

Mt Lindesay/Beaudesert Strategic Transport Network Investigation

November 2009

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Mt Lindesay/ Beaudesert Strategic Transport Network Investigation

*Prepared for
Department of
Transport and Main
Roads*

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EXECUTIVE SUMMARY

The South East Queensland Regional Plan developed a number of regional growth areas, to provide potential land banks for medium to long term development within South East Queensland. Some of this area has subsequently been identified as part of the urban footprint. The Mt Lindesay North Beaudesert area includes many of these identified growth areas. The Office of Urban Management, now the Department of Infrastructure and Planning, commenced a study of the Mt Lindesay North Beaudesert area in January 2005 which detailed a preferred long term development option.

The Mt Lindesay North Beaudesert study concluded that the proposed future land use would increase future transport demand within the Mt Lindesay North Beaudesert study area. The predicted increase in transport demand has necessitated a strategic network investigation to detail the long term transport needs of the study area (i.e. this study).

The aim of the Mt Lindesay/Beaudesert Strategic Transport Network Investigation (this investigation or this study) is to investigate the long term transport needs within the Mt Lindesay/Beaudesert area (to the year 2056). The study findings will be used to help state and local governments' longer term planning to deliver transport networks and services. Due to the long term nature of the study, a range of potential land use futures have been developed to provide a robust analysis of the future. The recommendations aim to therefore ensure they are appropriate for any potential future development in the area.

The study has examined a wide area west of Pacific Motorway, south of Logan Motorway and west to Ripley/Springfield. However, the focus analysis has been on the area generally between Beaudesert Town and Park Ridge, east to Yarrabilba and west to Undullah and recommendations relate to the focus area of the study. As a result, in the future other pressures on the regional road network may necessitate the need for additional links within the study area to be considered.

There is an existing road network and planning for shorter term upgrades to the transport network has commenced. The South East Queensland Regional Plan identified the need for investigations into potential long term transport corridors so corridor preservation can commence. This study consequently seeks to identify the need for these corridors, specifically around the study focus area, although defining the specific alignment of these corridors is not part of its scope. Detailed corridor studies will form the next stage of work for the Department of Transport and Main Roads which will assist in corridor preservation for the future. In the longer term, design work and financing options will be considered prior to implementation.

The key elements which did not form part of the scope of the Mt Lindesay Beaudesert Strategic Transport Network Investigation are:

- identification and resolution of transport networks outside of the focus area;
- issues of interstate connectivity;
- identification of corridor alignments;
- recommendations in relation to transport network needs before the 2026 timeframe (with the exception of public transport network planning, which included 2016, 2026 and 2056 timeframes);
- detailed local planning of land use or transport networks. The analysis was at a regional and sub-regional network level;
- implementation and staging issues related to the recommended transport corridors.

The study team has worked with state and local government departments and this investigation's findings are consistent with the directions of these other studies. It is noted that, during the course of the study, the amalgamation of local governments in Queensland occurred.

A draft report detailing the study's finding was completed in May 2009 prior to the commencement of the public consultation process (between 18 May and 12 June 2009). Over the four week consultation period a total of 54 instances of contact occurred. From this, the project team received 31 specific submissions related to the study and draft report, with 16 of these being formal written submissions.

Scenario Testing

This study has been framed as a strategic review of the transport needs. It has identified needs which are "robust" in that they are appropriate to a wide range of potential land use patterns for the area. The results of this study will lead to a sequence of investigations (e.g. corridor studies) over time before implementation.

As a consequence of the long term timeframe of the study, the methodology involved considers a number of demographic, transport networks and transport mode share scenarios. This was undertaken to ensure recommendations are robust enough to take into account a range of possible futures. These scenarios were tested in a strategic transport model to assist the study team in forming conclusions. In addition, a series of key government stakeholder workshops occurred to provide input throughout the study. The scenarios development for the study are summarised herein.

The 2009 Regional Plan has just been released responding to changes in the rate of growth and considering a longer timeframe of 2031. The land use scenarios developed in this investigation aim to provide a number of future scenarios to ensure our future planning is robust enough to address such fluctuations.

Base Network - 2026

The timeframe for the study is 2056. The study therefore assumed that the transport network proposed within the 2007 South East Queensland Infrastructure Plan and Program is constructed at 2026 and forms the starting network on which enhancements to roads, public transport and walking/cycling needs beyond this time would be based.

All the recommendations for the study are in addition to those recommended in the South East Queensland Regional Plan for 2026. The South East Queensland Regional Plan is based on an initial expansion front in the western corridor and South West Corridor. The South East Queensland Regional Plan 2009-2031 (Regional Plan 2009) anticipates an additional 70,000 new dwellings in Logan City Council and 15,000 new dwellings in Scenic Rim Regional Council by 2031.

It is likely that based on the Regional Plan 2009 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. 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.

At 2026, an enhanced bus based system is proposed to be in place. This will involve improved frequency and route coverage. Key routes are anticipated to be an east west route to/from Loganlea and Beenleigh rail stations, via Yarrabilba, Jimboomba, Flagstone, Greenbank/Greenbank Central and connecting to Ipswich. In addition high frequency bus routes will be needed between Browns Plains and Beaudesert Town, Yarrabilba and Flagstone. These routes will use the Mt Lindesay Highway as the trunk route branching to Flagstone, Park Ridge and Greenbank Central. Yarrabilba will have routes connecting to Beenleigh/Loganlea. Local bus services connecting less major development areas will also be provided.

Section 5 of the report provides details of the transport network at 2026.

2056 Scenarios

Land Use

The Mt Lindesay/Beaudesert Strategic Transport Network Investigation aims to identify future transport systems that will cater for the needs of the community to the year 2056. To understand what these future demands could be on the transport networks, population and employment numbers for this timeframe were estimated.

Due to the long term nature of the study, there are many variables (e.g. climate change, fuel availability and pricing, reduced rate of growth, Government policies on environment, growth management etc.) which could influence the future land use intensity and location. A number of potential futures were therefore considered to provide a variety of land use scenarios in response to these variables. The study, however, does not aim to define what specific events may lead to the various outcomes considered. Instead, each scenario developed is significantly different in total for the study area to allow for these future variables.

Three different 2056 population and employment scenarios were developed for the region:

- Scenario 1: Current policy directions. This scenario utilised the Southern Regional Water Pipeline project data and is similar to the Mount Lindesay – Northern Beaudesert study’s preferred pattern of development;
- Scenario 2: A more compact urban form with higher density development across South East Queensland, largely within the existing urban footprint. For the study area, this results in lower levels of growth and more compact development;
- Scenario 3: Expansion of the urban footprint occurring whilst retaining environmentally significant areas. As the study area is seen as having fewer constraints than other parts of South East Queensland, this scenario resulted in an increase in the amount of growth within the study area, compared to the other scenarios.

Three future population scenarios were therefore developed for the study area and described in the following table.

Table 1 **Future Population Scenarios**

	2005*	2026*	2056 Scenario 1 (medium)	2056 Scenario 2 (low)	2056 Scenario 3 (high)
Focus area	47,000	88,600	305,500	237,000	454,100

* based on South East Queensland Strategic Transport Model (SEQSTM) outputs

Another key aspect of the future land use is related to employment areas. If the study focus area is to grow significantly into the future, there also needs to be employment and services within its boundaries to serve the future population. Sustainable and self contained growth areas are proposed. A measure of containment is the jobs balance (i.e. jobs available in the area per resident worker in that area). For each population growth scenario, two alternative jobs balance scenarios were considered, as illustrated in the following table.

Table 2 **Future Jobs Balance – Jobs per Resident Worker**

	2005	2026	2056 Scenario A	2056 Scenario B
Focus area	0.53	0.56	1.1	0.8

Public Transport, Walking and Cycling

Three potential outcomes for public transport, walking and cycling mode shares were also tested at 2056. These scenarios vary by trip type. Each of these public transport, walk and cycle scenarios were tested for each of the land use scenarios discussed above. The following table details the percentage of trips that would be expected by mode of transport for different trip types.

Table 3 **2056 Mode Share Scenarios (% of all trips)**

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%

* External Trunk Trips are those longer distance trips that go beyond the study area

** Between Town Trips are those trips between the development areas proposed in the study area

** Internal Town Trips are those trips within the development areas proposed in the study area

Road Network

A number of future road networks were tested at 2056 to assist in understanding the need for these roads into the future. These road networks were tested for each of the land use and public transport scenarios discussed above.

Key Study Outcomes

The study area for the Investigation has been wide, stretching from the Pacific Motorway west to the Ipswich area. As noted earlier, the focus of the analysis has been on the area generally between Beaudesert Town and Park Ridge, east to Yarrabilba and west to Undullah and the connections through and from the Focus Area to other areas. Areas outside the Focus Area form a frame to ensure interactions are properly understood. However, the study has not sought to define networks in these frame areas.

The analysis has revealed issues around the periphery of the study area but has not considered options to deal with these. The solutions to these problems may well be within the current study area. Separate studies are needed to investigate future transport requirements of the wider network and develop strategies to address such needs to achieve better outcomes for the broader transport network.

Key strategic questions were formed to assist with the overall direction of the study outcomes. The strategic questions and the overall conclusions are summarised herein:

North-South Road Link (Gateway Motorway Extension South of Logan Motorway)

The Regional Plan 2009 states that developing regionally significant growth areas in the south west corridor will depend on the timely delivery of State and local infrastructure.

A new north-south link road, south of the Logan Motorway, will be required if the land use develops in the focus area along the lines of any of the three scenarios discussed in this report. The key generators for this route are the future population and jobs proposed around new growth areas in Yarrabilba, Logan Village, Jimboomba, Park Ridge, Greater Flagstone, Beaudesert and Bromelton.

The conclusions that can be drawn from the study indicate that:

- a new north-south motorway standard road extending south from the Logan Motorway would be required if land use continues to develop as forecast;
- whilst it is not the aim of this study to identify specific alignments for future works, a route from the study area to the existing Gateway Motorway on the eastern side of the Mt Lindesay Highway would attract the greatest traffic volume and provide the greatest capacity relief to the Mt Lindesay Highway. It would support the safe and efficient operation of other roads in the vicinity: the Mt Lindesay Highway, Beaudesert-Beenleigh Road and Waterford-Tamborine Road;
- an alignment east of the Mt Lindesay Highway and joining the existing Gateway Motorway could ultimately attract between approximately 30,000 and 45,000 vehicles per day on the new north-south road link;
- a north-south link road, connecting to the Gateway Motorway would also serve as a freight route from the study area to the Port of Brisbane and Brisbane Airport, thereby reducing freight traffic on the Mt Lindesay Highway, and other major roads in the study area;
- the identification and preservation of the route is urgently required to avoid conflicting development decisions and as an input to land use planning in the area. The identification should include the location, impacts, staging and alignment of the corridor, especially for sections of the road to be established in the Park Ridge and Berrinba areas;
- new interchanges would be required to ensure connectivity with the local road network and to access new commercial and industrial development in the area;
- the development of other high capacity north south arterial routes in the area are also required to assist with public transport and service the traffic generated by new development in Park Ridge.

The overall corridor is required east of the Mt Lindesay Highway, running north south between the Logan Motorway and proposed Southern Infrastructure Corridor (road) (see Figure 1). A more detailed study is required to identify the location, impacts, staging (including impacts of local road upgrading), local connectors and alignment of this corridor. Staging investigations undertaken indicates that this road is not required until beyond 2026. However the timing will be affected by the sequencing and location of development in the study focus area. The recent release of the 2009 Regional Plan indicates growth in the South West Corridor may occur earlier than assumed in this investigation, resulting in the need to bring forward infrastructure requirements. This should be investigated as part of the planning study.

Southern Infrastructure Corridor (road)

The Southern Infrastructure Corridor (road) is conceptually shown in the Regional Plan 2009 as an east-west route from the Gold Coast to Ipswich. This study's analysis shows that the longer regional connections from Gold Coast to Ipswich make up only 10% of Southern Infrastructure Corridor (road) use. As a consequence there is little benefit to the network by a linkage from the southern part of the new north south road to Ipswich.

The study also shows that the Southern Infrastructure Corridor (road) primarily serves to link development in the southern part of what is now Logan City to the Gold Coast. This linkage would provide significant benefit to the network but is not needed before 2026.

As a result the continuous east-west concept suggested in the South East Queensland Regional Plan has been varied and the Southern Infrastructure Corridor (road) is recommended in sections:

- the central section – Mt Lindesay Highway to Beaudesert-Beenleigh Road – this section would link Greater Flagstone, Jimboomba and Yarrabilba to the east and also function as a high capacity distributor road connecting the various north-south links in the area. High capacity arterial roads are also required to link these development areas;
- the eastern section – Beaudesert-Beenleigh Road to M1 Pacific Motorway/Intra-Regional Transport Corridor broad corridor – this section would link the southern part of what is now Logan City and areas further west to the Gold Coast and is not required until beyond 2026;
- the western section – Mt Lindesay Highway to Springfield via Springfield Greenbank Arterial – this section would link the south west corridor development areas of Greater Flagstone and Park Ridge with the emerging centre of Springfield. It would also support the Logan Motorway.

The preferred route for the central section of the Southern Infrastructure Corridor (road) would be north of Yarrabilba and Jimboomba but further network investigations are required to identify the most suitable arrangement for the network. Investigation is also required to identify the most suitable arrangement for connection with the new north south road east of the Mt Lindesay Highway and the local road network.

Action is required to preserve suitable links, once identified, and to integrate the future network with land use planning.

The preferred form of the Southern Infrastructure Corridor (road) described above would necessitate additional works including:

- investigation into an eastern connection directly to the Pacific Motorway/Intra-Regional Transport Corridor broad corridor, possibly involving a tunnel under the Darlington Range if a direct alignment route was pursued (subject to further investigation);
- staged upgrading of Beenleigh-Beaudesert Road and Stanmore Road, given that a direct connection to the Pacific Motorway/Intra-Regional Transport Corridor broad corridor from Beenleigh-Beaudesert Road would likely be the last component of the Southern Infrastructure Corridor (road) in terms of staging;
- the Springfield-Greenbank Arterial would take on a significant role in the strategic network and would require upgrading. The ability for this to occur would need to be investigated. This could be a separate study from the Southern Infrastructure Corridor (road).

A detailed corridor study is therefore recommended for the Southern Infrastructure Corridor (road) to identify location, alignment impacts and staging.

Connections to Bromelton

A new north-south spine running within the Bromelton area is recommended to match development. Major movements are anticipated between Flagstone and Bromelton. At the northern end, the route could skirt the south-east of the Flagstone area and join together with a main feeder from Flagstone to join the Mt Lindesay Highway/Southern Infrastructure Corridor (road) interchange. Linkages north-south would join into Flagstone and to Undullah Road which itself would eventually become a major road link.

The scenarios tested a wide variation in employment levels at Bromelton ranging from 13,000 to 30,000 jobs. In all cases there is a need to configure roads in the Bromelton area to link north to Flagstone and hence to Mt Lindesay Highway. If development were constrained to the southern part of Bromelton, then the latter connection to Mt Lindesay Highway could be located closer to Beaudesert.

Freight connections from Cunningham Highway to Bromelton will be provided by Beaudesert-Boonah Road and Bromelton-Flagstone Road. Maintenance of suitable alignment, grades and passing opportunity for freight will be necessary.

Internal Sub Regional Road Connections

The 2056 land use scenarios all include significant development at Flagstone, Beaudesert Town and Yarrabilba. There will need to be a network of major roads within these areas and also between these centres. The internal road network should be resolved as part of Council's detailed structure planning for these areas. Specifically, the study indicates the need for major road connections required to service Yarrabilba, Flagstone and Bromelton. A more detailed local arterial road network should also be developed for the study area.

In addition to the key strategic links above, additional local capacity improvements would be required including:

- Beenleigh-Beaudesert Road and Stanmore Road, due to likely staging of the Southern Infrastructure Corridor (road);
- Kingston-Beenleigh Road, in particular the crossing of the Logan River;
- Springfield-Greenbank Arterial;
- local network improvements around the major development centres of Flagstone and Yarrabilba;
- Waterford-Tamborine Road in the vicinity of Yarrabilba and extending north;
- linkages from Flagstone to Greenbank Central west of Teviot Road are desirable to supplement Teviot Road.

The proposed future road network is shown on Figure 1.

Figure 1

2056 Future Road Links



Passenger rail between Beaudesert and Brisbane

The study found that future public transport demands are likely to warrant the passenger rail along the interstate rail line between Beaudesert/Bromelton and Brisbane at 2056, if public transport patronage levels are above the low public transport scenario. It is noted that the highest demands for this route are north of North Bromelton/Kagaru. Demands along the route could be tied to staging of delivery of the rail line.

Connections to Beaudesert Town or Bromelton were also considered and based on the modelling, Bromelton receives higher demands. However due to the large scale development type proposed at Bromelton it is unlikely that a rail service is the best solution to service this area. A bus route will be able to permeate and better serve a development of this nature. It is likely therefore that the passenger rail line is better targeted to Beaudesert Town, the principal rural activity centre. It is noted that estimated 2056 demands to Beaudesert Town are lower than achieved on other components of the rail line and as a result may not warrant a rail service. It is considered however that due to the proposed nature of Beaudesert Town as a principal rural activity centre, a rail line to this destination should be investigated as an option.

It is also recommended that the passenger rail tracks should be in addition to the freight track provided along this line. This is consistent with previous work undertaken by the Department of Transport and Main Roads.

It is therefore recommended that a detailed corridor planning study is required to assess the requirements for achieving passenger rail services along the Sydney to Brisbane interstate rail corridor with a view to identifying future corridor preservation needs. The Department of Transport and Main Roads has investigated the ability of the interstate rail corridor (between Salisbury and Bromelton) to accommodate additional rail infrastructure suitable for passenger services. The Salisbury to Bromelton section of the interstate rail corridor, without alignment upgrades, is considered technically suitable for upgrading for passenger services. The proposed corridor study should also investigate the land requirements, land impacts and construction requirements of upgrades as well as alignment, operational characteristics, station locations, local area impacts, staging and timing.

The route between Salisbury and north Bromelton/Kagaru could traverse the Sydney to Brisbane interstate rail line. The corridor study needs to also identify a route between north Bromelton/Kagaru and Beaudesert Town to ensure it is preserved into the future. This route may utilise parts of the historical Bethania to Beaudesert rail line and this should form part of the corridor investigations. The study should also address in more detail whether a rail line is also warranted to Bromelton. The corridor study should also coordinate with Logan City and Scenic Rim Councils' structure planning, particularly in the Flagstone and Greenbank/Greenbank Central areas, and ensure passenger transport networks are integrated with the urban centre development.

The population levels proposed under Amendment 1 are not sufficient to justify provision of this rail line at 2026. The study's 2036 estimates suggest provision in the 2026-2036 timeframe, depending on level and location of future development. It is noted that the Regional Plan 2009 predicts additional development in this area at 2031 than considered in the study for 2036 and hence the rail line may be required earlier. The Salisbury to Beaudesert Passenger Rail Corridor Study will investigate in more detail the future growth of the area pre-2031.

Other Public Transport Networks

To serve the remainder of the study area, a detailed network of bus connections between and to/from centres will be required to meet the public transport demands as illustrated on Figure 2. Bus networks should also be developed in the study area as an interim network before the passenger rail line is provided and will suitably provide for the needs of the area.

Figure 2

2056 Future Public Transport Network



The development of public transport systems within major development areas of Flagstone, Beaudesert Town, Yarrabilba, and Bromelton will be crucial to meeting public transport targets and should be resolved as part of Logan City and Scenic Rim Councils' detailed structure planning for these areas, in conjunction with TransLink's network planning. Within these development areas, there may be a need to provide bus priority measures.

In parallel with the planning for the 2056 public transport network, further work has also been undertaken to develop a 2016 and 2026 public transport network for the study area, with elements of this network being incorporated into TransLink's planning for 2016. This work has been undertaken in association with McCormick Rankin Cagney in the Southern Public Transport Options Study (Draft August 2007). Key elements of the proposed network include an east west bus route to/from Beenleigh and Loganlea rail stations, via Yarrabilba, Jimboomba, Flagstone, Greenbank/Greenbank Central and potentially connecting the future rail station at Springfield. A high frequency service along the Mt Lindesay Highway and bus services between Browns Plains and Yarrabilba and Flagstone are also proposed. The 2026 public transport network is shown on Figure 3.

Figure 3

2026 Future Public Transport Network



Note: the existing local bus connection from Springfield travels along Johnson Road and this arrangement will continue in the short to medium term. When the Springfield-Greenbank Arterial road link is more fully upgraded and if/when local development areas in Greenbank/Greenbank Central provide the opportunity for significant bus patronage then changing the bus service to this alternative road link will become justified.

Freight Networks

The key freight movements to/from the study area are anticipated between Bromelton and the Australia Trade Coast/Port of Brisbane. The proposed freight route to address this demand is via the proposed north-south road link from Bromelton connecting to the future Southern Infrastructure Corridor (road) and a future north south road link east of the Mt Lindesay Highway. This route will be supplemented by existing major freight routes of the Pacific Motorway, Logan Motorway, Cunningham Highway and Warrego Highway. The Mt Lindesay Highway will also continue to serve as a secondary freight route.

Rail will also serve a role in the movement of goods via the Interstate rail line to Acacia Ridge and also via the proposed Southern Freight Rail Corridor between Bromelton and Ebenezer. This route is currently under investigation as part of the Southern Freight Rail Corridor Study.

Sustainable Transport Modes

Cycle networks will form an important part of the future transport system for the study area. All new transport corridors proposed for the study area should be investigated for the provision of facilities for cycling. In addition, the study recommends safe centre to centre cycle connections as well as internal cycle networks within these centres. The internal networks should be identified in Logan City and Scenic Rim Councils' detailed structure planning for these areas. The key elements of this 2056 network are as follows:

- comprehensive external connections to Logan (and Brisbane), Gold Coast and Ipswich;
- sub-regional connections between residential areas, key centres and enterprise areas;
- comprehensive internal pedestrian and cycle networks within all existing and proposed development areas. As noted above, this should be planned as part of Council's structure planning processes;
- recreational routes should be developed within cities, towns and villages and to/from key recreational destinations. In addition, where topography or distance is a constraint for commuter travel, training and recreational links could be provided. This is particularly the case through the Scenic Rim Council hinterland areas and connections to the Gold Coast and Tweed areas. These can also be guided by Council's recreation planning;
- potential use of the Bethania to Beaudesert rail line for walking and cycling, potentially as a rail trail development, and provision of cycle route alongside the Beaudesert to Salisbury rail line should be investigated. These rail corridors form an ideal location for such facilities due to their grades, topography and direct connectivity between major development areas.

A conceptual cycle network is shown on Figure 4.

Figure 4

2056 Conceptual Cycle Network



Recommended Networks

As a result of the above conclusion Figures 1 to 4 illustrate the proposed 2026 and 2056 public transport, cycle and road networks required to be investigated in the study area.

Recommendations

As a result of the key study findings, the Mt Lindesay/Beaudesert Strategic Transport Network Investigation has defined a need for a number of future transport infrastructure projects. It is therefore recommended that the Department of Transport and Main Roads undertake further corridor investigations (examining issues such as potential alignment, location, staging and sequencing, impacts on local roads, the environment and community) for:

- a north-south road link east of the Mt Lindesay Highway servicing Yarrabilba, Logan Village and Jimboomba areas;
- the Southern Infrastructure Corridor (road) (Mt Lindesay Highway towards Beaudesert-Beenleigh Road and on to the Pacific Motorway/Intra-Regional Transport Corridor broad corridor);
- western Southern Infrastructure Corridor (road) links to Ipswich from Mt Lindesay Highway via Greenbank-Springfield Arterial;
- Mt Lindesay Highway;
- Passenger rail between Brisbane and Beaudesert.

In considering the Southern Infrastructure Corridor (road) connectivity to the Pacific Motorway/Intra-Regional Transport Corridor broad corridor, investigation of the Pacific Motorway corridor between Springwood and the northern Gold Coast is required in relation to supporting road opportunities to the east and west of the Pacific Motorway.

It is also recommended that local governments undertake structure planning which should take into consideration proposed strategic transport networks from the study as well as internal road, public transport and cycle networks for the following key growth areas:

- Flagstone;
- Yarrabilba;
- Beaudesert town;
- Bromelton;
- Greenbank/Greenbank Central;
- Buccan/Bahrs Scrub;
- Park Ridge.

Analysis of the priority of the above recommendations has been undertaken based on considering potential growth to 2036. This indicates the need to commence work on the north-south road link east of the Mt Lindesay Highway, the Southern Infrastructure Corridor (road) and the Salisbury to Beaudesert rail line corridor alignment studies as the highest priority. It is noted that the location and timing of this growth may, however, bring forward the need of some of these projects.

A comparison with the Regional Plan 2009 growth estimates indicates that the 2036 population and job predictions in this report may be slightly low compared to that predicted for 2031. However, as the aim of the 2036 scenario was to consider a future scenario to obtain a broad indication of priorities, it is considered appropriate for these purposes. The Department of Transport and Main Roads should monitor the growth in the study area, specifically the take up and level of development that occurs in the area and may need to bring recommended infrastructure projects forward.

The 2016 and 2026 recommendations for public transport systems of the report should also be incorporated into TransLink's planning and implementation program (i.e. TransLink Network Plan). These are to include an enhanced bus system with improved frequency and route coverage in the study focus area.

A consultation process was undertaken on the Draft for Consultation Mt Lindesay Beaudesert Strategic Transport Network Investigation report in May/June 2009. Generally the submissions received supported the recommendations of the report, with the majority of submissions raising issues with infrastructure alignments, implementation, timing – issues which were beyond the scope of the study. As a result of the consultation period, none of the recommendations noted above have changed and remain the key outcomes of the study.

Many of the submissions and their suggestions should be considered in the ongoing more detailed planning recommended in the study – specifically the corridor studies and structure planning. It is recommended that these submissions be forwarded to the project managers of the relevant corridor studies, once commenced.

Where To From Here?

The study identified merit in upgrading key routes in the south Logan area (i.e. Study Focus Area) and establishing new road connections to service urban growth areas nominated in the South East Queensland Regional Plan. The Department of Transport and Main Roads will continue with further strategic road network planning, in consultation with local governments, to further define the road network function, requirements and relative priorities. The aim of these investigations is to identify necessary upgrades to the transport network in the SEQ South West development corridor and to develop a delivery and corridor preservation program. This will provide certainty for Local Governments and local communities regarding the future transport network and assist the Department of Transport and Main Roads to support transport needs in the area.

The Regional Plan 2009 has consequently identified the Southern Infrastructure Corridor (road) and the new north south road east of the Mt Lindesay Highway as part of its future transport needs. In addition the 2009 South East Queensland Infrastructure Plan and Program identifies the following studies and investigations in this investigation area:

- Southern Freight Rail Corridor (Rail: Ebenezer to interstate standard gauge rail) 2009 – 2010;
- Salisbury to Beaudesert Passenger Rail Study;
- Gateway Motorway extension south of Logan Motorway investigation and preservation 2009 – 2019.