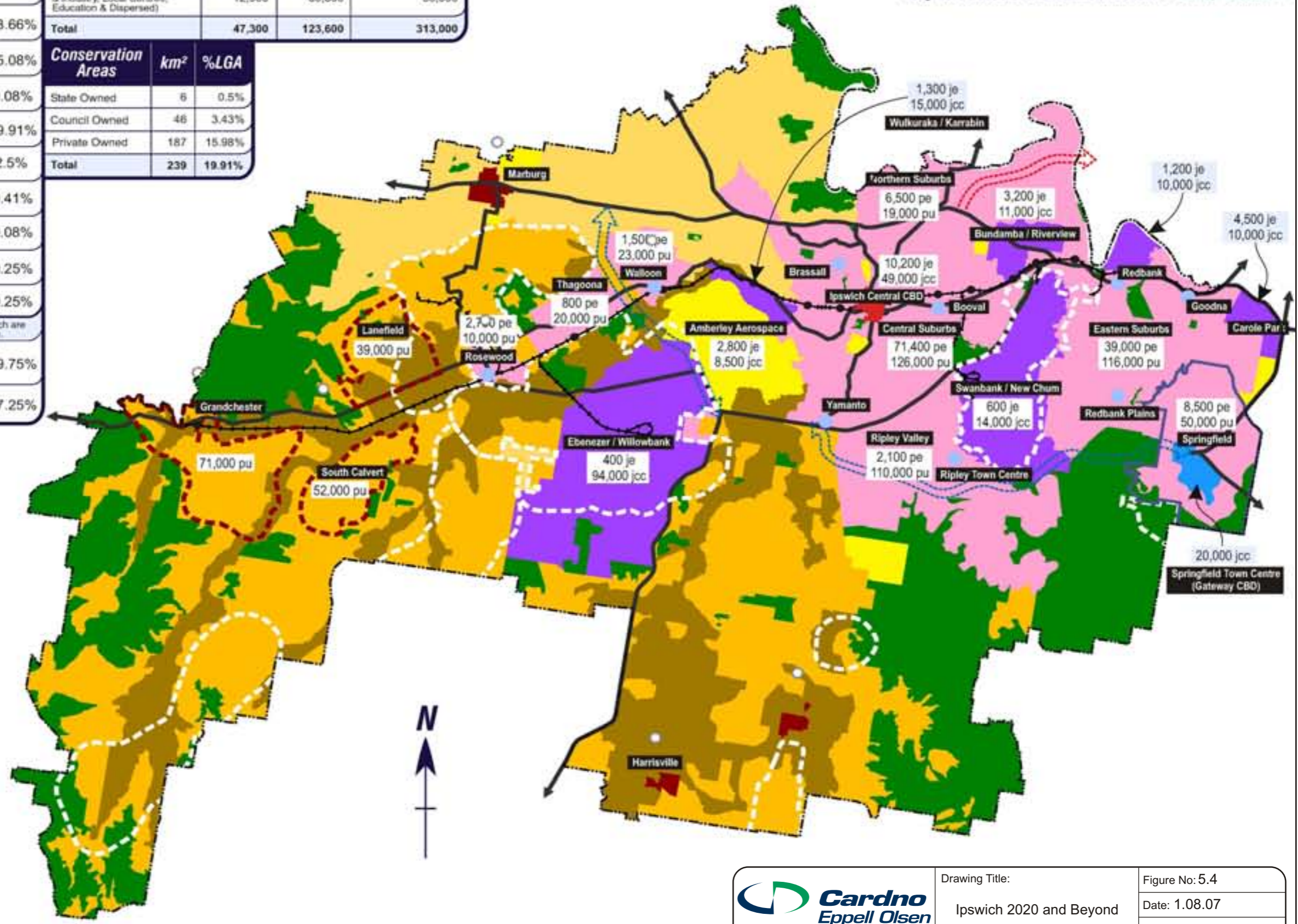
The following two areas are 'Overlays' which are in addition to the 'base' designations above.

Future Investigation Areas - Each to include its own Major Centre	237	19.75%
Key Resource Areas (KRA'S)	207	17.25%

Employment Locations	Jobs 2005	Jobs 2026	Jobs Carrying Capacity
CBD's & Major Centres	20,400	58,100	100,500
Regionally Significant Business & Industry Lands	14,000	34,700	162,500
Other (including Local Business & Industry, Local Centres, Education & Dispersed)	12,900	30,800	50,000
<b>Total</b>	<b>47,300</b>	<b>123,600</b>	<b>313,000</b>

Conservation Areas	km <sup>2</sup>	%LGA
State Owned	6	0.5%
Council Owned	46	3.43%
Private Owned	187	15.98%
<b>Total</b>	<b>239</b>	<b>19.91%</b>

- Existing Highway / Regional Transport Corridor
- Proposed Regional Transport Corridors
- Regional Transport Corridors (to be further investigated)
- Existing Railways & Stations
- City Boundary
- pe Population Existing
- pu Population Ultimate Development
- je Jobs Existing
- jcc Jobs Carrying Capacity



September 2005 **Legend**



Drawing Title:	Figure No: 5.4
Ipswich 2020 and Beyond	Date: 1.08.07
	Project No: CE005519

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### Draft Logan Local Growth Management Strategy Planning Study

The former Logan City Council Local Growth Management Strategy (LGMS) (December 2006) predicts the population growth for the Logan City Council to 2026. The population forecasts contained in the draft Logan Local Growth Management Strategy are based on the 2005 South East Queensland Regional Plan population for Logan of 173,500 people at 2004.

The Logan Population Model (LPM) (2002) predicts the population of the former Logan area to the year 2021. Table 5.5 shows the 1986 to 2021 predicted populations for Logan from the LPM.

**Table 5.5** *Logan Population Model Predictions*

Year	1986	1991	1996	2001	2002	2006	2011	2016	2021
Population	121,002	145,331	162,877	167,808	171,410	176,961	185,620	198,980	214,356
Growth Rate		4.00%	2.40%	0.80%					

(Reproduced from: Local Growth Management Strategy, Logan City Council, December 2006)

Based on analysis of the South East Queensland Regional Plan, Planning Information and Forecasting Unit and Department of Housing data the Local Growth Management Strategy concludes that a 2026 population target of between 215,000 and 220,000 is considered appropriate for the former Logan City Council. The Local Growth Management Strategy adopts the South East Queensland Regional Plan dwelling forecast of 16,500 new dwellings and a population increase of 43,000 people between 2004 and 2026.

The ultimate capacity of the former Logan City Council is conservatively estimated at 260,000 people.

The following areas are identified as locations which could potentially accommodate higher density residential growth:

- Third Avenue, Marsden;
- Logan Road, Underwood;
- Blackwell Street, Hillcrest;
- Berrinba/Browns Plains;
- Meadowbrook Loganlea (Transit Oriented Development);
- Logan Central/Woodridge (Transit Oriented Development).

Employment numbers in the table below show the forecasts to 2026 for each activity centre within the former Logan City Council.

**Table 5.6****Logan Employment Forecasts**

<b>Additional Employment in Centres</b>		
<b>Centre</b>	<b>Additional Employment Numbers (2006-2026)</b>	<b>Average Annual Growth (2006-2026)</b>
Springwood	5,781	1.60%
Shailer Park	1,976	1.60%
Loganholme	483	1.40%
Logan Central	1,440	1.50%
Meadowbrook/Loganlea	860	1.80%
Marsden/Kingston	1,096	2.50%
Crestmead	941	2.10%
Browns Plains	2,474	1.60%
Berrinba/Browns Plains/SW1	4,001	-
Park Ridge	2,369	15.80%
<b>TOTAL</b>	<b>21,421</b>	

(Reproduced from: Local Growth Management Strategy, Logan City Council, December 2006)

Table 5.6 shows that between 2006 and 2026, Springwood will experience the largest increase in employment numbers. This is consistent with Springwood's South East Queensland Regional Plan classification as a principal activity centre.

At 2026 the retail industry will make up the majority of jobs in the former Logan City Council area. Industry based jobs will also make up a significant proportion of the jobs in Logan. The number of commercial jobs to be located in Logan City is relatively low in comparison with the number of retail and industry jobs.

The 2009 Regional Plan proposes a total population of 434,000 people in Logan City Council by 2031. This future population will be accommodated in a much larger area than the numbers discussed in the above document due to the local government amalgamations resulting in the Logan City Council area encompassing the northern part of Beaudesert and parts of the Gold Coast.

Beaudesert Shire Council (pre-amalgamation boundary)

The table below summarises the 2016 and 2026 base scenario population and job demographics for the former Beaudesert Shire (now partly Logan City Council and part Scenic Rim Council). From the table it can be seen that a population growth of an additional 34,000 dwellings is predicted for the former Beaudesert Shire between 2006 and 2026. This is approximately 10,000 more dwellings than that proposed in the South East Queensland Regional Plan Amendment 1. The increase in jobs in the former Beaudesert Shire between 2006 and 2026 is predicted as 26,300.

**Table 5.7****Projected Additional Dwellings and Employment across the former Beaudesert Shire for the years 2016 and 2026**

Locality	Additional dwellings			Additional jobs		
	2016	2026	Total 2006 - 2026	2016	2026	Total 2006 - 2026
Beaudesert Town	5250	4400	9650	2000	2000	4000
Kooralbyn	750	950	1700	250	450	700
Greater Flagstone Total	3850	5600	9450	1250	2750	4000
Flagstone	3750	4600	8350	800	2700	3500
Jimboomba	100	200	300	300	0	300
Greenbank Central	0	800	800	150	50	200
Greenbank East	0	0	0	0	0	0
Yarrabilba	0	9500	9500	0	3500	3500
Elsewhere Total	2400	1300	3700	1000	300	1300
Logan Village	100	200	300	250	100	350
Canungra	200	200	400	20	10	30
Spring Mountain (RLA)	650	250	900	20	10	30
Cedar Grove (RLA)	300	200	500	20	10	30
Tamborine Mountain	200	100	300	40	20	60
MLNBSA scatter	750	200	950	550	100	650
Rural scatter	200	150	350	100	50	150
Mundoolun	0	0	0	0	0	0
Bromelton	0	0	0	5400	7400	12800
<b>Total Shire</b>	<b>12250</b>	<b>21750</b>	<b>34000</b>	<b>9900</b>	<b>16400</b>	<b>26300</b>

(Source: Beaudesert Shire Council)

Based on the above, Beaudesert Town will remain the centre of the former local government area and employment in the town will be comprised of predominately white collar jobs rather than blue collar jobs. The existing ageing population will remain and need to be catered for. It is predicted that the development of Bromelton will have an impact on the Beaudesert Town. Both these areas now form part of the Scenic Rim Council.

Capacity constraints at Kooralbyn will limit the population growth at this location. The population will be made up of predominantly white collar workers, potentially management staff from Bromelton. The existing ageing population will remain.

Flagstone will be comprised of a variety of household types, although families will be the predominant household type. It is envisioned that Flagstone will become the "middle income family belt" with more blue collar workers than other areas, with a few intermediate white collar workers. It is predicted that a higher number of households will have more than one worker.

The population trends in Yarrabilba between 2016 and 2026 will be similar to the SouthROC averages for the area, although Yarrabilba will have more white collar workers than other areas. There will be a mix of families and single persons/childless couples, the latter of which will be attracted to the high density town centre.

Since the local government amalgamations, the majority of the above areas to experience growth now are administered by Logan City Council. The 2009 Regional Plan proposes approximately 15,000 new dwellings for the Scenic Rim Council, with these predominately to be provided in Beaudesert, however Kooralbyn and Canugra are also proposed to experience some growth.

**Strategic Transport Network Investigation Area 2026 Demographics**

A map depicting the 2026 population and job forecasts for localities within the study area is contained on Figure 5.5 and summarised in Table 5.9. The 2026 population and employment of key localities are summarised below. The source of this data is the South East Queensland Strategic Transport Model. It is noted the numbers in the South East Queensland Strategic Transport Model at 2026 have been adopted for the base case for the study area and these vary from some local government planning discussed earlier. These numbers have not been revised based on ongoing planning by local governments and the State for this investigation as the 2026 timeframe is not the focus of the study. The longer term timeframe to 2056 is the focus of the study and more detailed ongoing studies in the investigation area will address the 2026/2031 timeframes. The 2026 land use scenario has only been reported to provide a base for the future longer term analysis.

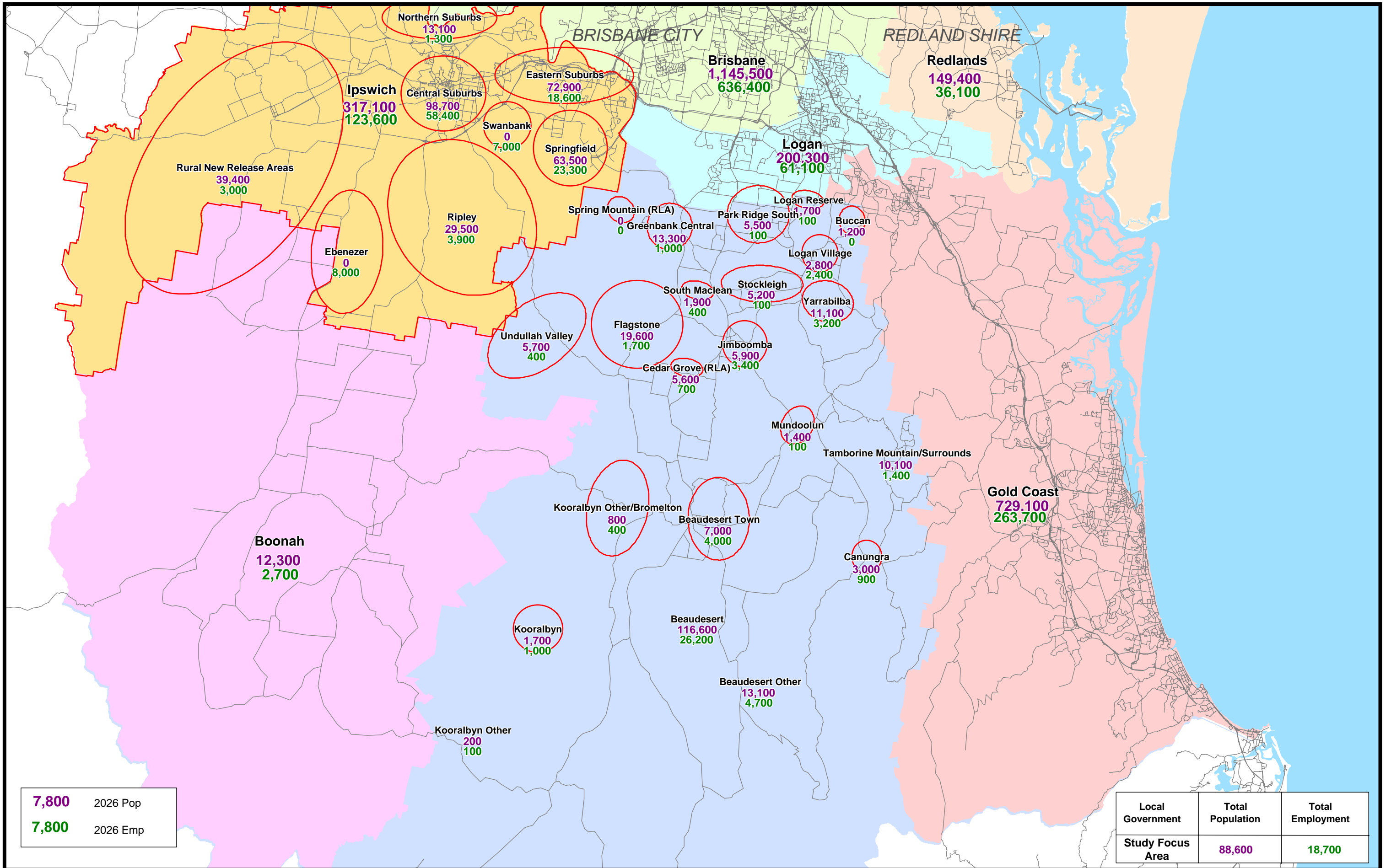
Table 5.8 summarises the predicted 2026 population and employment totals of local governments (pre-amalgamation boundaries) within South East Queensland. At 2026, the Study Focus Area is predicted to have a population of 92,000 and 18,700 jobs. It is likely that based on the 2009 Regional Plan growth predictions for this area, growth in the Study Focus Area at 2026 may be slightly higher than indicated in the SEQ Strategic Transport Model.

**Table 5.8** **2026 Population and Jobs for local government areas**

<b>Local Government Area (pre-amalgamation boundary)</b>	<b>Population</b>	<b>Employment</b>
Gold Coast	729,100	263,700
Ipswich	317,100	123,600
Logan	200,300	61,100
Redlands	149,400	36,100
Brisbane	1,145,500	636,400
Boonah (now Scenic Rim Council)	12,300	2,700
Beaudesert Shire (now part Logan City and Scenic Rim Councils)	116,600	26,200
<b>TOTAL</b>	<b>2,670,300</b>	<b>1,149,800</b>
<b>Study Focus Area</b>	<b>88,600</b>	<b>18,700</b>

(Source: South East Queensland Strategic Transport Model)

It is estimated that Brisbane City Council will have a 2026 population of 1,145,500 and a 2026 employment total of 636,400.



7,800 2026 Pop  
7,800 2026 Emp



PROJECT TITLE:  
**Mt Lindesay Beaudesert STNI**

DRAWING TITLE:  
*2026 Base Demographics (based on localities and pre-amalgamation local government boundaries)*

Source: SEQ Strategic Transport Model. The model results differ from Beaudesert Shire planning (see Table 5.4), but generally reflect the Regional Plan 2005

FIGURE NO.  
5.5

PROJECT NO.  
CE005519

DATE DRAWN  
18.02.2009



It is estimated that the population of Ipswich City Council at 2026 will be approximately 317,100 and the total employment will be 123,600. These numbers are similar to that proposed by Ipswich City Council. These totals have been distributed across localities in the Ipswich City Council. Table 5.9 illustrates the 2026 population and employment totals for localities within the Ipswich City Council area.

**Table 5.9 2026 Population and Jobs for Localities within the Ipswich City Council (pre-amalgamation boundary)**

<b>Location</b>	<b>Population</b>	<b>Employment</b>
Ripley	29,500	3,900
Rural New Release Areas	39,400	3,000
Central Suburbs	98,700	58,400
Northern Suburbs	13,100	1,300
Eastern Suburbs	72,900	18,600
Springfield	63,500	23,300
Ebenezer	0	8,000
Swanbank	0	7,000
<b>IPSWICH TOTAL</b>	<b>317,100</b>	<b>123,600</b>

(Source: South East Queensland Strategic Transport Model)

SouthROC, which comprise the former Logan, Beaudesert, Gold Coast and Redland Shires, has an estimated 2026 population of some 1,195,400 residents, with 729,100 of these located within Gold Coast City Council.

In the South East Queensland Strategic Transport Model it is anticipated that the population within the former Logan City Council will grow to 200,300 by 2026 (note this is slightly less than Logan Council's estimates of approximately 215,000 to 220,000 people, but is consistent with the South East Queensland Regional Plan). Redlands Shire Council is expected to house 149,400 residents by 2026.

The South East Queensland Strategic Transport Model predicts that by 2026 the former Beaudesert Shire will accommodate 116,600 residents (again this is slightly less than Beaudesert Shire Council planning for approximately 148,000 people).

**Table 5.10****2026 Population and Jobs for Localities within the former  
Beaudesert Shire**

<b>Location</b>	<b>Population</b>	<b>Employment</b>
Kooralbyn	1,700	1,000
Kooralbyn Other/Bromelton	800	400
Canungra	3,000	900
Mundoolun	1,400	100
Yarrabilba	11,100	3,200
Flagstone	19,600	1,700
Logan Reserve	1,700	100
Jimboomba	5,900	3,400
Park Ridge South	5,500	100
Beaudesert Town	7,000	4,000
Buccan	1,200	0
Stockleigh	5,200	100
South Maclean	1,900	400
Undullah Valley	5,700	400
Cedar Grove (RLA)	5,600	700
Spring Mountain (RLA)	0	0
Greenbank Central	13,300	1,000
Kooralbyn Other	200	100
Beaudesert Other	13,100	4,700
Tamborine Mountain/Surrounds	10,100	1,400
Logan Village	2,800	2,400
<b>TOTAL</b>	<b>116,600</b>	<b>26,200</b>

(Source: South East Queensland Strategic Transport Model. The model results differ from Beaudesert Shire planning (see Table 5.6), but generally reflect the South East Queensland Regional Plan)

The former Beaudesert Shire Council aimed to develop major “cities” within the former Beaudesert Shire at Flagstone, Yarrabilba, Beaudesert Town at 2026 and Bromelton (as an employment node). Approximately 33% of the Shire’s population at 2026 will be located in the four future cities of Flagstone (population of 19,600 with 1,700 jobs), Yarrabilba (population of 11,100 with 3,200 jobs), Bromelton (population of 800 with 1,000 jobs) and Beaudesert Town (population of 7,000 with 4,000 jobs). Other major population centres will be located within the three towns of Greenbank Central (population of 13,300 with 1,000 jobs), Jimboomba (population of 5,900 with 3,400 jobs) and Kooralbyn (population of 1,700 with 400 jobs). The remaining population was distributed between the 14 other identified localities. Some additional planning has occurred in these areas since the development of these numbers and some of these numbers may be revised, however, this timeframe is not a focus of this study and hence have not been revised for the purposes of this study. It is noted that more detailed ongoing studies in this area will look at this timeframe in more detail.

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## 5.2 2026 Base Road Network

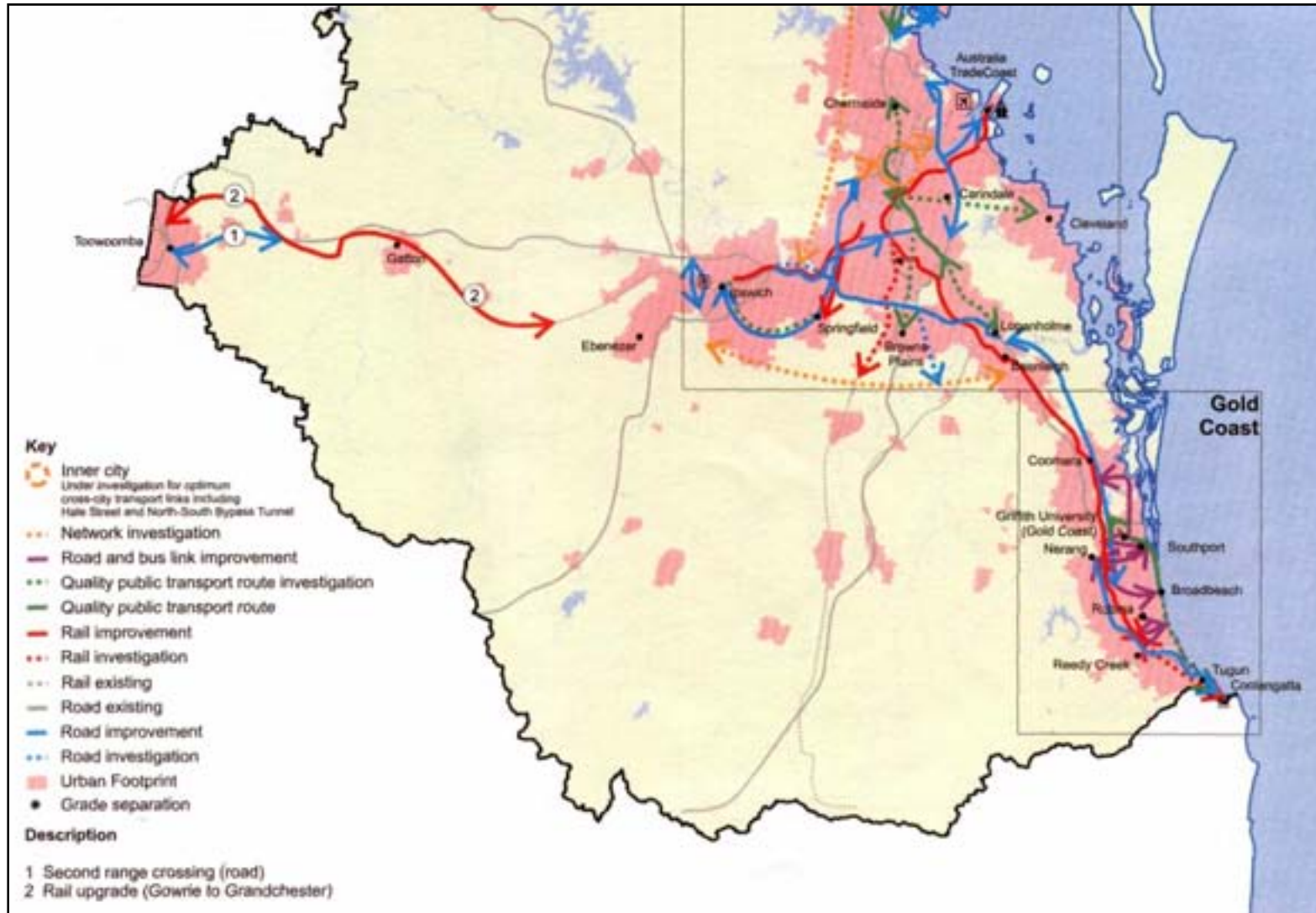
The 2026 base road network includes the projects outlined in the South East Queensland Infrastructure Plan and Program 2007 (SEQIPP). Key road network projects within the vicinity of the study area include:

- Ipswich Motorway Upgrade;
- Logan Motorway/Ipswich Motorway Interchange;
- Centenary Highway two lanes: Springfield-Ripley, Ripley-Yamanto;
- Centenary Highway four lanes: Ipswich Motorway to Springfield;
- Cunningham Highway four lanes: Ripley Road to Yamanto, Yamanto to Ebenezer;
- Logan Motorway six lanes;
- Mt Lindesay Highway four lane upgrade: Green Road to Rosia Road to Jimboomba;
- Additional traffic lanes and interchange: Nerang to Stewart Road;
- Coomera Interchange.

Figure 5.6 shows the abovementioned regional network projects from the South East Queensland Regional Plan Amendment 1. This network formed the base 2026 network for ongoing analysis of the road network for this study.

Figure 5.6

Future Transport Infrastructure – South East Queensland Regional Plan Amendment 1



(Reproduced from: South East Queensland Regional Plan Amendment 1, 2007)

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### 5.3 The South East Queensland Regional Strategic Model (SEQSTM)

At the outset of this project a model of the South East Queensland Region had not been developed by the State's transport agency. Models were available for Brisbane Metropolitan area, Ipswich and Gold Coast but were not considered suitable to deal with the significant interregional issues involved in the study area. Progress was made towards a sketch planning modelling approach for this study but there were issues with the form of data available from the Preferred Pattern of Development modelling for the South East Queensland Regional Plan and an alternative model became available from other work commissioned by the Department of Transport and Main Roads.

The ConnectWest consortium commissioned to undertake the Western Brisbane Network Investigation (WBTNI) were also commissioned to develop a regional transport model. That work was an extension of modelling proposed for WBTNI.

The model is a strategic link based model and covers the whole of South East Queensland and extends to include Tweed Shire. Revised 2026 demographic data was prepared for the model (although more recent planning and local government amalgamations have resulted in these numbers being superseded).

The model uses the EMME/2 modelling suite and the parameters in the model for trip generation, trip distribution and assignment largely derive from the pre-existing sub regional models. At this stage a mode choice algorithm has not been developed for the model and the Brisbane Strategic Transport Model factoring processes for mode split are included.

For this project, the zone system within the Study Focus Area has been amended to allow greater division into localities. The mode split factoring has also been amended to allow different mode splits for different local trip types. The modelling process is discussed in more detail in Section 8.1 of this report.

#### 2026 Network

Output from the 2026 South East Queensland Strategic Transport Model has been reviewed and a number of deficient links identified. Links were grouped into four categories based on their volume to capacity (V/C) ratio. The four V/C group ranges are 0 to 0.5, 0.5 to 0.8, 0.8 to 0.9, 0.9 to 1.0 and greater than 1.0. The V/C ratio was calculated for the AM peak two-way volumes only.

Links within the study area have been mapped based on their V/C ratio at Appendix E.

Broad analysis indicates that links with deficient capacity are concentrated along the northern and eastern study area boundaries.

Within the centre of the study area it is evident that the Mt Lindesay Highway just north of Jimboomba is expected to experience significant capacity deficiencies with an expected V/C ratio greater than 1.

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To the south, the Beaudesert-Nerang Road is expected to experience high capacity deficiencies on a short section just east of the Canungra and on a longer section east of the Coomera River.

Located along the eastern study boundary, the Pacific Motorway is expected to experience capacity issues in a number of sections which will be most prevalent between Loganholme and Beenleigh and between Coomera and Nerang. In addition it is anticipated that the majority of the east west links directly connecting the Pacific Motorway to the study area between Upper Coomera and Worongary will be close to or at capacity.

To the north of the study area, the Cunningham Highway to the southwest of Ipswich is expected to operate over capacity. Similarly the Centenary Highway from Springfield Lakes heading north is anticipated to operate above capacity.

Elsewhere in the north a number of routes are expected to operate over capacity including; Johnson Road at Browns Plains, Wembley Road heading into Logan and a concentration of roads surrounding Loganlea.

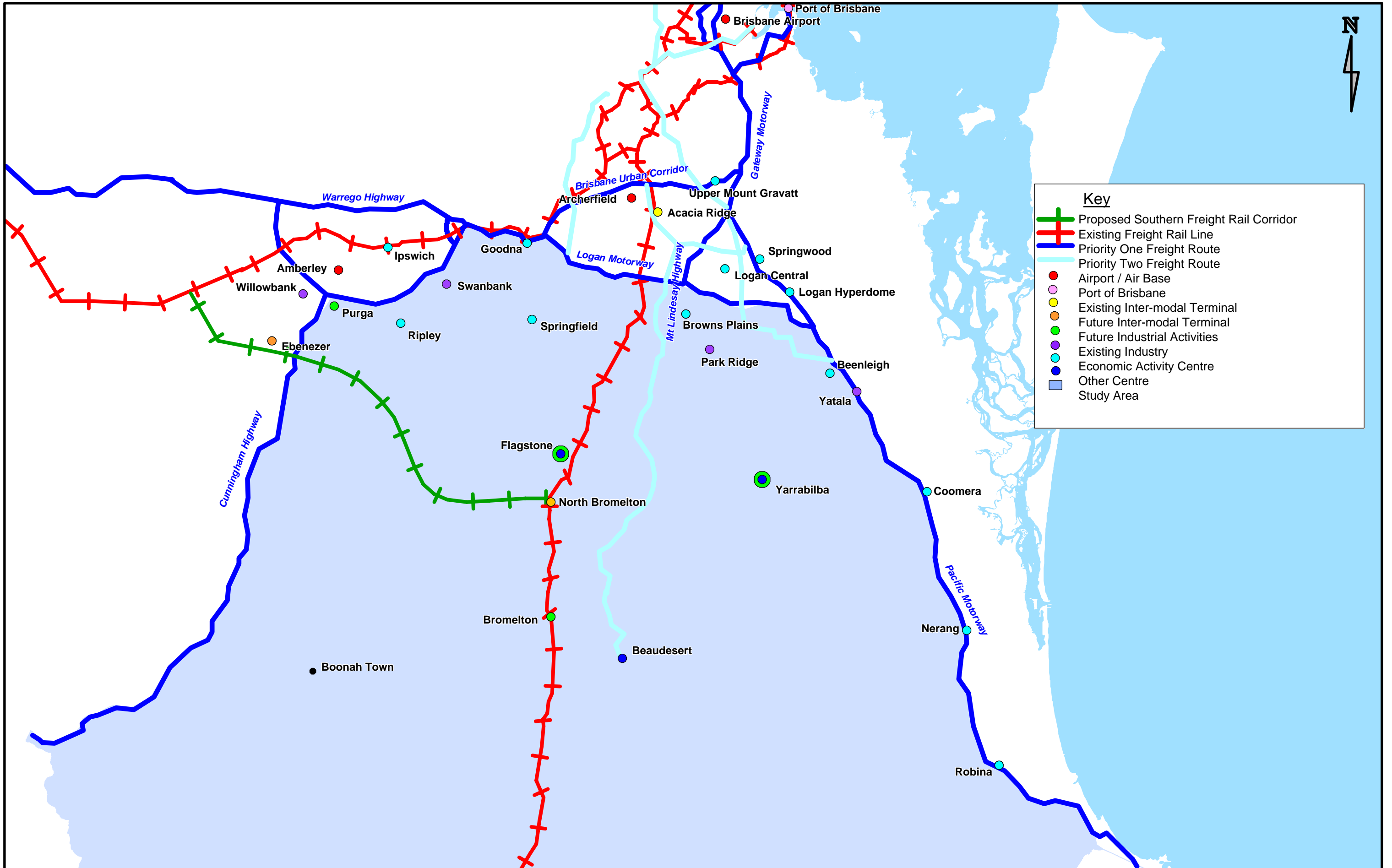
Further detail in regards to the 2026 base network modelling can be found in Section 10.

#### **5.4 2026 Base Freight Network**

The proposed 2026 freight network is based on the freight network outlined in the South East Queensland Regional Plan Amendment 1 and is summarised on Figure 5.7. This network has largely remained unchanged in the 2009 Regional Plan, with the sole addition being a road investigation connecting the Mt Lindesay Highway and Yatala (i.e. the Southern Infrastructure Corridor). From the figure, it can be seen that the key road freight links at 2026 will include the Cunningham Highway, the Pacific Motorway, the Mt Lindesay Highway, the Ipswich Motorway and the Logan Motorway.

Key rail freight links at 2026 will include the interstate rail corridor from Acacia Ridge to the Queensland/New South Wales border and potentially the proposed Southern Freight Rail Corridor between Kagaru/Bromelton and Purga.

Discussions at the Strategic Transport Network Investigation Freight Workshop revealed that, based on the predicted growth of the existing freight volumes, the inter-modal terminal at Acacia Ridge is forecast to reach capacity between 2010 and 2020. An additional inter-modal freight node will therefore be required to support South East Queensland's freight movements.



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The Acacia Ridge terminal currently services local, inter regional and intra regional freight demands. The Acacia Ridge location within the Brisbane road network is ideal to facilitate local road freight movements, which are not feasible by rail. The Port of Brisbane and Brisbane Airport on the other hand facilitate import/export and inter regional freight demands. In the future it is anticipated that the Acacia Ridge terminal will retain its role as the primary inter-modal freight terminal. However, capacity constraints will necessitate the need for a supplementary terminal for inter and intra regional freight movements between 2010 and 2020. The Port of Brisbane and Brisbane Airport are unsuitable locations as capacity at these locations will need to be retained to cater for the increasing import and export freight.

The South East Queensland Regional Plan identifies Ebenezer as the location of a possible multi-modal logistics/industrial centre and Purga as an investigation area with the potential to become an inter-modal road and rail terminal. This identification is reinforced in the 2009 Regional Plan. Bromelton is also outlined as part of the urban footprint which could accommodate a multi-modal logistics/industrial centre with inter-modal facilities to service southern Brisbane and cater for freight movements to the southern states. These areas could be connected by the proposed Southern Freight Rail Corridor between Kagaru/Bromelton and Ebenezer/Purga.

The future development of north-south freight routes between South East Queensland and the southern states is another key issue. In 2006, Ernst and Young completed the North South Rail Corridor Study which identified future freight demand and evaluated four sub-corridors for rail freight between Melbourne, Sydney and Brisbane. 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, which has commenced. The scoping study will also determine the capital cost, while compiling a development and delivery timetable. It is possible that land acquisition could begin as early as 2010 for completion by 2019. The need for the inland north-south rail from Melbourne to Brisbane is based on the coastal rail freight route becoming too congested by 2020.

The inland railway would increase rail's share of the freight between Melbourne and Brisbane from 30% to about 73%. The study identified that a connection into Brisbane would be expensive, but 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.

In late 2006 a consortium was granted a mandate to create the 220km Surat Basin Railway which will complete a direct rail link from Toowoomba to the Port of Gladstone. If implemented, the line will support the export of coal from potential new mines in the Surat Basin and could be operational by 2011 to coincide with the opening of the new Wiggins Island Coal Terminal at Gladstone.



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The ultimate location of the inland rail freight route and its connection(s) to the port(s) will impact on the study area, and specifically the roles of Bromelton and Ebenezer/Purga. If the inland rail route is via Toowoomba (the current preferred option), it is likely that Ebenezer would operate as a significant inter-modal regional freight interchange/port once Acacia Ridge becomes capacity constrained. Kagaru/Bromelton, as a freight terminal, will partly depend on construction of the Southern Freight Rail Corridor (SFRC) between Ebenezer and Kagaru/Bromelton. It is noted however that the existing interstate rail line will likely continue to carry freight between Brisbane and Sydney and Bromelton could assist in fulfilling part of the Acacia Ridge terminal role if appropriate road connections are provided.

The ability of these two locations (Bromelton and Ebenezer/Purga) to develop as multi-modal logistics/industrial areas will also be impacted by land ownership.

A key outcome for the Strategic Transport Network Investigation is that with either option, it is likely that the interstate rail freight between Sydney and Brisbane will continue to operate along the existing interstate rail line, and consequently Bromelton will play a role for freight movement or interchange.

South East Queensland Infrastructure Plan and Program includes investigation into a rail connection from the Ebenezer/Purga area to the existing interstate rail line and the current corridor study has identified a route that connects near Kagaru/Bromelton. If the inland north-south rail line comes to fruition, it could change the dynamics of long distance bulk and container freight in South East Queensland. For the purposes of this report at least the following possibilities should be considered:

- Melbourne – Brisbane inland rail with a standard gauge rail connection to the Port of Brisbane via Toowoomba, Ebenezer/Purga and Bromelton and a dual gauge rail line from Toowoomba to Gladstone;
- Melbourne – Brisbane inland rail with a standard gauge rail connection to the Port of Brisbane via Toowoomba, Ebenezer/Purga and Bromelton and a narrow gauge rail line from Toowoomba to Gladstone;
- no inland rail but a higher capacity existing rail connection into NSW via Bromelton and a narrow gauge, predominately coal rail line from Toowoomba to Gladstone;
- no rail upgrades except for the narrow gauge, predominately coal rail line from Toowoomba to Gladstone.

The ability to separate passenger and freight rail services along the interstate rail corridor is a key issue which needs to be considered if a high quality freight link is to be achieved along this route in the future. The Interstate Rail Corridor Technical Feasibility Report (the former Queensland Transport, 2005) found that the alignment of the interstate rail corridor could accommodate passenger rail services. The report also found that if 30 minute passenger service frequencies were to be achieved, a second track would be required. If 15 minute frequencies, were to be achieved for passenger rail services three tracks along the corridor would be required.

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The need for and ability to achieve a connection between any multi-modal logistics centre and the industrial areas at Yatala will also need to be considered.

Another issue related to freight is the use of Summerland Way for road freight. A study conducted by the Roads and Traffic Authority in 2006 investigated the feasibility of upgrading Summerland Way. This study concluded that it was not feasible to upgrade the route. A key factor which contributed to this conclusion is that the alignment of Summerland Way is not suitable for high volumes of road freight traffic due to safety concerns. In the Strategic Transport Network Investigation's time frame, it is also unlikely that this connection will be upgraded in the future given the monies that have been spent on the upgrading of the parallel Pacific Motorway link. The issue of interstate connections, and specifically the upgrading Summerland Way, however is not a part of the scope of the study.

### **5.5 2026 Base Public Transport Network**

The South East Queensland Infrastructure Plan and Program 2009 public transport project proposed in the study area is the Springfield to Ipswich public transport corridor. Construction has started on the Darra to Springfield stage of this rail line and is due for completion by 2019. The Gold Coast rail line is also proposed to be extended from Robina to Elanora (and longer term to Coolangatta), and is located along the eastern border of the study area. Construction has started on the rail line to Elanora, with the final stages to be completed by 2026.

There are a number of South East Queensland Infrastructure Plan and Program road network projects proposed within and surrounding the study area. In the long term these projects may facilitate new road based public transport services. Such projects include the Mt Lindesay Highway four lane upgrade and the Centenary Highway extension.

As an extension to the Strategic Transport Network Investigation, the Department of Transport and Main Roads and TransLink Transit Authority commissioned McCormick Rankin Cagney to undertake an operational level review of potential services to 2026. While the study is essentially a very long term strategic review, transport operations to 2026 have been examined.

The outcome of the Southern Public Transport Options Study (SPTOPS) work is discussed in Section 9.1.

A significant issue for the future public transport network in the study area is the limited existing and proposed public transport network. To a large extent the services existing and currently identified in South East Queensland Infrastructure Plan and Program reflect the highly dispersed pattern of development now existing in the area. Land use change is planned to markedly change the form of development and introduce concentrations of activity into future "cities" which will then support the increased capacity and level of service of a public transport system to link areas and provide local services. The higher densities proposed into the future will support a more economically viable public transport system.

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The preferred pattern of development as per the 2009 Regional Plan will result in an increase in new developments within the study area. It can be assumed that these developments will increase the transport demand in the study area and the future transport networks will need to accommodate this demand. Public transport infrastructure and services will be required if a sustainable transport network is to be achieved.

The future public transport network within the study area will need to address a number of issues related to the future demand including:

- the need for external connections to Brisbane, including the location of these connections. A connection is currently proposed at Browns Plains, although Beenleigh and Loganlea are also possible locations;
- the need for and the ability to achieve external public transport connections to the Gold Coast. Mountainous terrain and low population and employment forecasts in the Gold Coast hinterland are barriers to achieve these connections;
- the need to connect the study area to the Ipswich area, especially at Springfield. The Southern Freight Rail Corridor is a potential route, however, there are limited population and employment forecasts along the corridor. The Springfield to Ipswich public transport corridor is also an opportunity;
- the development of public transport links within the study area between activity centres, employment nodes and urban areas will be required;
- the role and hierarchy of services needs to be defined, i.e. whether or not a service is a feeder or line haul service;
- the feasibility of rail versus bus for each corridor needs to be addressed, based on demand and physical constraints;
- where and when upgrades or new public transport infrastructure is required;
- the impact on the community (i.e. noise, increased traffic) of any new or expanded infrastructure;
- the impacts of the proposed major arterial road network on the public transport network, if constructed;
- the need and timing for the Motor Traders Association Australia Superannuation Fund (MTAA) private rail corridor between Flagstone and Brisbane and the interstate passenger rail corridor;
- accommodating the proposed ultimate development scenario at Yarrabilba and Flagstone and in what timeframe this could be accommodated.

## **5.6 2026 Base Pedestrian and Cyclist Networks**

The South East Queensland Principal Cycle Network Plan was released in November 2007, replacing the 2003 Integrated Regional Cycle Network Plan and will form the basis of the 2026 base cycle network in the study area. The 2026 base pedestrian and cycle network will also include existing and proposed cycle networks contained in the local government planning documents.

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The South East Queensland Principal Cycle Network proposes several regional cycleway in the Study Focus Area. These travel generally south from Park Ridge and Buccan, connecting to Flagstone, Jimboomba and Yarrabilba. A separate route travels through Beaudesert, in a star pattern, with a possible connection to Bromelton.

In addition further local level networks should be developed at the master planning stage of new developments.

The future pedestrian and cyclist networks need to consider the following issues:

- there is currently no real walking or cycling network within the majority of Study Focus Area, which is reflective of the current population densities;
- the need to develop a future pedestrian and cycle networks that provides:
  - links between activity centres, although the distances between the proposed activity centres is an issue especially for pedestrians;
  - links to activity centres from surrounding areas.
  - neighbourhoods that are designed to support walking and cycling.
- topography is a constraint for commuter travel in some areas, however there is still the opportunity to provide training and recreational links in these areas.

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## 6.0 SYSTEM DEVELOPMENT

### 6.1 Principles

The future transport system will be an important element in shaping the form and function of development in the Mt Lindesay/Beaudesert area. The transport networks will need to support the desired outcomes for urban form, mode share and communities. The strategic transport vision outlined in Section 3.7 aimed to guide the process of developing the transport networks. In addition, a series of principles were developed to provide detailed guidance on the network planning for this study. These principles guided the Technical Working Group and study team in the development of networks and network options discussed in the proceeding sections.

Principles were developed for the road, freight, transit and cycle networks. These principles were also refined and reviewed by the Technical Working Group.

The Strategic Transport Network Investigation principles are contained below:

1. Develop a regional network which connects key destinations within the sub region. These regional road links should not penetrate the boundaries of proposed sub regional centres or major development areas so as not to create barriers within centres.
2. All urban areas are to be planned with legible local networks (road/pedestrian/cycle) for local movement. These local network links will then provide connections from the regional and intra regional network to the centres.
3. Freight will utilise the regional network components rather than local networks.
4. Cost efficiency in developing the network has to be assisted by reserving corridors which minimise construction difficulties (for example, in avoiding flood prone areas and/or difficult terrain) whilst maximising use and efficiency of existing infrastructure.
5. Minimise extent to which the future road network encourages development outside the urban footprint.
6. Seek to separate rail corridor(s) from high speed road links.
7. Where a line haul/mass transit route exists or is proposed, capacity to accommodate future passenger vehicle traffic growth along or parallel to this route is to be limited.
8. Sub regional linkages should not place private vehicle trips at an advantage over transit to access cores of sub regional centres or major development areas.
9. Within sub regional centres, the local road systems will advantage sustainable transport modes over car trips.
10. Good connections to be developed from enterprise areas to the regional road and public transport system.
11. Freight movements are facilitated by protecting the integrity of the regional road systems from imposition of intra-city/town local movement.
12. Rail freight capacity should be protected from encroachment by urban passenger services.

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13. A balance between population and jobs should be sought within the study area to reduce vehicle kilometres travelled in the sub region.
  14. A road hierarchy that supports the regional transport network needs to be developed.

## 6.2 Key Strategic Questions

In addition to the principles, a number of key strategic questions have been formed to assist with development of the network options. The key strategic questions are based on the project brief as well as discussions with key stakeholders, including the Stakeholder Liaison Group and Technical Working Group. It is acknowledged that these questions are not all encompassing but provide an indication of the major issues to be addressed in the Strategic Transport Network Investigation.

The issues for the study have been canvassed in a range of previous studies and these have been widely discussed in the workshops and committees of this project. The issues have been distilled into the key strategic questions and the discussion of the modelling results has been structured around these questions.

The strategic questions are contained below.

### *Road Related Questions*

Is a major north south road south of the Logan Motorway needed?

- if so, what is the preferred location? (Note actual alignment to be determined by a separate study);
- what role will it serve in the freight network?
- how does this impact on the Mt Lindesay Highway and the local road network in the area, particularly the affect of the staging of the major north south road.

(see Section 10.1 for answers)

Is the Southern Infrastructure Corridor (road) required?

- if so, what is the preferred location? (Note actual alignment to be determined by a separate study);
- what role will it serve in the freight network?
- to which roads will it connect and what will be the impact on the existing local road network?
- will the Southern Infrastructure Corridor (road) west of the Mt Lindesay Highway reduce the rail freight demand along this alignment?
- are other east west road connections required?

(see Section 10.2 for answers)

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What connections to Bromelton are needed?

- what connections are required to and from development areas including Beaudesert, Flagstone and Yarrabilba?

(see Section 10.5 for answers)

*Public Transport Related Questions*

Are local passenger rail services needed along the interstate rail line?

- should they extend to Bromelton?
- should they extend to Beaudesert Town?

Are public transport links to Ipswich required?

Are public transport links to the Gold Coast required?

Is a busway required along parts of the Bethania to Beaudesert rail line?

Can Jimboomba operate as a public transport hub?

What internal public transport is required?

- where are major public transport interchanges required in the study area?
- is there a need for park and ride facilities in the study area?

(see Section 9 for answers)

Based on the principles and strategic questions and responding to the key issues and future development areas, a number of key transport network components evolve, as follows:

- connections from the study area to the north. Existing route capacity and impacts need to be balanced with need for new routes. Links to the north are required by all modes of transport - roads, public transport and cycling. North-south routes to the east western areas of the study area need to be considered;
- connection from the study area to the east. Topography restricts opportunities in this regard, resulting in most potential links considered in the north east of the study area. Again, connections by all modes needs to be considered;
- connections from the study area to the west. Topography also restricts opportunities to provide multiple western connections. Key opportunities are also to the north-west of the study area. These northern connections also better serve future development areas in Ipswich, e.g. Springfield. Connections to less developed areas such as Boonah are not key demand routes. All mode connections need to be considered;

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- connections from the study area to the south are also impacted by topography and development, resulting in restricted demand across the state border;
  - internal connectivity between future development areas by all modes of transport required.

### 6.3 Mode Share Scenarios

A mode choice model is not currently incorporated in the South East Queensland Strategic Transport Model. The former Queensland Transport brief for this study required the assessment of defined mode split scenarios rather than having a model capable of estimating actual demands by mode. The work in the study has added a level of discrimination beyond simply adopting an overall mode split percentage by using varied mode split percentages based on trips types. Adjustment for increased walk and cycle use has also been included. These overall levels of sustainable mode travel have also been adopted for sensitivity testing.

These mode share scenarios considered trips within each centre, between centres and trunk trips to locations outside of the Study Focus Area. These public transport, walk and cycle scenarios were tested for each of the land use scenarios.

The base public transport, walking and cycling mode share scenarios were established based upon the targets outlined in the South East Queensland Integrated Regional Transport Plan (1995) (IRTP). The IRTP mode share targets for South East Queensland by 2011 are:

- public transport                      10.5% of all person trips;
- walking                                    15% of all person trips;
- cycling                                     5% of all person trips;
- private vehicle                        69.5% of all person trips.

These targets are proposed to be reached by 2026 (under a worst case scenario). It can be expected that the trend to improve transit usage would continue so generally, these targets form the low public transport scenario for the 2056 timeframes being investigated, assuming improved services are continuing to be provided and behaviour has significantly changed by this time.

When developing the 2056 mode share scenarios, consideration was also given to what could realistically be achieved based upon the geography of the study area i.e. its location within South East Queensland and the location of centres within the study focus area. The Strategic Transport Network Investigation mode share scenarios used for localities in the Study Focus Area are contained in Table 6.1.



**Table 6.1****2056 Mode Share Scenarios**

Mode Share Scenarios	External Trunk Trips*			Between Town Trips**			Within Town Trips***		
	Cycle	Walk	Public Transport	Cycle	Walk	Public Transport	Cycle	Walk	Public Transport
Low	0.1%	0%	10%	1%	0%	4%	5%	10%	3%
Medium	0.5%	0%	15%	2%	0%	8%	8%	15%	8%
High	1%	0%	20%	4%	0%	12%	10%	20%	10%

\*These have been applied to trips between the Study Focus Area and Brisbane City Council and Logan City Council.

\*\*These have been applied to trips between major development centres within the Study Focus Area, namely Beaudesert Town, Flagstone, Yarrabilba, Greenbank/Greenbank Central and Bromelton.

\*\*\*These have been applied to internal trips in major development areas within the Study Focus Area, namely Beaudesert Town, Flagstone, Yarrabilba, Greenbank/Greenbank Central and Bromelton.

Distance was the determinant when developing the mode shares for different trip types. It was considered unlikely that external trips and trips between towns would be made by walking. For the same reason lower cycling mode share scenarios for these longer trips were set. High public transport mode share scenarios for external trips are due to the anticipated high number of trunk commuter public transport trips to the Brisbane CBD and Brisbane City. Given that walking and cycling become more feasible modes of transport over shorter distances, it was anticipated that the walking and cycling mode share percentages within towns would be higher than between towns. In comparison public transport is less feasible over shorter distances. For this reason the public transport mode share scenarios within towns is slightly lower than between towns.

It is noted that for all other South East Queensland trips, the mode shares already applied in the South East Queensland Strategic Transport Model were utilised.

The overall public transport usage depends on the share of trips in the various trip types – internal, town-town, trunk to Brisbane City. The resulting overall public transport trips as a percent of the total vehicle trips for the former Beaudesert Shire, obtained from the South East Queensland Strategic Transport Model for 2056 Scenario 1, are conservatively estimated as follows:

- low public transport 8.5%;
- medium public transport 11%;
- high public transport 13%.