

# Technical Memorandum

## Western Growth Corridor

|                |                         |                       |                          |
|----------------|-------------------------|-----------------------|--------------------------|
| <b>Date</b>    | 17/07/2026              | <b>Project Number</b> | P0054601                 |
| <b>Client</b>  | Ipswich City Council    | <b>Prepared By</b>    | Ryan Peel/Denise Wang    |
| <b>Project</b> | Western Growth Corridor | <b>Reviewed By</b>    | Andy Johnston/ Alice Shi |

## 1. Introduction

### 1.1 Background

Urbis has been engaged by Ipswich City Council to provide transport planning advice in relation to the Ipswich Western Growth Corridor Housing Plan (Walloon Thagoona Structure Plan). The review of the Ipswich Planning Scheme has provided the opportunity for a detailed structure and infrastructure planning to establish a potential strategy to unlock, advance, and fast-track much needed housing supply in the Walloon Thagoona and Rosewood area (Western Growth Corridor).

### 1.2 Population Growth

The Ipswich Local Government Area (LGA) as recorded a population growth increase of 3.2% per year on average over the past decade. This growth is more than double the state of Queensland's annual growth rate and is the equivalent of 6,750 new persons in the Ipswich community every year.

The Queensland Government Statistician's Office (QGSO) projects that Ipswich's population will reach 529,000 by 2046 under the medium growth scenario. Similarly, ShapingSEQ forecasts a resident population of 480,000 by 2046, with 89,000 new additional dwellings required by 2046. Both forecast projections indicate that Ipswich, along with the rest of Australia, will experience significant pressure on the city's housing supply. In particular, there is considerable pressure to deliver more housing in the LGA to cater for the increasing population.

With this clear demand, the opportunity has arisen to investigate opportunities to potentially fast track delivery (or at least understand the catalytic triggers) of approximately 20,000 dwellings in the Western Corridor project area.

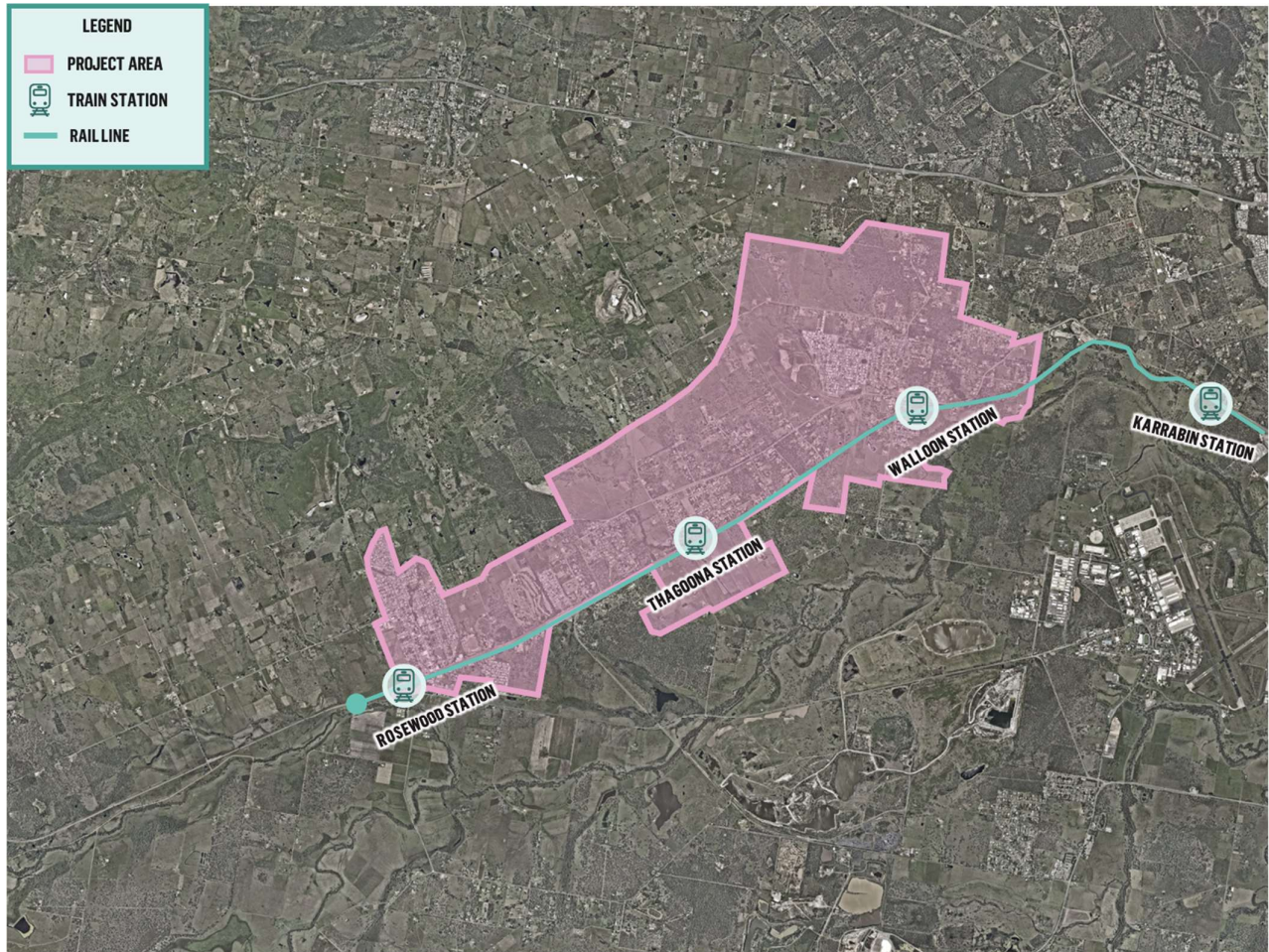
## 2. Existing Conditions

### 2.1 Public Transport

#### Train Services

The project area includes three existing train stations (Rosewood Station, Thagoona Station and Walloon Station). These stations are located along the Rosewood Line, which connects to the broader regional network through links with the Brisbane City Line, Caboolture Line, Ipswich Line, Nambour Line, and Redcliffe Peninsula Line. All connecting services terminate at Rosewood Station, making it a key interchange point between local and wider South East Queensland rail services.

Figure 1: Existing Train Stations



Source: Urbis, TMR, TransLink

Table 1 outlines the existing train services operating throughout the day to and from the train stations in the project study area.

Table 1: Existing Train Services

| Train Line                                                                 | Stop Location    | Morning Peak                                 | Afternoon/Evening Peak                             |
|----------------------------------------------------------------------------|------------------|----------------------------------------------|----------------------------------------------------|
| <b>Brisbane City Line<br/>(Brisbane City to Rosewood Line)</b>             |                  | 2 trips to Brisbane (during peak)            | 2 trips to Rosewood (during peak)                  |
| <b>Caboolture Line<br/>(Rosewood Line via Brisbane to Caboolture Line)</b> | Walloon Station  | 1 early outbound trip to Caboolture          | 1 inbound trip to Rosewood (evening drop-off only) |
|                                                                            | Thagoona Station | 1 early inbound trip to Rosewood             |                                                    |
| <b>Ipswich Line (Ipswich Line to Rosewood Line)</b>                        | Rosewood Station | Services every 30 minutes in both directions | Services every 30 minutes in both directions       |
| <b>Nambour Line<br/>(Rosewood Line via Brisbane to Nambour Line)</b>       |                  | 1 early outbound trip to Nambour             | None                                               |

|                                                                                     |                                          |                                            |
|-------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------|
| <b>Redcliffe Peninsula Line<br/>(Rosewood Line to<br/>Redcliffe Peninsula Line)</b> | 1 morning trip to Redcliffe<br>Peninsula | 1 afternoon trip to<br>Redcliffe Peninsula |
|-------------------------------------------------------------------------------------|------------------------------------------|--------------------------------------------|

While TransLink monthly performance data is publicly available, the existing data only provides passenger trip breakdowns by mode at a regional level and does not offer station-specific patronage information. It's recommended a data request is lodged with TransLink to provide station-level patronage data to support Urbis for future service planning across the study area.

It is understood that the Rosewood Line currently operates with three-car unit trains, which may be insufficient to accommodate future demand as the population in the area grows. According to TMR, new generation rollingstock (NGR) trains have a total passenger capacity of approximately 964 people, including 454 seated and 510 standing for six-car units. Therefore, it is assumed that a three-car unit will have a capacity of 482 people. With the current train time tabling, approximately 4 services run through the stations in the peaks, providing capacity of 1,928 people per hour. Based on the proposed density of the development, upgrading to six-car units and increase train frequencies are likely to be required to meet long-term capacity needs and support projected growth in patronage.

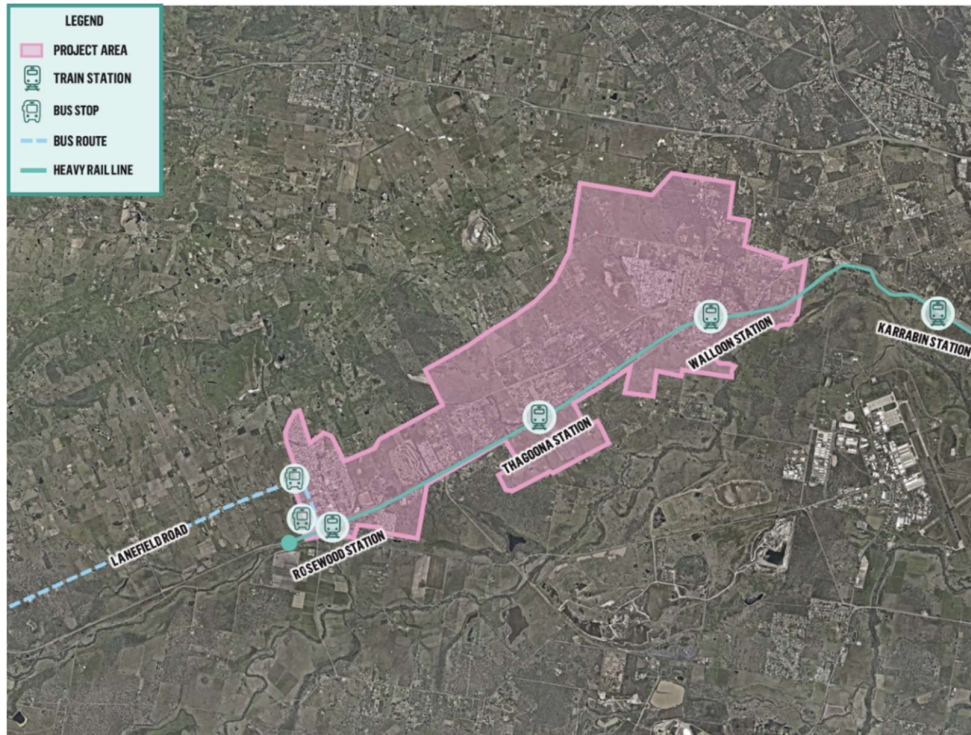
## Bus Services

A review of the available bus services in the project area identified that only one bus route is currently in operation. TransLink Route 539 services two stops within the Rosewood township, providing a connection between Rosewood and Helidon, located west of the project area. As shown in Figure 2, the existing bus stop adjacent to Rosewood Train Station offers direct connectivity to surrounding regional destinations and supports integration between bus and rail services.

Table 2 Existing Bus Services

| Bus Route        | Service Destinations                                            | Stop Location                                                                                              | Service Frequency |
|------------------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------|
| <b>Route 539</b> | Rosewood, Laidley,<br>Forest Hill, Gatton,<br>Grantham, Helidon | Railway St at<br>Rosewood station,<br>Rosewood<br><br>Lanefield Rd at<br>Rosewood High School,<br>Rosewood | Every two hours   |

Figure 2 Existing Bus Services



Source: Urbis, TMR, TransLink

## 2.2 Freight Network

### Existing Freight Services

The West Moreton rail line runs through the southern part of the study area, providing an important freight connection between Rosewood, Toowoomba, and the broader Darling Downs region. Within the study area, the freight line shares the corridor with the passenger rail network, passing through Rosewood, Thagoona and Walloon stations. This corridor plays a key role in moving goods such as coal and grain between Southeast Queensland and regional areas to the west.

The draft Inland Rail Helidon to Calvert EIS (Appendix U – Traffic Impact Assessment) notes that freight services currently operate at low frequency which has not been defined in their report. It is recommended that Queensland Rail provide freight data to support a more accurate review of the transport corridor and inform future planning.

Flood resilience is a key consideration for the ongoing reliability of the network. A review of the line identified a section near Neuman Road at Calvert — just outside the study area — where the track overtops during a 2% AEP flood event. While this occurs beyond the project boundary, any disruption at this location might impact freight movements through Rosewood and surrounding areas.

### Future Freight Services

Freight volumes across Southeast Queensland are projected to double over the coming decades (*Inland Rail Project, Department of Transport and Main Roads, 2024*), with Inland Rail expected to strengthen regional freight capacity. The study area is located immediately east of Calvert, where the Helidon to Calvert (H2C) and Calvert to Kagaru (C2K) sections of Inland Rail meet. While the project area falls within the H2C corridor, the adjacent C2K alignment is also anticipated to influence local transport networks, freight movements, and land use planning outcomes.

Increased freight activity is likely to attract additional employment opportunities and drive higher housing demand within the Rosewood, Walloon, and Thagoona areas. However, this growth may also result in

potential amenity impacts for nearby communities. Coordination between freight infrastructure planning and urban development strategies will be essential to balance regional growth with the protection of local liveability.

The Inland Rail corridor through this region has been designed to a 1% Annual Exceedance Probability (AEP) flood immunity standard, enhancing flood resilience and helping to minimise impacts on surface water flows.

## 2.3 Existing Train Station

The three train stations each consist of two platforms, with minimal amenities for travellers. In particular, Thagoona Station does not include any formal parking areas surrounding the site, with minimal shade and benches on either platform. It is also worth noting that, all three stations are located within the vicinity of a level crossing and lack of pedestrian protection, which present additional operational and safety considerations.

Based on the *Public Transport Infrastructure Manual – Chapter 9: Rail Station Infrastructure* (TMR, 2020), confirms that the train stations within the study area are classified as regional facilities. According to the manual, regional rail stations are typically used by long-distance travellers, including people with disability, individuals with children, and those carrying luggage. In line with this classification, Urbis also reviewed the requirements of the Disability Discrimination Act 1992 to review disability access and mobility compliance for train stations in the study area.

While ramp access for wheelchair users is available at the stations, there are no lifts to facilitate platform-to-platform movement, requiring passengers to cross the level crossing to access the opposite platform. The TMR manual emphasises the importance of providing high-quality, accessible, and direct access to and within station precincts. Based on these standards, the existing station designs are considered non-compliant and would require upgrades to meet TMR accessibility requirements.

In addition, as population growth and train patronage increase across the study area, further infrastructure upgrades will be necessary. These will include extending platform lengths to accommodate six-car trains, in line with the TMR's operational priorities, as well as broader improvements to station amenities, accessibility, and safety to support increased use.

Figure 3: Thagoona Train Station



Source: Urbis

## 2.4 Major Roads

The project study area is supported by three key regional highways, including the Warrego Highway, Cunningham Highway, and Brisbane Valley Highway, which provide critical freight and passenger links between Ipswich, Brisbane, Toowoomba, and the broader SEQ region. These highways form the backbone of regional connectivity and will continue to play a vital role in supporting future growth.

Within the study area, several key state-controlled roads play a vital role in providing access between townships and connecting the area to the broader Ipswich Local Government Area (LGA). These include:

- Karrabin Rosewood Road functions as the primary east–west arterial, connecting the townships of Rosewood, Thagoona, and Walloon, and providing access to the surrounding transport network.
- Haigslea Amberley Road (Ipswich Amberley Road) acts as a major north–south route, linking the study area to the Cunningham Highway and the Amberley precinct, including RAAF Base Amberley.
- Ipswich–Rosewood Road offers an additional east–west connection between Rosewood and the Ipswich CBD, supporting local commuter movements and acting as an alternative to the Warrego Highway for local and regional trips.

To understand the flood immunity across the road network within the project study area, a review of publicly available data sources has been undertaken. This includes TMR strategic flood mapping, Ipswich City Council flood studies, and Queensland Globe hazard layers. These sources have informed assumptions regarding the flood immunity of major roads within the study area. However, it is noted that detailed flood immunity levels for individual road segments would require further confirmation through TMR asset databases or site-specific flood assessments prepared by RPEQ hydrologic engineer as part of future infrastructure planning processes.

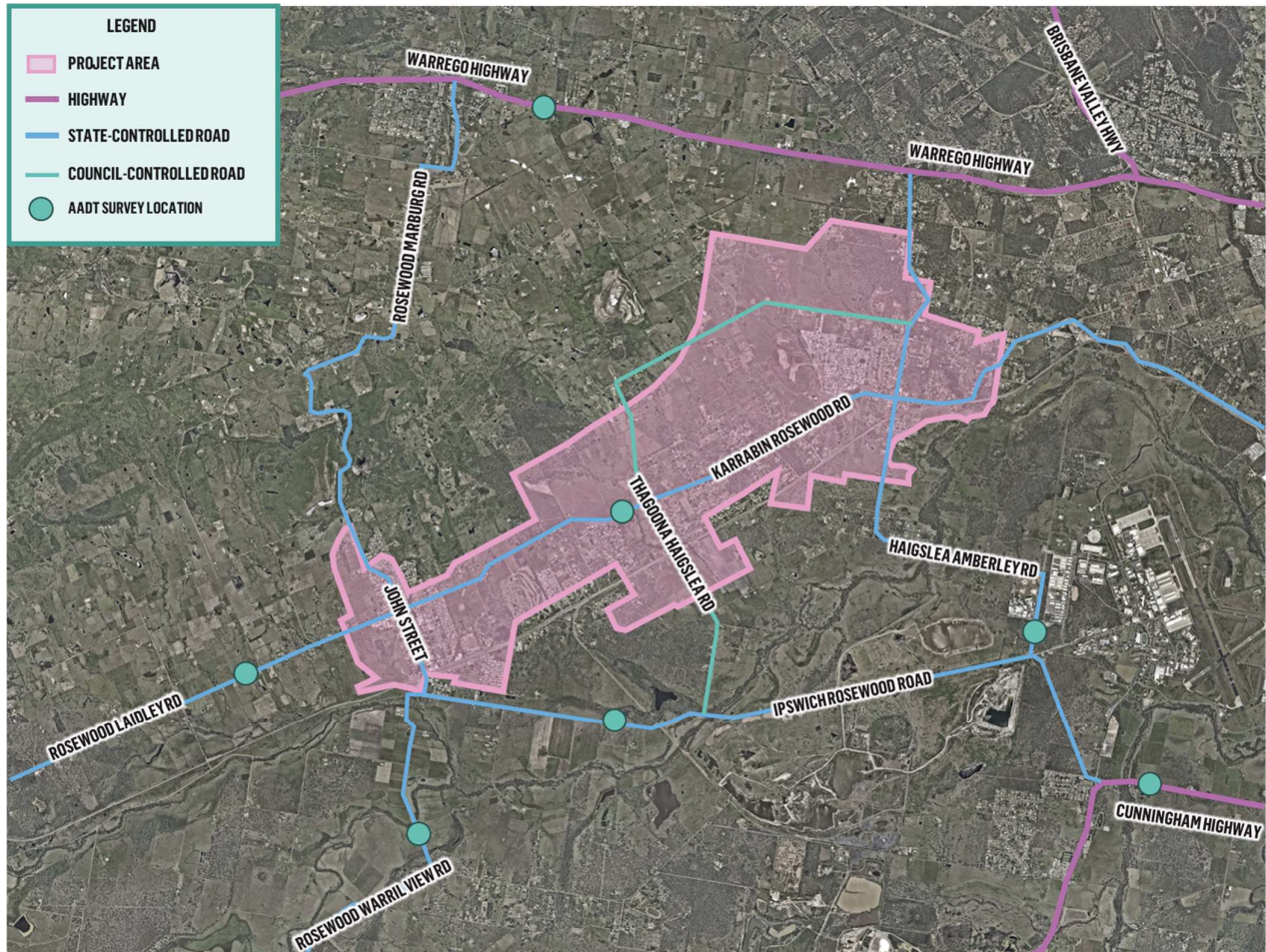
A summary of the major road network characteristics, including current form, jurisdiction, hierarchy, posted speed limits and flood immunity, is provided in Table 3. Traffic volumes have been sourced from 2023 TMR Open Data, with locations shown in Figure 4. The data includes bi-directional average annual daily traffic (AADT) counts.

Table 3: Project Area Major Road Network Summary

| Road Name                                             | Jurisdiction       | Classification / Hierarchy | Cross Section / Geometry    | Posted Speed Limit | Bi-Directional AADT | Indicative Flood Immunity <sup>1</sup> |
|-------------------------------------------------------|--------------------|----------------------------|-----------------------------|--------------------|---------------------|----------------------------------------|
| <b>Warrego Highway</b>                                | State-controlled   | Highway                    | Dual carriageway            | 100 km/h           | 33,942 vpd          | Designed to 1% AEP                     |
| <b>Brisbane Valley Highway</b>                        | State-controlled   | Highway                    | Two-lane, two-way           | 100 km/h           | N/A                 | Generally 1% AEP, some sections below  |
| <b>Cunningham Highway</b>                             | State-controlled   | Highway                    | Dual carriageway            | 100 km/h           | 22,957 vpd          | Designed to 1% AEP                     |
| <b>Rosewood Marburg Road</b>                          | State-controlled   | Arterial                   | Two-lane, two-way           | 80–100 km/h        | N/A                 | Typically below 1% AEP                 |
| <b>Ipswich Rosewood Road</b>                          | State-controlled   | Arterial                   | Two-lane, two-way           | 80 km/h            | 3,483 vpd           | Some sections flood-affected (<1% AEP) |
| <b>Rosewood Laidley Road</b>                          | State-controlled   | Arterial                   | Two-lane, two-way           | 80 km/h            | 3,137 vpd           | Some sections flood-affected (<1% AEP) |
| <b>Haigslea–Amberley Road (Ipswich Amberley Road)</b> | State-controlled   | Arterial                   | Two-lane, two-way           | 60 km/h            | 4,943 vpd           | Generally 1% AEP                       |
| <b>Rosewood Warrill View Road</b>                     | State-controlled   | Arterial                   | Two-lane, two-way           | 60–100 km/h        | 1,198 vpd           | Some sections flood-affected (<1% AEP) |
| <b>Karrabin-Rosewood Road</b>                         | State-controlled   | Arterial                   | Two-lane, two-way undivided | 60–100 km/h        | 4,441 vpd           | Some low-lying areas flood-prone       |
| <b>John Street (Rosewood)</b>                         | State-controlled   | Main Street Arterial       | Two-lane, two-way undivided | 40–60 km/h         | N/A                 | Localised ponding possible (<1% AEP)   |
| <b>Thagoona Haigslea Amberley Road</b>                | Council-controlled | Sub-Arterial               | Two-lane, two-way undivided | 60–80 km/h         | N/A                 | Varies, some sections below 1% AEP     |

<sup>1</sup> As noted above, these assumptions are based on a review of publicly available flood data relating to the flood immunity of major roads within the study area. However, detailed flood levels for individual road segments will require confirmation through TMR asset data or site-specific assessments during future planning stages.

Figure 4: Project Area Major Road Network



Source: Urbis, TMR, ICC

## 2.5 Active Transport Connections

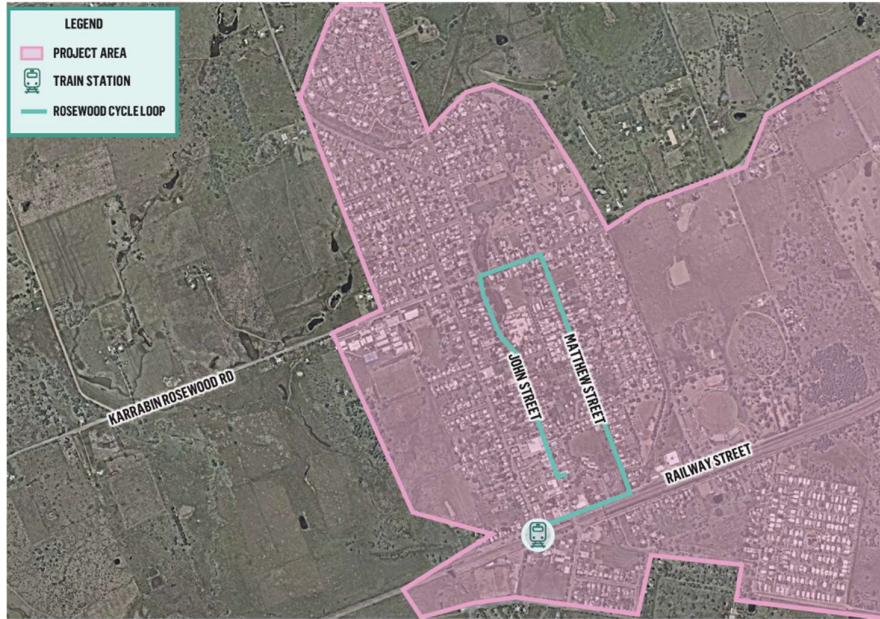
### Cycle Network

Urbis has reviewed the existing active transport provision within the study area and identified limited infrastructure currently in place. The only formal cycling facility is the Rosewood Loop — a 2.1-kilometre recreational cycling route through the Rosewood township, commencing and terminating at Rosewood Train Station (refer to Figure 5).

The Ipswich Active Transport Action Plan 2016 (iGO) identifies future opportunities to strengthen cycling connectivity across the study area. Under iGO, Rosewood Marburg Road, Karrabin Rosewood Road, and Ipswich Rosewood Road are planned to form part of a secondary recreational cycle route. John Street, Lanefield Road, Walloon Road, and School Street are also identified as secondary cycle links intended to improve local cycling access. In addition, Ipswich City Council's planning strategies promote local cycle connections within 400–800 metres of Rosewood, Thagoona, and Walloon stations, supporting active transport access to key public transport nodes.

It is also noted that the draft updated Principal Cycle Network Plan, which includes expanded cycle corridors at Rosewood, has been completed and is awaiting formal endorsement by the Queensland Government. Once implemented, these cycle network improvements will improve active transport connectivity and accessibility for existing communities and future greenfield developments across the project study area.

Figure 5: Rosewood Cycle Loop



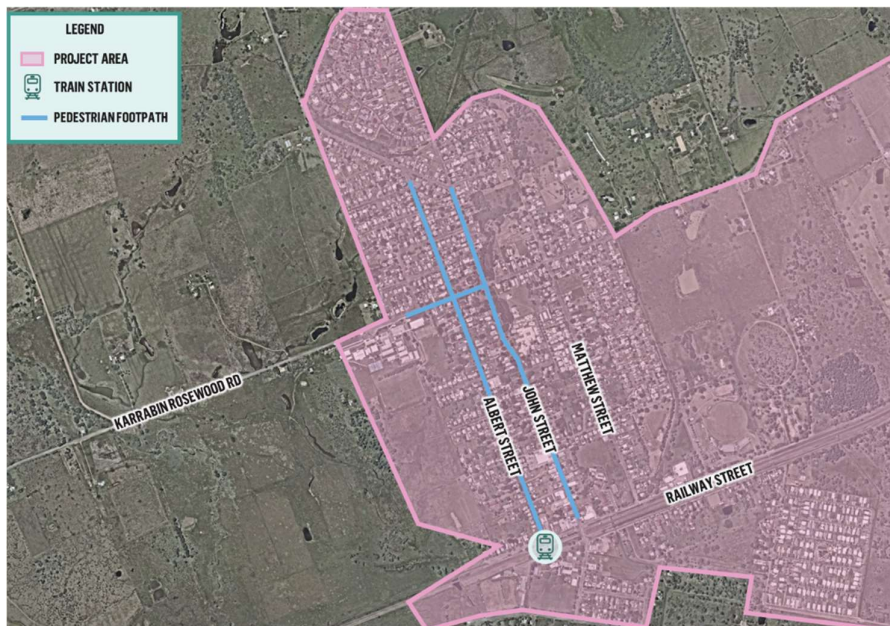
Source: Urbis, ICC

## Pedestrian Network

As shown in the figure below (Figure 6), several discontinuous footpath segments are present on the western side of John Street and Albert Street—two key streets within the Rosewood township that connect residential areas to the bus stop on Karrabin–Rosewood Road (Lanefield Road).

Overall, pedestrian footpaths are generally absent near train stations and along major roads within the study area, leading to poor connectivity between residential areas, public transport nodes, and local town centres.

Figure 6 Existing Footpath

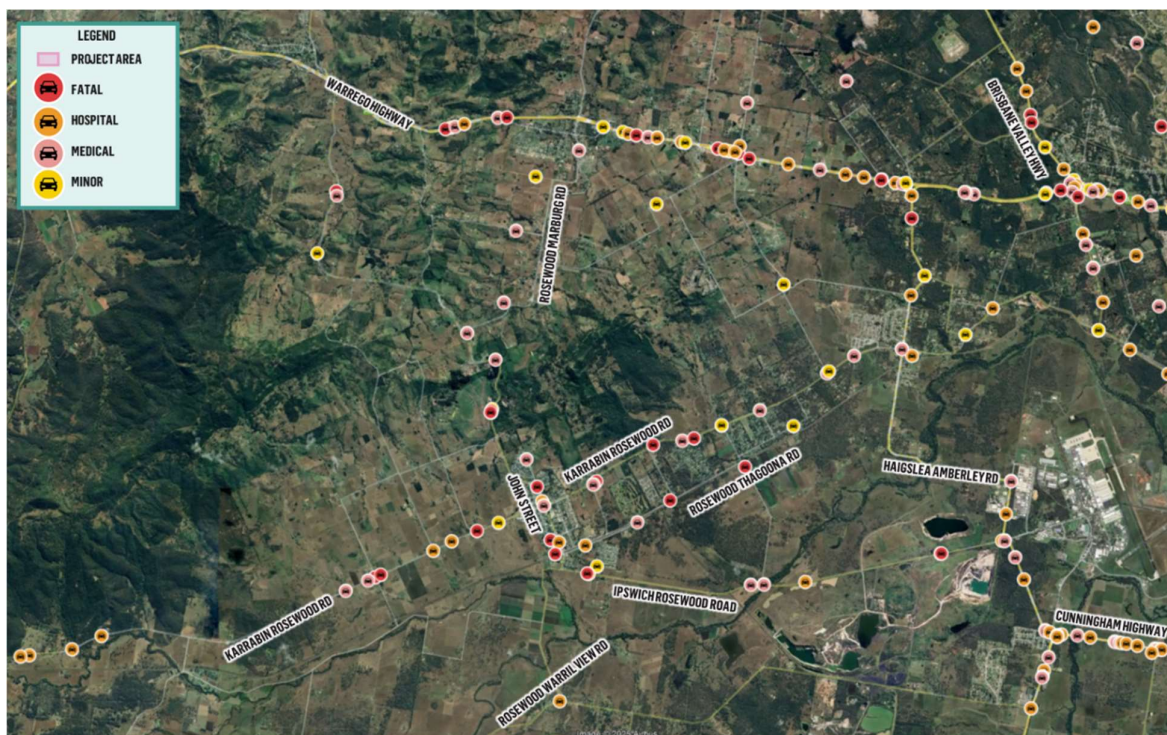


Source: Urbis

## 2.6 Crash History

Crash data has been sourced from the QLD Department of Transport and Main Roads for the Project Area for the most recent 5-year period (2019-2023) of available crash data. The locations crashes within the Project Area is shown in Figure 7.

Figure 7: Crash Locations



Source: Urbis, TMR

Of the 39 crashes that occurred within the last 5 years in the project area:

- 24 resulted in Hospitalisations, 9 resulted in Medical Treatment, and 6 in Minor Injuries
- 18 occurred on Carrabin - Rosewood Road, with a further 10 occurring on the state-controlled road network.
- The 11 crashes on the council-controlled network were mostly hit object crashes off the carriageway.

As demonstrated, the majority of crashes occurring within the Project Area occurred on Carrabin - Rosewood Road. The eighteen crashes on Carrabin - Rosewood Road included 15 that occurred at speeds higher than 80km/h. Furthermore, a third of all crashes on the road resulted in vehicles crashing off the carriageway. Eight of these incidents occurred at speeds at 100km/h or more, while the maximum posted speed of the corridor is 100 km/h. Therefore, at least 44% of the incidents involved motorists travelling above the posted speed limits.

A recent speed review was undertaken by TMR; however, Urbis has not been provided access to the outcomes. It is recommended that TMR share the results of this review with Urbis to allow further investigation into road safety along Carrabin–Rosewood Road. This will support a more detailed understanding of the underlying causes of crashes and help identify targeted safety improvements.

Any development will need to consider impacts on the road network to not exacerbate safety issues.

### 3. Planned Works

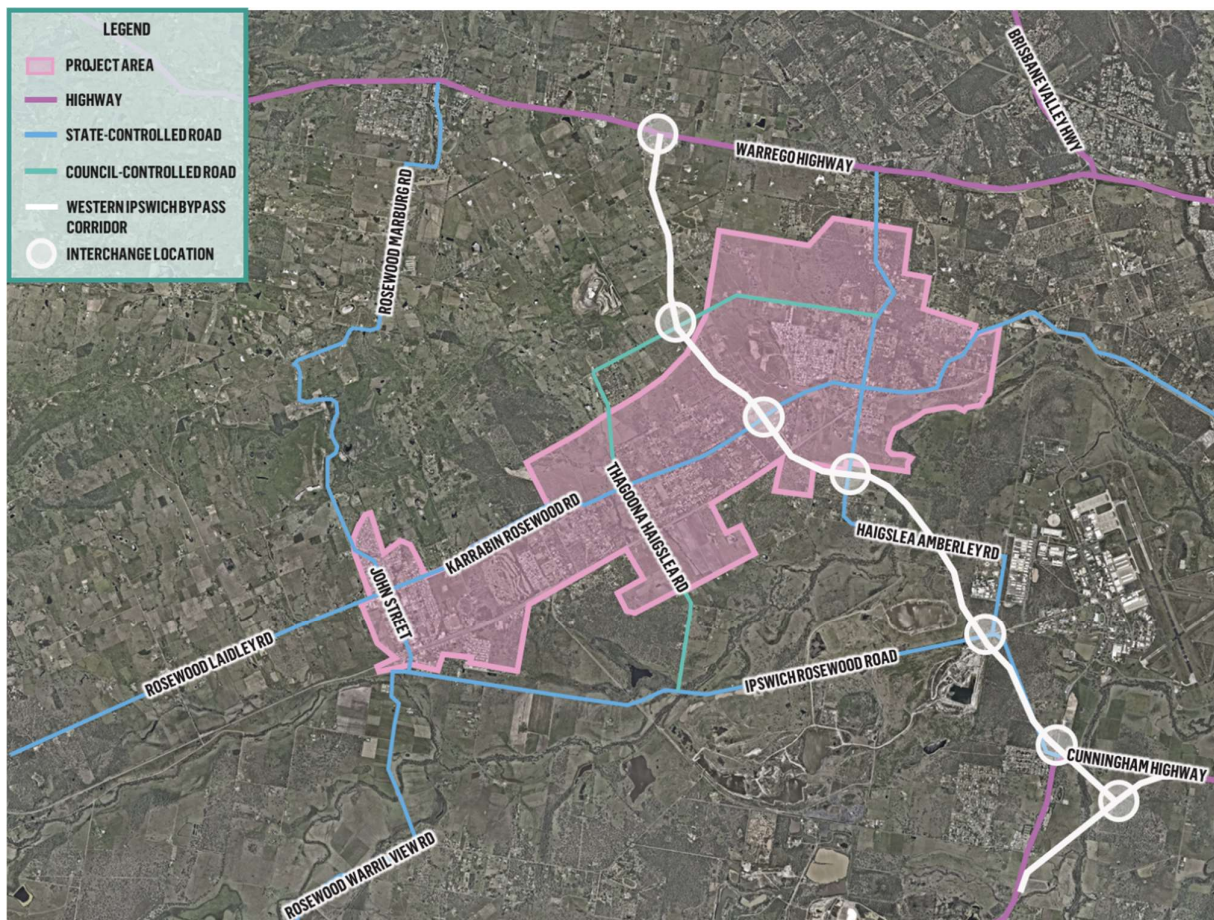
#### Western Ipswich Bypass

In 1999 the TMR commissioned the Western Ipswich Bypass Study. The aim of this study was to determine the feasibility of preserving a road corridor between the Cunningham and Warrego Highways. The Impact Assessment Study was completed in October 2002, with TMR preserving the corridor in 2012. In 2016, Jacobs completed the most recent corridor review for the Warrego Ipswich Brisbane (WIB) corridor, identifying a number of recommended network changes affecting the study area. Key recommendations included:

- The removal of the Haigslea Amberley Road (Walloon) / Taylors Road interchange, to be replaced with an overpass or underpass arrangement.
- Modifications to the existing Haigslea Amberley Road (Amberley) interchange to improve functionality and safety.

While not yet fully funded, the Bypass would allow for greater connection of the Project Area to the two highways to the north and south. The proposed road alignment would involve seven interchanges with the existing road network, including an interchange with Karrabin - Rosewood Road in the Project Area. The alignment of the preserved corridor and the location of the interchanges is shown in Figure 8.

Figure 8: Western Ipswich Bypass Alignment



Source: Urbis, TMR

## Warrego Highway East Masterplan

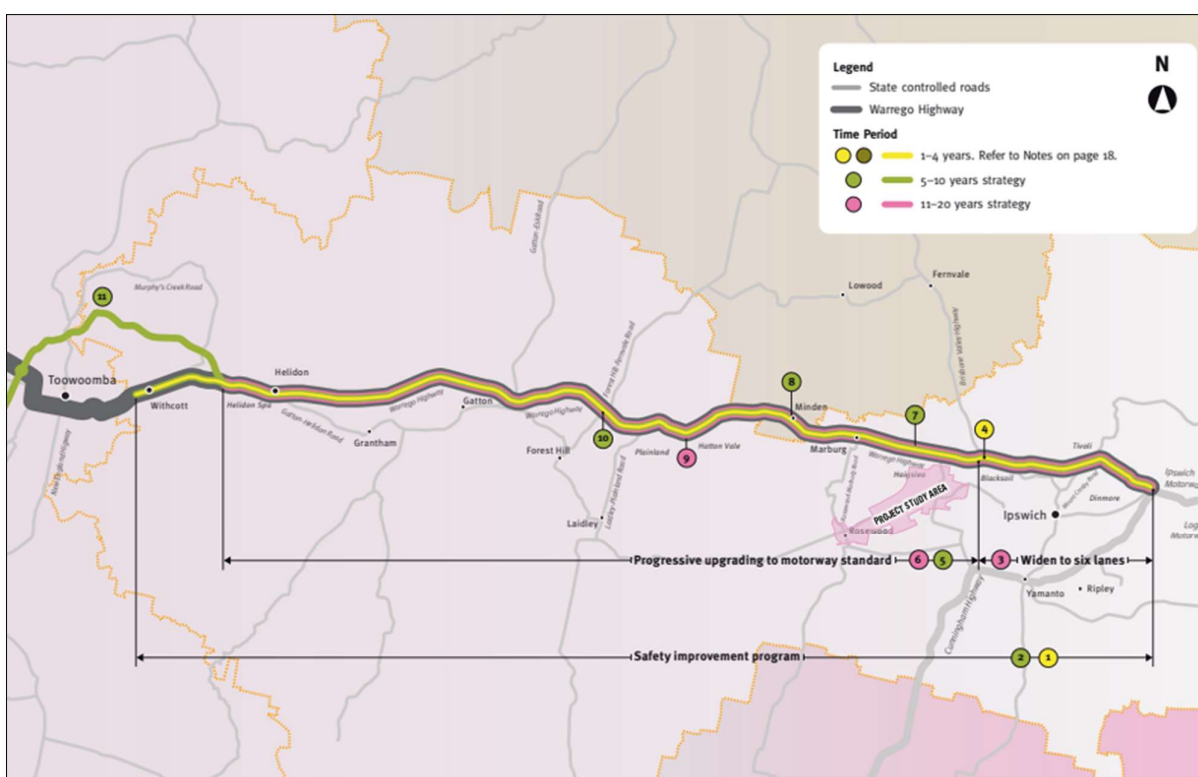
Urbis has requested further information from TMR regarding the Warrego Highway East Master Plan to better understand how the strategic planning may influence or impact the project study area. However, TMR has advised that no additional documentation is currently available. As a result, Urbis has sourced publicly available information and undertaken a high-level review of the potential implications of the Master Plan on the study area.

The Warrego Highway East Master Plan is currently in draft form. Once finalised, it will guide the delivery of upgrades and improvements to the Warrego Highway over the next 30 years and beyond. To support the long-term implementation of this strategy, a future transport corridor has been protected along the Warrego Highway between Dinmore and Helidon Spa.

As part of the broader Warrego Highway Upgrade Strategy, a series of safety improvements are being progressively delivered, alongside plans to upgrade sections of the highway to full motorway standard. For the proposed project, the Warrego Highway East Master Plan also identifies future works to widen key sections of the highway adjacent to the project study area to six lanes, increasing capacity to meet growing transport demand.

It is anticipated that these upgrades will be critical in supporting the project area's growth by accommodating higher traffic volumes generated by residential, employment, and industrial development, improving freight efficiency, and enhancing overall road safety across the western Ipswich region.

Figure 9 Warrego Highway East Masterplan



Source: Warrego Highway Upgrade Strategy, TMR, 2012

## Cunningham Highway Upgrade

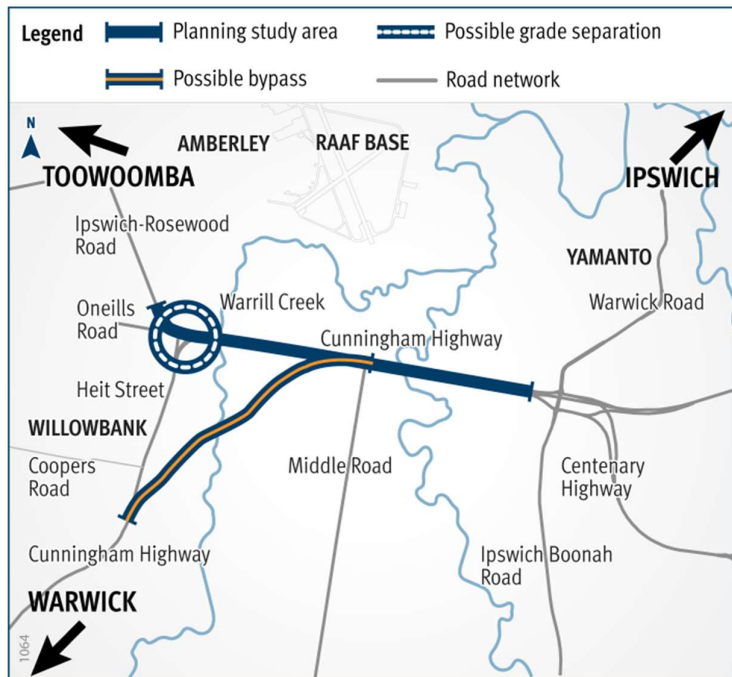
TMR is currently preparing a business case to investigate long-term upgrade options for the intersection of the Cunningham Highway and Ipswich–Rosewood Road at Amberley (CHAI). This intersection has been identified as a critical network constraint, with current traffic volumes exceeding capacity, resulting in significant delays and increased safety risks.

Urbis has requested further information from TMR to understand how the proposed CHAI upgrade may influence the project study area, particularly in alleviating traffic pressures across key local roads. However, TMR has advised that work on the Cunningham Highway project is ongoing, and an update will not be available until April. In the interim, Urbis has reviewed publicly available information and undertaken a high-level assessment of the upgrade's potential implications for the study area.

While detailed design options are still being developed, the upgrade is expected to deliver key benefits, including improved road safety, increased capacity, reduced travel times, and relief from peak-hour congestion. These improvements are likely to support better network performance both within the project area and across the broader Rosewood catchment.

Given the anticipated growth in population and traffic volumes associated with future development, the CHAI upgrade will also play a critical role in relieving pressure on Haigslea–Amberley Road and improve overall connectivity to the Cunningham Highway.

Figure 10 Proposed Amberley Interchange- Cunningham Highway Upgrade



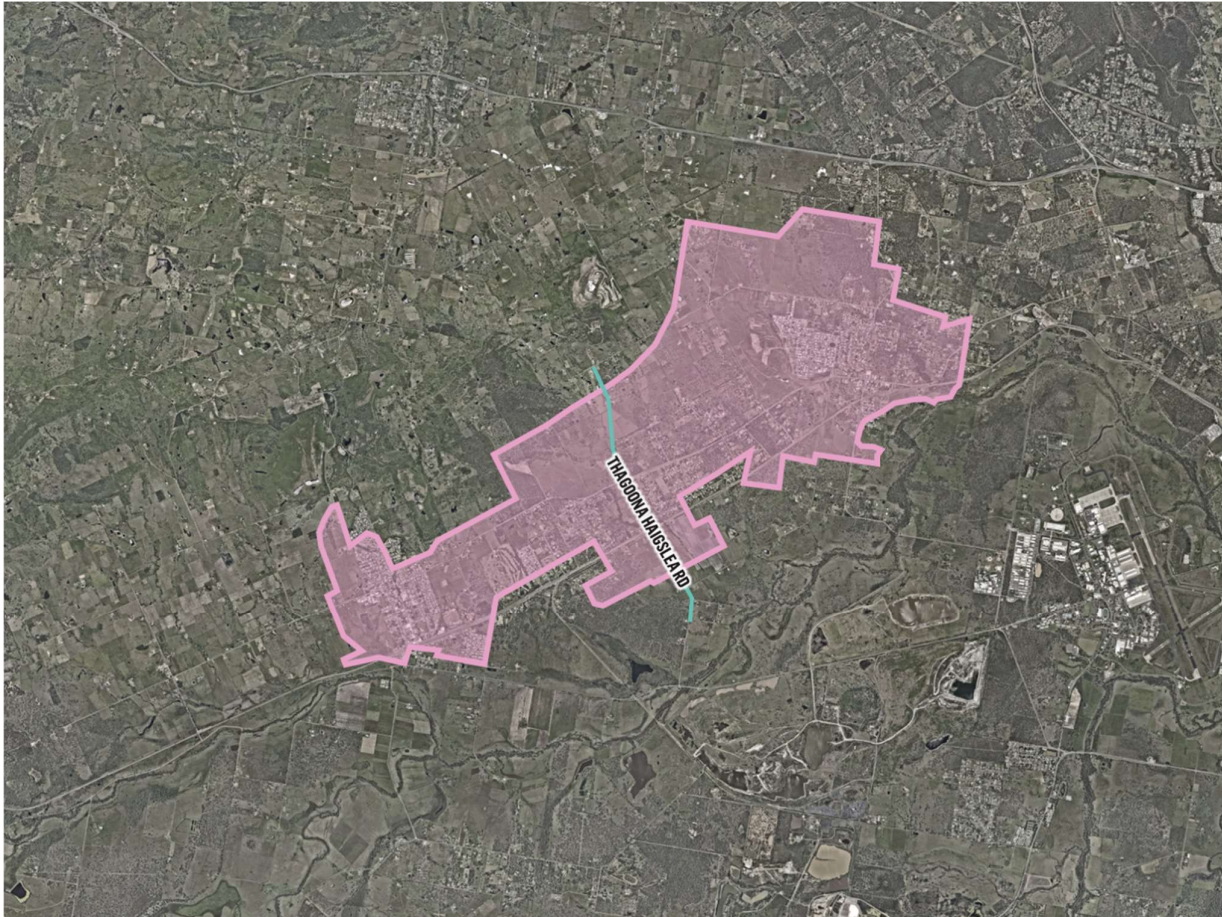
Source: TMR, 2021

## Thagoona- Haigslea Road

Thagoona–Haigslea Road is identified for future upgrades in Ipswich City Council's recently endorsed 2025 Local Government Infrastructure Plan (LGIP). The proposed works include upgrading the section between McGearys Road and Thagoona–Haigslea Road to a two-lane urban road standard, with an indicative delivery timeframe between 2041 and 2046.

However, as the 2025 LGIP does not contain detailed information, further clarification is expected upon the release of supporting documentation or subsequent planning instruments.

Figure 11 Thagoona- Haigslea Road (Thagoona Haigslea Road - McGearys Road)



Source: Urbis

## 4. Future Issues

### Level Crossings

As outlined above, there are three level crossing locations within the Project Area. Each level crossing is located within the vicinity of the passenger trains stations, as shown in Figure 12. One of the key challenges the Western Corridor will experience with the increase populace will be transport barriers that hinder movement between centres. Level rail crossings are a major safety challenge facing any rail network, presenting significant risk to the safety of all users of the road and rail networks. Incidents at level crossings can result in injuries, loss of life and significant economic costs.

Furthermore, the increase in population is likely to bring an increase in the number of train services through the project area. Any increase in train services will result in an increase in the number of stoppages at level crossings, with queues likely to back up significantly in the surrounding road network.

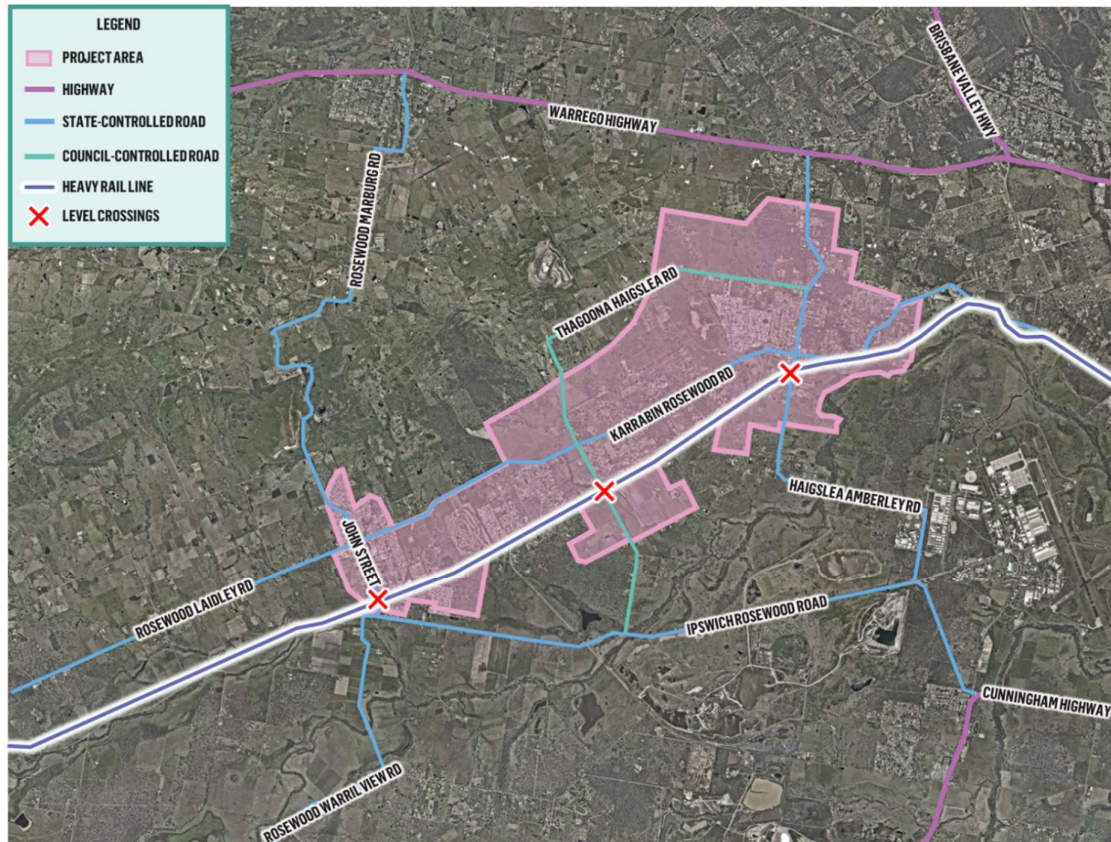
No level crossings in the Ipswich LGA are currently part of TMR's SEQ Level Crossing Program 2024, and by extension are not listed as priorities to remove the level crossings. The aim of the level crossing program is to upgrade and remove level crossings to improve the performance, safety and resilience of the transport network for all users. The program has found that the upgrading or removal of level crossings in SEQ has improved safety, network efficiency, accessibility and amenity for all network users.

Although the 3 level crossings in the Project Area are not included in the current program, TMR and Queensland Rail should be consulted as part of the stakeholder process to understand the feasibility of removing these level crossings. To minimise the impact on both the rail and road network, investigation into

the feasibility of removal or improvement of the level crossings should be reviewed before the significant increase in population in the Western Growth Corridor.

It is noted however that due to the flat topology of the Project Area, any grade separated level crossing would need to be considerably built up (if overhead) or excavated (below ground). Either type of grade separation is likely to result in issues regarding flooding and stormwater. During the stakeholder engagement phase, it is recommended to ensure consultation with flooding and stormwater experts to evaluate what these impacts may be.

Figure 12: Level Crossing Locations



## Train Station Platforms

As part of the increase in population, significant effort will need to be made to influence the mode share of residents in the Project Area. Although there are existing train stations in the study area, they are not equipped to cater for the increase in population. Following discussions with the Department of Transport and Main Roads, operational priorities for the passenger rail network is to phase out three-car trains. In achieving this, all platforms on the SEQ network will need to allow for 6 car units.

Given the current platforms will not cater for 6 train cars, business cases will need to be undertaken with the relevant authorities to upgrade the platforms. The meaningful changes this would bring to mode share would help reduce the number of vehicles on the road network, particularly commuter traffic in the morning and afternoon peak hours.

In addition, as discussed in Section 2.3, the train stations within the study area provide limited passenger amenities, with minimal shade and seating on either platform. The stations are not equipped with lifts for accessible movement between platforms, and formal pedestrian footpaths providing direct access to station precincts are missing. As the local population continues to grow, upgrading these stations to meet local or regional standards will become increasingly critical.

## Karrabin - Rosewood Road

Acting as the major spine between the three townships of the Project Area, Karrabin - Rosewood Road is likely to experience significant traffic volumes with the increase in population. Even with the passenger rail line providing access to central Ipswich and to greater SEQ, it is still anticipated that significant traffic volumes would utilise Karrabin - Rosewood Road. As the major intersections along are currently priority-controlled, consideration will need to be given to the form of control along Karrabin - Rosewood Road (ie at Haigslea Amberley Road, John Street) to mitigate any potential traffic congestion and delays.

Given the road dissects each of the three townships (and future population hubs), the opportunity to alter the carriageway is reduced. Lane increases between the population hubs would likely still need to merge into a single lane in either direction, which could result in further increased congestion.

Due to the reduced road reserve width, it may be difficult to include both additional lanes/turning lanes and dedicated active transport paths on both sides of the road. The 20m road reserve in Rosewood is shown in Figure 13, including electrical infrastructure in both verges. The competing infrastructure requirement in the road reserve increases the difficulty in altering the carriageway or expanding the active transport network along sections of Karrabin - Rosewood Road. Between the townships, the road reserve increases to 30m~45m.

It is also worth noting that Karrabin–Rosewood Road has been identified as the highest priority for speed review in the current year. TMR is currently undertaking a speed review of Thagoona–Haigslea Road as part of its broader Road Safety Programme, in collaboration with ICC and the Queensland Police Service. However, as per ICC, no specific discussions regarding Thagoona–Haigslea Road have taken place with Council to date, and as such, no further information has been made available to Urbis to assess the potential implications of the review.

Figure 13: Rosewood Road Reserve



## Future employment growth

Significant investment in the Ebenezer Regional Industrial Area (ERIA) is anticipated to unlock approximately 3,500 full-time equivalent jobs across a range of high-value and diverse industries, including manufacturing, transport, postal services, and warehousing.

RAAF Base Amberley, located adjacent to the study area, remains Australia's largest Air Force base, employing over 5,000 personnel across training, contingency response, healthcare, communications, and other specialist fields. The base continues to drive regional employment growth and generates significant transport demands across the local and regional road network.

Ipswich is also positioned to become a major rail freight hub, with the proposed Intermodal Terminal at Ebenezer expected to strengthen freight and logistics movements, particularly for goods transported via the Inland Rail network.

To accommodate this growth, investment in infrastructure upgrades is critical. The Cunningham Highway, which serves as a backbone to the Ipswich transport network, will require urgent upgrades to meet current and future demand. This corridor services RAAF Base Amberley, the Ripley Valley Priority Development

Area (PDA), Ipswich's broader western growth corridor, and the future ERIA. Delivering these infrastructure upgrades will be crucial to unlocking the full economic potential of the region's key employment precincts.

While planning and design work for major road upgrades is progressing, there remain limitations associated with funding availability and delivery timeframes. The development potential of the project study area and the broader industrial precincts will be closely tied to the timely delivery of supporting transport infrastructure.

## 5. Opportunities

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Although there are several transport issues that could arise with the increased population in the Western Growth Corridor, it also brings significant opportunities to create a resilient, efficient and attractive transport network for all users.

### Place Making Opportunities

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Karrabin–Rosewood Road serves as the primary east–west corridor connecting Rosewood, Thagoona, and Walloon. With the planned release of greenfield development across the study area, this corridor presents opportunities to support a more integrated and resilient transport network. A movement and place based assessment is needed as population and urban density increase, targeted upgrades to Karrabin–Rosewood Road should be further investigated in later project stages, particularly at critical nodes, to reduce congestion and improve safety.

While private vehicle use is expected to remain a key mode of travel, especially during the early phases of growth, the limited road reserve within township centres presents an opportunity to implement Healthy Streets principles to enhance the pedestrian environment, even within constrained corridors. This may include the provision of shaded paths, safe crossing points at key locations, rest areas, and amenities such as water fountains, encouraging active transport movement.

### Mode Share Opportunities

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As population growth continues across the project study area, significant increases in private vehicle demand are expected, particularly along Karrabin–Rosewood Road. As such, significant steps should be taken during the planning and design phases to influence travel behaviour away from private vehicles as much as possible.

While increased demand will place pressure on the public transport system, it also presents a great opportunity to increase service provision. Improvements such as increased train frequencies on the Rosewood rail line and the introduction of new bus routes to improve connectivity and encourage a shift towards more sustainable travel modes. This should be complemented by strengthening active transport links on local street and improving integration with key public transport nodes.

The proposed higher-density development includes initiatives that emphasise active transport movement around the station and aim to reduce car dependency. When integrated with improved public transport and active travel infrastructure, it offers strong potential to provide practical alternatives to car travel and support long-term growth.

### Public Transport Network

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Upgrading the existing train stations within the study area and delivering infrastructure to accommodate six-car trains will be critical to supporting public transport use and improving access to Ipswich and the broader Southeast Queensland region. In parallel, further investigation should be undertaken into new bus routes connecting the study area to Ipswich and neighbouring centres. Any new services should be designed to complement and integrate with the existing rail network to strengthen overall network resilience and improve multi-modal connectivity. Engagement with relevant stakeholders, including TransLink, TMR, and Queensland Rail, will be essential throughout the planning and delivery processes.

As discussed in Section 2.1, the existing Rosewood Line currently operates at relatively low service frequencies, reflecting the current demand profile. To support a mode shift towards public transport, there is an opportunity to progressively increase train service frequencies as population growth occurs. In addition, the existing train stations will require upgrades to cater for future service improvements, including platform

extensions to accommodate longer trains and the provision of supporting amenities for passengers. These upgrades will be particularly beneficial for people with disabilities (PWDs) and will improve accessibility across the network.

### Active Transport Network

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Population growth across the study area presents an opportunity to establish a more integrated active transport network. Strategic investigations should identify key walking and cycling links to connect emerging residential areas, public transport nodes, and local destinations. Karrabin–Rosewood Road should be considered for inclusion in TMR’s Principal Cycle Network, given its strategic east–west function.

Future master planning should incorporate well-connected pedestrian networks to support walkable access to train stations and local services, encouraging active transport use and improving integration with public transport. Planning and upgrades should align with Ipswich City Council’s Active Transport Strategy and be coordinated through ongoing engagement with TMR, TransLink, and Queensland Rail.

### Major Road Network

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The Western Ipswich Bypass, Cunningham upgrades at Rosewood Road intersection in Amberley and Warrego Highway East Masterplan projects together with the will allow for multiple connections between the Project Area and the greater Ipswich/SEQ area. Further engagement with TMR will need to be undertaken during the project phases to ensure a resilient and robust transport network in the Western Corridor Growth Area.

### Staging of infrastructure

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There is an opportunity to adopt a staged approach to infrastructure delivery, enabling early investment in critical and cost-effective upgrades while allowing time to plan and coordinate more complex medium- and long-term projects in collaboration with TMR, Queensland Rail, TransLink, and other delivery partners.

## 6. Limitation

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The successful delivery of transport infrastructure across the study area is subject to funding availability and resource constraints at both local and state government levels. While a range of transport issues and opportunities have been identified, their implementation will require long-term investment planning and will be dependent on external funding programs, future budget cycles, and coordinated delivery with state-led strategies. Funding constraints may also influence the timing, staging, and scope of upgrades needed to support population growth, freight movements, and place-making outcomes.