

Western bypass transport network improvement options



Why these options were being considered

- To provide a bypass around western Brisbane for long-distance traffic, including freight
- To remove some of the long-distance trips from western Brisbane and the wider Brisbane network.

1 Brisbane Valley bypass

A new road corridor 75 kilometres (approximately) from the Warrego Highway to the D'Aguilar Highway, through the Brisbane Valley. The line did not represent a specific route.

What was being considered

A two lane highway that, depending on the alignment, could use some existing roads.

2 West of Mt Coot-tha bypass

A new road corridor 45 kilometres (approximately) west of Mt Coot-tha from the Ipswich Motorway to the Bruce Highway. The line did not represent a specific route.

What was being considered

A four lane motorway, partially in a tunnel through steep terrain or to avoid environmentally sensitive areas.

Need for a western bypass?

The Terms of Reference requires this study to determine if a western bypass is needed.

A bypass aids long-distance trips by avoiding urban areas. In determining the need for a bypass, an assessment of demand for those long-distance trips was also required.

Traffic modelling predicted that in 2026:

- approximately 1,200 vehicles per day on a Brisbane Valley bypass would be long-distance trips
- approximately 6,000 vehicles per day on a west of Mt Coot-tha bypass would be long-distance trips.

For comparison, a busy two lane road carries around 15,000 vehicles per day. The Western Freeway currently carries 75,000 vehicles per day and the Gateway Motorway 100,000 vehicles per day. The Western Freeway and Gateway Motorway include both short and long-distance trips because of connections made to them at regular intervals.

Due to the length of proposed bypass options 1 and 2, it was probable connections would be made to serve local communities. As such, the roads could have performed a multi-purpose role with both short and long-distance trips. The number of additional trips would have depended on the number of connections and the land use of the area served.

With additional connections, the number of trips predicted for 2026 ranges from:

- 5,000 to 10,000 vehicles per day on a Brisbane Valley bypass
- 15,000 to 25,000 vehicles per day for a west of Mt Coot-tha bypass.

Both zones contain areas preserved by the South East Queensland Regional Plan for non-urban use because of their significant physical, social, cultural and environmental values. A major road within these areas could encourage development that would be inconsistent with this objective.

Have your say on the other options

Based on preliminary findings, the Queensland Government has determined Options 1 and 2 are not viable and will not form part of any strategy produced by this study. There are 15 other options which are under consideration to provide transport solutions to western Brisbane. Queensland Transport invites you to comment on these possible transport network improvement options for the western Brisbane area. Your input is important and will help the investigation team develop a draft transport strategy for western Brisbane.

To comment on the options:

- complete the Feedback Form attached to the Overview information sheet, or
- complete the online survey on our website www.wbttni.net.au, or
- phone us on 1800 636 896, or
- visit our public displays.

Contact the team

We'd like to hear from you. Please contact us with your questions or feedback:

Phone: 1800 636 896

Email: info@wbttni.net.au

Write: Western Brisbane Transport Network Investigation
Reply Paid 246
Spring Hill Qld 4004

Visit: www.wbttni.net.au

TTY: 13 36 77

For people of non-English speaking backgrounds

Interpreter: 13 14 50, or

Visit: www.qld.gov.au/other_languages/index.html

Western Brisbane Transport Network Investigation

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

April 2008

Information sheet

Western bypass option

The Western Brisbane Transport Network Investigation is a Queensland Transport study guiding the development of the transport network for the western Brisbane region for the next twenty years and beyond. It includes all transport types – walking and cycling, public transport, roads and freight – and is guided by the Queensland Government's South East Queensland Regional Plan.

This information sheet describes the two options that were previously under investigation for a western bypass:

1. a far western bypass (Brisbane Valley), and
2. a bypass option to the west of Mt Coot-tha.

No routes had been determined - the lines on the maps did not represent specific routes.

Based on preliminary findings, the Queensland Government has determined Options 1 and 2 are not viable and will not form part of any strategy produced by this study.

Queensland Transport and the Western Brisbane Transport Network Investigation team have developed a number of possible transport network improvement options. A series of information sheets is available to explain these options.

• Overview

• Northern

• North west

• South west

• Western bypass

• Rail

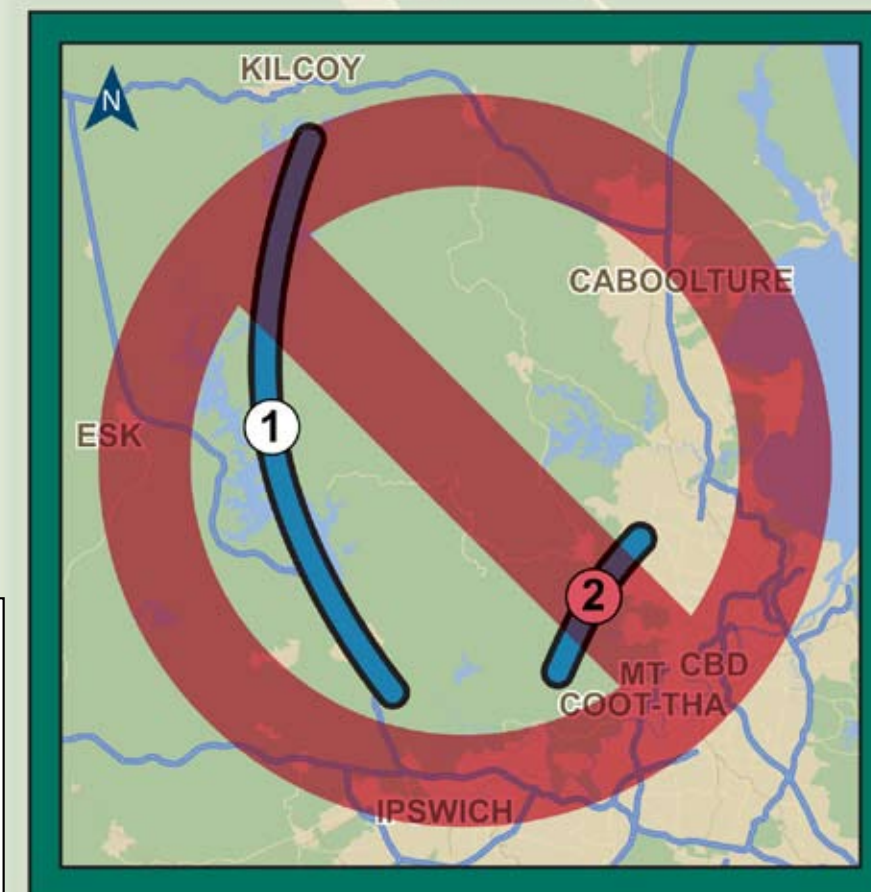
• Active transport

Legend

- 2026 Urban Footprint
- Rail Corridor Improvements
- Road
- Public Transport
- Road Tunnel
- Preserved Corridor

Existing or Committed Transport Infrastructure

- Motorway/Highway
- Rail
- Busway



To assist with understanding this information sheet, it is recommended that you have a copy of the Overview information sheet for your reference.

Key considerations and preliminary findings

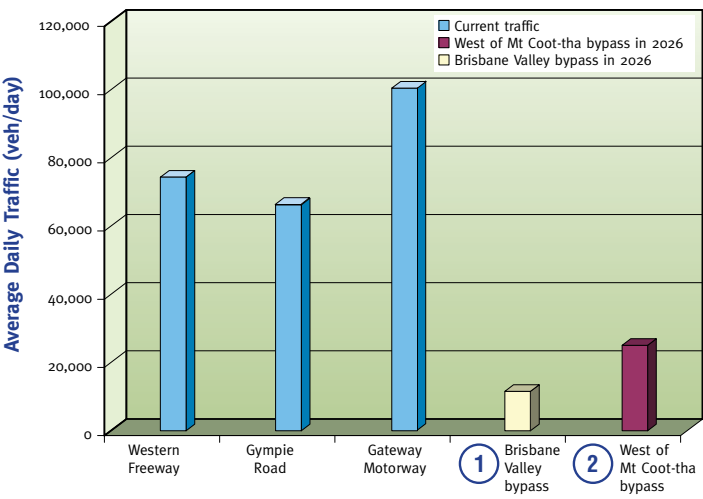
Where people will want to travel



The arrows on this stylised map do not represent specific routes. They indicate where people from western Brisbane will want to travel in 2026, based on transport modelling. The dotted line shows the long-distance trips and the solid lines are both short and medium-distance trips within the Urban Footprint. The thickness of the lines represents the forecast number of trips made each day.



Predicted traffic on bypass options



The graph shows the predicted traffic volumes on the two possible bypass options (see over) compared to current traffic volumes on existing major roads.

The Western Freeway currently carries 75,000 vehicles per day and the Gateway Motorway 100,000 vehicles per day. The Western Freeway and Gateway Motorway include both short and long-distance trips because of connections made to them at regular intervals.

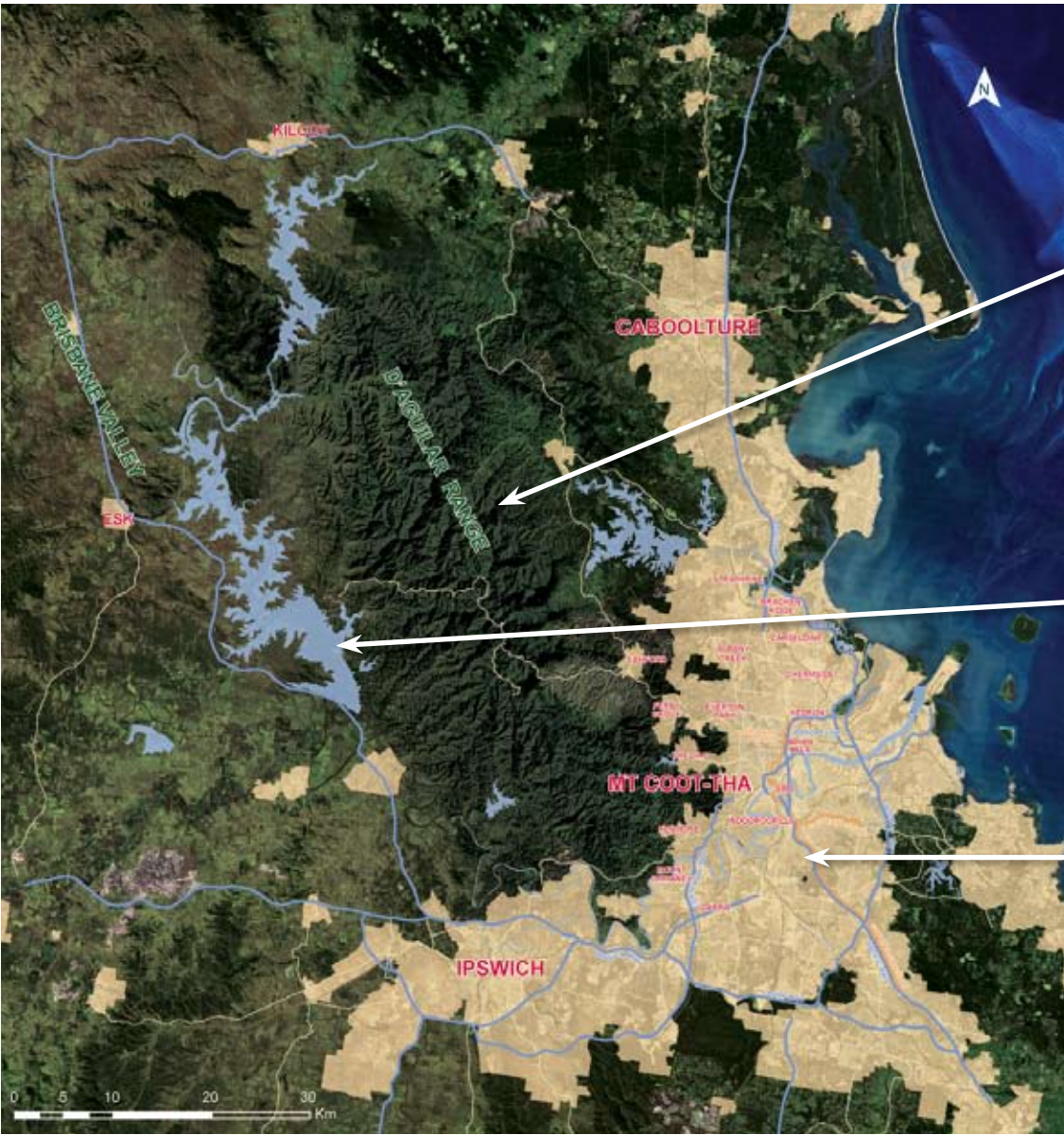
With additional connections, the number of trips predicted for 2026:

- range from 5,000 to 10,000 vehicles per day on a Brisbane Valley bypass
- range from 15,000 to 25,000 vehicles per day for a west of Mt Coot-tha bypass.

Based on these predicted traffic volumes, there would be less traffic on either option, than on existing major roadways.

Based on preliminary findings, the Queensland Government has determined Options 1 and 2 are not viable and will not form part of any strategy produced by this study.

Landscape and land use



This aerial map shows the physical features that have influenced the shape of greater Brisbane's Urban Footprint – as detailed in the South East Queensland Regional Plan 2005 - 2026.

The way land is managed and used is in accordance with federal and state government guidelines. These guidelines seek to protect the physical, social, cultural and environmental values of the region. It is possible that both bypass options could encourage urban development that is inconsistent with the protection of these values.

The D'Aguilar range, including the Brisbane Forest Park, has significant physical, social, cultural and environmental features that have shaped and influenced land use.

Brisbane's water catchment region. The Wivenhoe Dam is protected under the Queensland Heritage Register.

2026 urban footprint, as documented in the South East Queensland Regional Plan 2005 - 2026.