



Connecting Brisbane North

Northern Busway: Kedron to Bracken Ridge

Project Guide

Purpose

The Queensland Government, through the Department of Transport and Main Roads, is planning the Northern Busway: Kedron to Bracken Ridge.

This guide explains:

- what the project is about
- why we are planning the project
- the intended scope of investigations
- details of the preliminary planning.

The department is seeking input from the community to develop an alignment and design for the busway and the scope of investigations. Comments and ideas from the community, together with the results of ongoing technical studies, will be used to determine a draft alignment over the coming months.

See page 24 for ways to get in touch and tell us what you think.

Contents

Introduction and overview	3
Planning for the future	7
Related projects	10
Planning process	12
Preliminary planning	17
Community engagement	24
Busway references	25

Planning for the Northern Busway is closely aligned with the Gympie Road Planning Study investigating upgrades and improvements for the Gympie Road corridor. Information about these projects has been coordinated and is contained in the Connecting Brisbane North newsletter.

Introduction and overview

Northern Busway

The Queensland Government has notionally allocated \$2.63 billion for staged delivery of the Northern Busway as part of the *South East Queensland Infrastructure Plan and Program 2009–2026*.

The Northern Busway is being investigated, constructed and delivered in stages:

- Royal Children’s Hospital to Windsor has been built and is now operating.
- Windsor to Kedron is under construction with Airport Link and completion is expected in 2012.
- Planning has commenced for the Kedron to Bracken Ridge section. This will allow delivery of priority sections by 2026 and protection of a corridor for the ultimate busway to Bracken Ridge.

Royal Children’s Hospital to Windsor – now operating

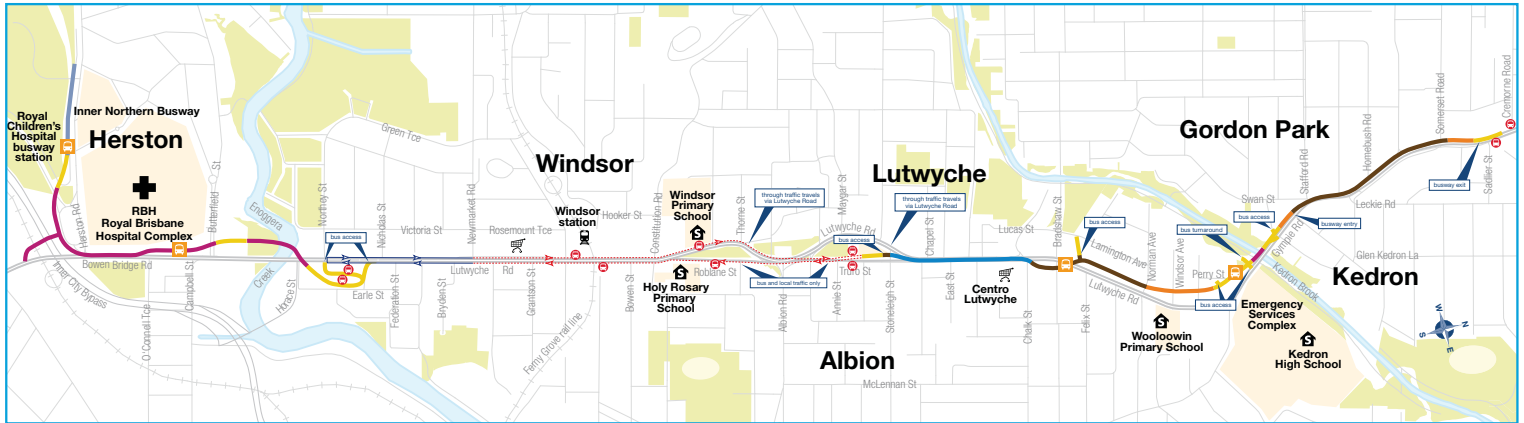
The first section of the Northern Busway opened in August 2009 and links the Inner Northern Busway at Royal Children’s Hospital via the Royal Brisbane and Women’s Hospital (RBWH) to Windsor. It features:

- a new busway station at RBWH
- improved pedestrian links directly into the hospital
- a bus-only connection to Bowen Bridge Road over the Inner City Bypass and QR freight line
- glass noise barriers
- potential to be adapted for use by higher capacity vehicles (such as light rail) in the future
- high quality urban design
- landscaping.

The Northern Busway is expected to:

- cut the average bus travel time almost in half between the Royal Brisbane and Women’s Hospital and Kedron during peak times
- make public transport more frequent, reliable, comfortable and easy to use
- reduce congestion, pollution and traffic noise - for every full bus of commuters there are 40 fewer cars on the road
- reduce growth in car travel on Bowen Bridge, Lutwyche and Gympie Roads and neighbouring streets
- provide better connections to where people live, work and play.





Windsor to Kedron – under construction

The Northern Busway (Windsor to Kedron) is being delivered with Airport Link and is expected to be operational in 2012. It includes:

- an elevated connection across Enoggera Creek and Lutwyche Road
- bus stops at Federation, Roblane and Truro Streets, Cremorne Road and Sadlier Street
- busway stations at Lutwyche and Kedron Brook
- sections of driven tunnel and cut-and-cover tunnel from Stoneleigh Street to Norman Avenue
- on-surface busway between Norman Avenue and Suez Street
- tunnel for north-bound buses under Gympie Road from Stafford Road to Sadlier Street.



Future Lutwyche busway station.

Kedron to Bracken Ridge – planning underway

Planning for the Northern Busway between Kedron and Bracken Ridge is now underway and will consider:

- new sections of busway
- high quality busway stations at convenient locations
- passenger pick up and drop off areas near stations (kiss ‘n’ rides)
- local bus access points (from local road network to the busway)
- good pedestrian and cycle access to all busway stations.

The study will consider how the busway can be delivered in stages between now and 2026, as well as whether interim measures can be implemented to allow faster and more reliable bus travel in the short term.



What does the planning involve?

Concept design

The Department of Transport and Main Roads will work with the community and technical experts to identify a concept design for the Northern Busway: Kedron to Bracken Ridge. The ‘concept design’ describes the alignment for the busway and its design, that is, on bridge, in tunnel or at grade.

Interim bus priority measures will also be developed. These may include bus lanes, transit lanes or queue jumps, and can be implemented early to allow faster and more reliable bus travel in the short term (see page 25 for more information).

Technical studies

Detailed technical studies are required to ensure the concept design is feasible and impacts can be managed.

A preferred concept design for the busway and the results of investigations into potential benefits and impacts will be recorded in the concept design and impact management plan. The concept design and impact management plan will also identify strategies to maximise the benefits and minimise the impacts (see page 14 for more information).

Community consultation

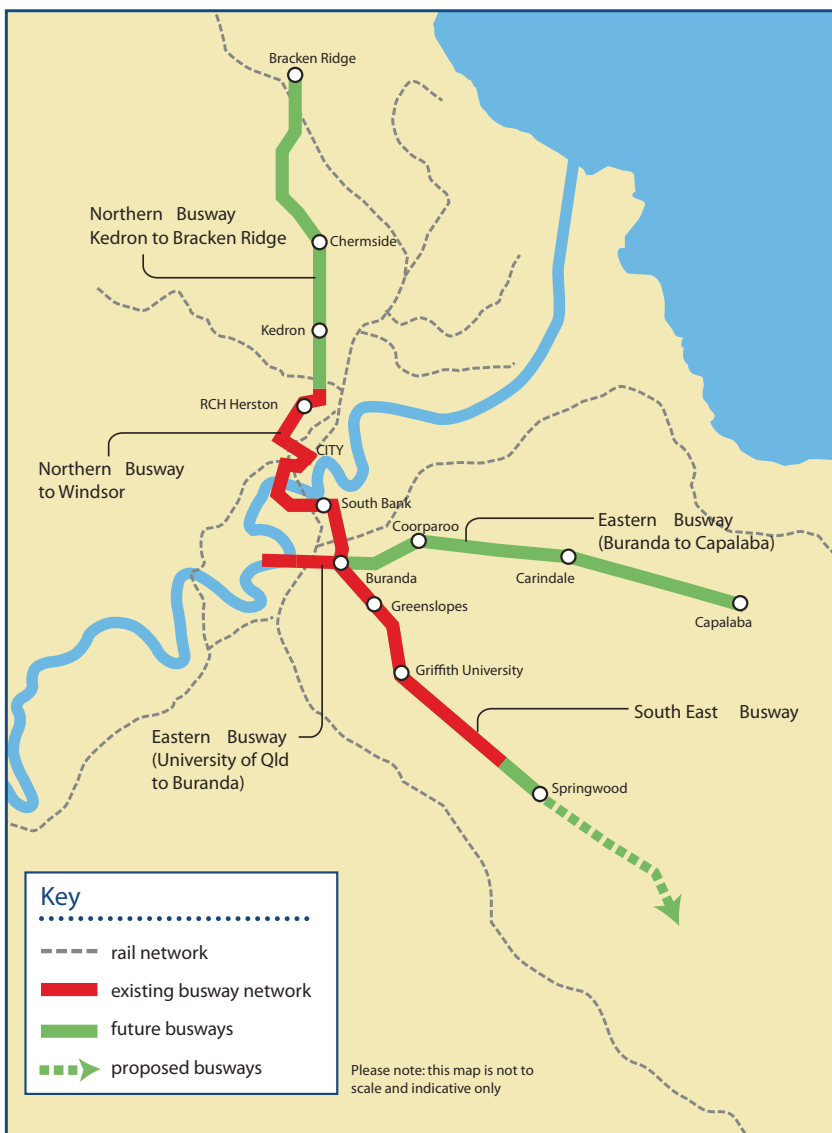
The Department of Transport and Main Roads will seek community involvement and feedback throughout the planning and development of the preferred alignment and concept design and impact management plan. Your feedback will aid the department in addressing local community concerns and refining possible busway concept design options (see page 24 for more information).

When will it be built?

The Northern Busway is being built and delivered in stages. The concept design and impact management plan will identify an ultimate alignment and possible staging and interim options for the Kedron to Bracken Ridge section. The Northern Busway: Kedron to Bracken Ridge has been identified in the *South East Queensland Infrastructure Plan and Program 2009–2026* for delivery prior to 2026.

Brisbane's busway network

The Northern Busway is an important part of Brisbane's busway network, which is designed to fill the gaps between Brisbane's existing rail lines to complete the city's primary public transport network.



- Existing busways:
 - South East Busway (Queen Street, city to Eight Mile Plains)
 - Inner Northern Busway (Royal Children's Hospital to Queen Street, City)
 - Eastern Busway (South East Busway to Princess Alexandra Hospital)
 - Northern Busway (Royal Children's Hospital to Royal Brisbane and Women's Hospital)
 - Boggo Road Busway.
- Busways under construction:
 - Eastern Busway (Buranda to Main Avenue, Coorparoo)
 - Northern Busway (Windsor to Kedron).
- Future busways:
 - South East Busway (Eight Mile Plains to Springwood)
 - Northern Busway (Kedron to Bracken Ridge).

The Northern Busway is a vital part of Brisbane's busway network, giving passengers a congestion-free ride on fast, frequent and reliable services across Brisbane.

Planning for the future

Project need

The Northern Busway is an integral part of the Queensland Government's long-term plan to meet the transport needs of Brisbane's growing northside communities.

South East Queensland is the fastest growing region in Australia and will undergo significant change and population growth during the next 20 years. The region's population is expected to increase from 2.8 million people to about 4.4 million people in 2031 (SEQ Regional Plan, page 8). Growth in traffic volumes will continue to increase congestion along the Gympie Road corridor.

More vehicles are forecast to be making a greater number of trips around the city and its surrounding metropolitan areas. A busway between Kedron and Bracken Ridge would allow passengers to bypass congestion, providing guaranteed fast and reliable travel by bus.

Public transport demand between the northern suburbs and the inner city is expected to grow. The Northern Busway can help meet this increasing demand by ultimately catering for over 18 000 trips per hour in each direction. In the long-term, busways are designed so that they can be adapted for use by higher capacity vehicles, meaning the Northern Busway will be able to accommodate patronage growth on the corridor well into the future.

Protecting the corridor

It is important to plan public transport networks ahead of population and employment growth to ensure future development occurs in a sustainable way. Planning for the Northern Busway: Kedron to Bracken Ridge will allow the Queensland Government to protect the corridor, ensuring its place in the future public transport network of the region. It will also ensure that public transport will support future growth in the northern corridor and improve connections to the greater Brisbane area.

A protected busway corridor means that a busway alignment has been approved by the government for future delivery. Once a corridor is protected, any development that is proposed within or adjacent to the protected busway corridor is subject to assessment by the Department of Transport and Main Roads. This is to ensure new development is properly integrated with future busway facilities, and minimise potential impacts when the busway is delivered.



Benefits of the Northern Busway

- Transport benefits:
 - provides passengers with a congestion-free run to where they want to go
 - caters to a broad catchment of suburbs as buses can connect to, enter and exit the busway, to serve residential and commercial areas away from the busway
 - bus travel speeds of up to 80 km/hr will be possible on the busway with guaranteed travel times
 - encourages more people to use public transport
 - the Northern Busway/rail interchange at Carseldine will connect the Caboolture/ North Coast rail corridor with Aspley, Chermside and Lutwyche, providing more convenient choices for travel by public transport
 - able to move more people more efficiently, catering for more than 18 000 passengers per hour during peak periods.
- Social benefits:
 - improved connections to where people live, work and play
 - improved access to major destinations in the study area including Prince Charles Hospital, Westfield Chermside, Chermside Library and Community Centre, Kedron Wavell RSL and Aspley.
- Economic benefits:
 - allows cost-effective staging of the busway by constructing the highest priority sections first. Sections of the busway can be constructed to bypass key congestion points allowing services to use a combination of general traffic lanes, transit lanes and sections of busway
 - reduces the costs of traffic congestion and provides an alternative to paying increasingly high fuel, parking and vehicle prices
 - public transport that is affordable and, for many, a necessary alternative to driving.
- Environmental benefits:
 - helps minimise growth in greenhouse gas and other airborne emissions by providing a reliable alternative to car use
 - for every full bus, there are up to 40 fewer cars on the road
 - maximises sustainable transport options by encouraging passengers to walk, cycle or catch the bus to the busway.



Why is travelling on a busway more sustainable?

Because every person travelling on a busway has less impact, per kilometre they travel, than a person travelling by car on:

- air quality and greenhouse emissions
- resources consumption – energy and materials
- space required for roads
- noise and vibration levels in local communities
- public safety.

Policy context

The *South East Queensland Regional Plan 2009–2031* and the *South East Queensland Infrastructure Plan and Program 2009–2026* (SEQIPP) have identified the Northern Busway as part of the long-term public transport strategy for Brisbane. SEQIPP has identified more than \$94 billion investment to boost transport infrastructure over the next 20 years.

South East Queensland Regional Plan is the regional planning strategy that guides growth and development in South East Queensland for the next 20 years. The primary purpose of the Regional Plan is to provide a sustainable growth management strategy for South East Queensland to the year 2031.

South East Queensland Infrastructure Plan and Program (SEQIPP) outlines the Queensland Government’s program of infrastructure and major projects to support the South East Queensland Regional Plan.

TransLink Network Plan guides the delivery of better public transport services and infrastructure across South East Queensland. It sets out a ten-year vision and four-year rolling program of service and infrastructure improvements.

In addition, the *TransLink Network Plan* includes a number of priority bus corridors identified as important initiatives for the future, including the Northern Busway from Kedron to Bracken Ridge.



Related projects

Fitzgibbon Urban Development Area

In 2008, the Queensland Government created the Fitzgibbon Urban Development Area, incorporating 295 hectares of public and privately owned land in Fitzgibbon and parts of Carseldine, Bald Hills, Taigum and Deagon. It is uniquely positioned to be a transit-oriented development, with the proposed busway, railway, new bus routes and park 'n' ride facilities. The busway alignment through this site has been protected as part of the Fitzgibbon Urban Development Area Development Scheme. The Carseldine Rail and Busway Station will provide an excellent interchange opportunity for people moving between the northern rail and the busway network, giving easier access to Chermiside. Chermiside is identified in the *South East Queensland Regional Plan* as a principal activity centre, and is currently the only principal activity centre in the greater Brisbane area not on a rail line or busway. See page 18 for more detail on the busway alignment through this area.

For more information on the Fitzgibbon Urban Development Area visit www.ulda.qld.gov.au or phone 1300 130 215.



Western Brisbane Transport Network Strategy

The Western Brisbane Transport Network Investigation is a Department of Transport and Main Roads study undertaken to guide the development of the transport network for western Brisbane for the next 20 years and beyond.

The outcome of the Investigation is a strategy, released in September 2009, which is a fully integrated multi-modal approach to the transport needs of western Brisbane. It provides a transport vision to guide all levels of government in developing an integrated transport network that caters for walking and cycling, rail, bus, roads and freight. The strategy includes an extension of the Northern Busway, currently under construction to Kedron, through to Aspley, and ultimately through to Bracken Ridge.

For more information visit www.transport.qld.gov.au/wbtnei or phone 1800 636 896.



Chermside Centre Neighbourhood Plan

Brisbane City Council is undertaking the Chermside Centre Neighbourhood Plan with community planning team meetings and a master planning workshop held between September and November 2009.

The Chermside Centre Neighbourhood Plan outlines the vision that Brisbane City Council and the local community has for the future of the Chermside Centre. It will govern what can be built where, to accommodate growth, public transport, infrastructure and the needs of local residents.

The study area includes all of Chermside and parts of Kedron, Chermside West, Stafford, Wavell Heights, Aspley and Geebung.

For more information visit www.brisbane.qld.gov.au/neighbourhoodplanning or phone 3403 8698.



Gympie Road Planning Study

To help plan for future growth in Brisbane's north, the Department of Transport and Main Roads is undertaking the Gympie Road Planning Study. The study will investigate ways to upgrade Gympie Road between Stafford and Roghan Roads.

The study will look at:

- all modes of transport expected to use the road, including buses, cars and other motor vehicles, bicycles and pedestrians
- traffic flow and travel times along Gympie Road, including improvements to major intersections
- local connections between businesses, residential properties, local amenities, and the local road network

- ways of ensuring the safety of motorists, public transport passengers, cyclists and pedestrians
- the short term implications of Airport Link on Gympie Road when it opens in 2012
- the longer term strategy for Gympie Road, as highlighted in the Western Brisbane Transport Network Investigation.

The Gympie Road Planning Study team will be consulting with the community as part of the upcoming planning study in mid 2010.

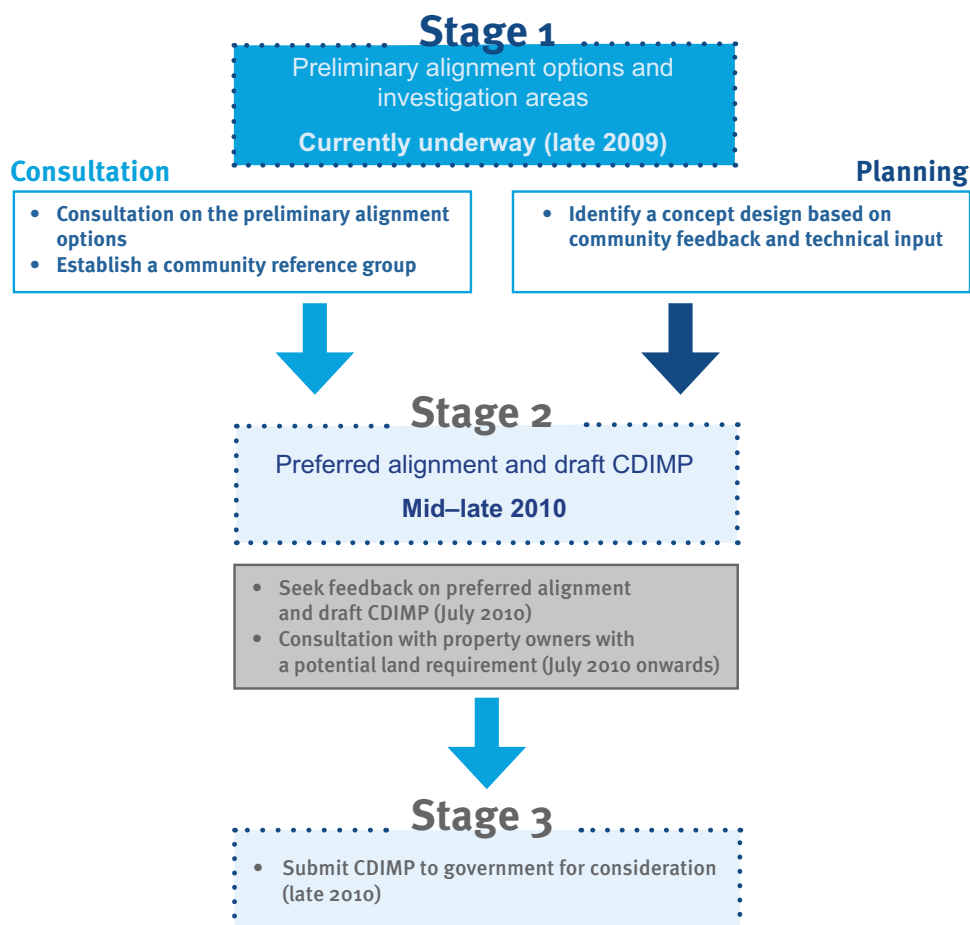
Planning process

What is a concept design and impact management plan?

Concept design and impact management planning is a process developed by the Department of Transport and Main Roads. It seeks to develop and test viable concept designs and identify likely impacts and how they can be managed. It also enables a public transport corridor to be protected. Technical investigations are undertaken to determine where and how public transport infrastructure should be delivered, while identifying any potential issues.

The concept design and impact management plan is produced in draft format for community and stakeholder consultation and then finalised for government approval incorporating feedback from consultation and any further technical investigations required.

Northern Busway: Kedron to Bracken Ridge key planning and consultation phases



What will be considered in designing the busway?

- How to move people efficiently, reliably, comfortably, safely and faster via the busway.
- Ensuring the busway is flexible enough to cater to future changes in how buses operate on the busway or the types of vehicles that operate on the busway.
- Where to locate bus and emergency vehicle entry and exit points.
- Local character and amenity - busways should fit in with the look and feel of the neighbourhoods they serve.
- Passenger safety and convenience in entering, using and exiting busway facilities.
- The natural, social and built environments including, conditions affecting where a busway can be built and how it may impact on the surrounding environment, during construction and operation.
- The extent to which potential impacts can and should be managed.
- Possible appropriate management strategies for capturing benefits the busway can offer and mitigating potential impacts.
- Options for staged delivery of busway infrastructure, including interim bus priority measures such as on-road bus-only lanes or transit lanes with sections of busway. This means travel benefits can be realised sooner for bus travellers.
- How buses will use the busway.
- How people will access the stations and by what mode (walking or cycling, local [feeder] bus routes, drop off at kiss 'n' ride bays or parking at park 'n' ride locations).
- The scale and function of the station that is required for particular locations.

Cycle and pedestrian access

Making it easy to access the Northern Busway is an important task for the department. Cycling and walking are the most environmentally-friendly ways of accessing the busway. The department is working to ensure that all busway stations are easily accessible for cyclists and pedestrians. Each busway station will be designed for maximum accessibility. This means:

- providing facilities for cyclists at stations
- ensuring that local cycle ways link to busway stations
- ensuring footpaths and road crossing facilities are within the immediate vicinity of busway stations.



What will be investigated?

The concept design and impact management plan will identify a preferred busway concept design and include preliminary investigations of a broad range of social, environmental, engineering and economic issues. It will identify anticipated benefits and potential impacts and outline how these may be managed in the future.

Engineering

The engineering investigations will develop a concept design for the busway and its supporting infrastructure, including:

- busway stations
- local bus entry points
- interchanges, bus layover, depots and turn around facilities
- pedestrian and cycle facilities relevant to the busway.

The design will be guided by and assessed against design standards and criteria for the safe and efficient construction and operation of the busway.

These investigations will also consider:

- the ability to stage the delivery of the busway
- sustainable infrastructure goals such as waste management, materials, energy and resource minimisation
- how the busway will be constructed
- interactions with major utility service infrastructure, such as fibre-optic conduits, water and sewage mains and electricity transmission lines
- the safe use and operation of the busway
- the cost to construct and operate the busway.

Social environment and cultural heritage

Understanding the social environment will identify where people want to go and what they value in the area. This can assist in locating busway stations and maximising the benefits and mitigating impacts of the busway.

Investigations will also identify areas of social or cultural value, and consider any issues associated with Indigenous and non-Indigenous cultural heritage sites and values that may be within the busway study area.

Economic

The economic environment is considered in busway planning to:

- determine the economic benefits that the project will bring
- understand potential economic impacts of the project, including property acquisition, business disruption and construction impacts
- understand current and future employment and commercial attractions to help locate stations at activity centres.



Ground conditions

Geological, geo-hydraulic and geo-hydrological investigations will be undertaken to develop an understanding of the ground conditions in the study area. Ground conditions can influence the alignment and design of the busway. For example, some ground conditions may require extensive engineering works to support a busway, adding considerable cost to its construction. How the proposed busway may impact, or be impacted upon, by ground conditions will be investigated. These investigations will look at the soil and rock conditions, ground water presence, levels and flows and the ecosystems that are dependent on them.

Land use planning

These investigations will consider the existing and future land uses in accordance with the Brisbane City Council Planning Scheme, and the outcomes of the Chermide Centre Neighbourhood Plan currently being undertaken by Brisbane City Council. It will also consider any regional or state planning policies or plans. Investigations will identify major attractors and destinations that the busway could service, and how the busway will complement and integrate with local development. Particular attention will be given to sensitive land uses (such as schools and health care facilities) and the implications of potential land requirements.

Urban design

Urban design helps make the busway and its infrastructure fit better within the local environment. It does this through smart architecture, lighting, tailored design features, signage, furniture and artworks. Urban design investigations will establish the existing character of each area in the corridor and explore design measures to ensure the busway and its stations are successfully integrated into its surroundings. Investigations will also provide recommendations on how to enhance safety through application of design principles for preventing crime.

Transport network

The transport investigations for the study will:

- define the need for a busway and describe the current and likely future impacts of congestion on bus and car travel times and public transport patronage
- identify the areas of greatest need and where interim measures, such as bus lanes, may be provided to determine how busway delivery can be staged
- explore the potential benefits to the transport network, such as reduced congestion, increased public transport patronage and operational efficiencies for buses
- assess the proposed concept design's likely operational, function and impact management needs.

These investigations will include preparation of a network integration strategy that considers how the proposed busway will integrate with future public transport, road, pedestrian and cycle networks.

Ecological

The study will include ecological investigations to identify terrestrial and aquatic ecosystems that exist within the study area and could be affected by the proposed busway. These investigations will assess the level of risk and recommend appropriate management strategies to remove and reduce potential impacts.

Water quality and flow

The study will include investigations into water quality and flows within the corridor and the way that the proposed busway could interact with these. They will include consideration of permanent and occasional water courses as well as overland and underground flows. This assessment will also include consideration of flooding.

Sustainability

Sustainability is a central theme in busway planning. The study will examine how the project provides sustainable transport and how sustainability has been considered in the design and delivery of the busway.

Legislative requirements

The study will identify the Commonwealth, state and local legislation regulations, plans and policies that are relevant to the planning, delivery and operation of the proposed busway. This will include identification of the most likely approvals, licenses and permits required.



Finalising the concept design and impact management plan

Following extensive community consultation and results of technical studies, the concept design and impact management plan will be submitted to the Queensland Government for consideration. If approved, the Northern Busway: Kedron to Bracken Ridge corridor will be protected for future detailed design and delivery phases.

Once a corridor is protected, any development that is proposed within or adjacent to the protected busway corridor is subject to assessment by the Department of Transport and Main Roads. This is to ensure that new development is properly integrated with future busway facilities, and potential impacts are minimised when the busway is delivered.

Detailed design and delivery

Detailed design will be undertaken just prior to construction. As the Northern Busway is identified for delivery between now and 2026, some sections of the busway may not be delivered for some time. Completing a detailed design just before construction ensures the design and impact management strategies consider any advancements in technology, changes in the existing environment and community feedback.

Preliminary planning

Bracken Ridge to Carseldine (Telegraph Road to Dorville Road)

page 18

Carseldine to Aspley (Beams Road to Albany Creek Road)

page 19

Aspley South / Chermside West (Albany Creek Road to Murphy Road)

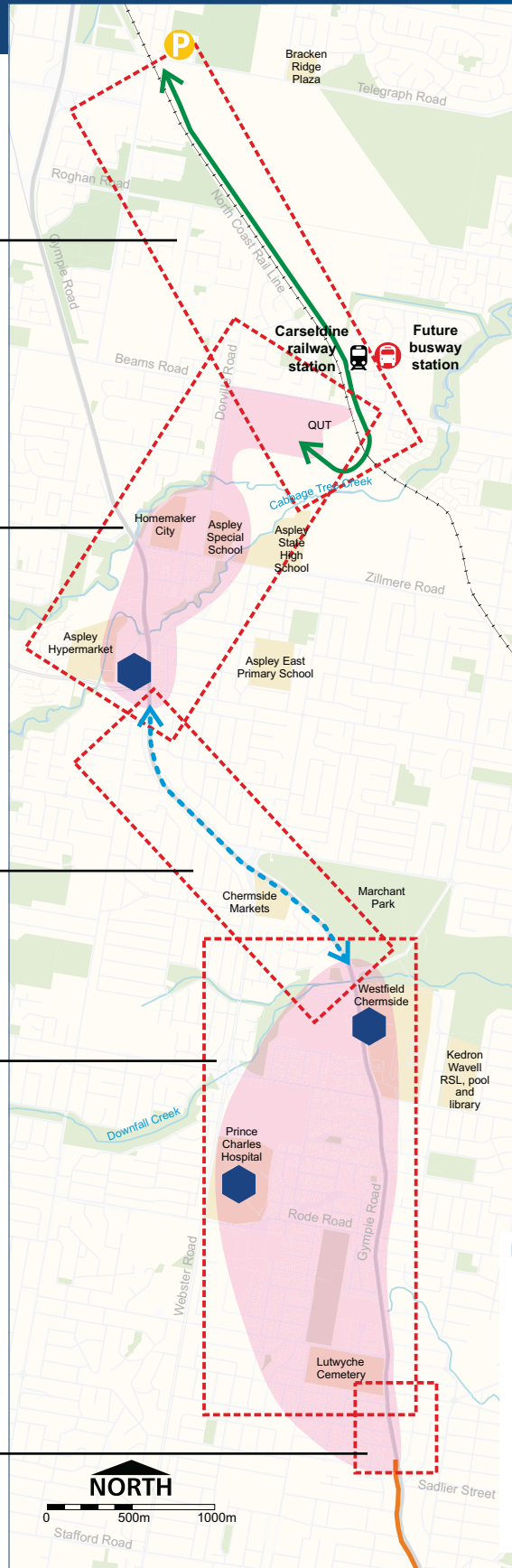
page 20

Chermside (Murphy Road to Edinburgh Castle Road)

page 21

Kedron (Edinburgh Castle Road to Sadlier Street)

page 23



- Key**
- Busway under construction
 - Likely busway route
 - Investigation area
 - Zone for detailed discussion
 - Confirmed busway alignment
 - Existing rail
 - Destination requiring busway station
 - Future busway station
 - Future park 'n' ride
 - Railway station

Bracken Ridge to Carseldine (Telegraph Road to Dorville Road)

This part of the Northern Busway would link from Carseldine through Fitzgibbon, to Bracken Ridge near Telegraph Road. This area contains part of the Cabbage Tree Creek 'Mountains to Mangroves' ecological corridor, the Fitzgibbon Urban Development Area and the north coast (Caboolture/Nambour) rail line.

Key considerations

- Ecological significance of Cabbage Tree Creek habitat corridors.
- Flooding and hydraulic issues where the alignment crosses overland flow and defined drainage paths.
- Integration with planning and timeframes for development within the Fitzgibbon Urban Land Area and:
 - integration with future uses of the former Queensland University of Technology campus site
 - integration with the Carseldine rail station.
- Protecting for the long-term future of the north coast rail corridor and proposed future grade-separations at Beams and Telegraph Roads.
- The need for stations to serve:
 - the former Queensland University of Technology site (protection for future)
 - Carseldine integrated with the rail station
 - Fitzgibbon/Bracken Ridge park 'n' ride.
- How bus services will enter and exit the busway:
 - Beams/Dorville Road
 - Beams Road near Carseldine Station
 - Roghan Road/Fitzgibbon precinct for internal road network
 - Telegraph/Linkfield Roads.
- The location of key community landmarks and infrastructure:
 - the former Queensland University of Technology Carseldine campus, including the playing fields
 - Bracken Ridge Plaza
 - Brisbane North Institute of TAFE.

Concept design

Planning for this section of the Northern Busway was accelerated to ensure inclusion of a feasible alignment within the development scheme for the Fitzgibbon Urban Development Area, which was consulted upon in early 2009. An alignment from within the former Carseldine QUT site (across the rail and north along the eastern side of the rail to Telegraph Road) is protected within the planning scheme for the Fitzgibbon Urban Development Area, which was approved in July 2009. The draft development scheme was prepared by the Urban Land Development Authority.



Future Carseldine busway and rail station interchange.

The alignment includes:

- an overpass over the north coast (Caboolture/Nambour) rail corridor south of Beams Road linking from the road network inside the former QUT site to Beams Road
- an integrated bus/rail station at Carseldine, potentially sharing the eastern platform and new overpass
- a potential interim entry point from Beams Road
- an entry point to the north of the station to allow for staging, and potential long-term access via Roghan Road
- allowances for future grade-separation of the Beams and Telegraph/Linkfield Roads from the north coast (Caboolture/Nambour) rail corridor
- a potential park 'n' ride site near Telegraph Road
- bridges over local drainage creeks and swales through Fitzgibbon Urban Development Area.

The engineering for this alignment has been developed sufficiently for a concept design.



Carseldine to Aspley (Beams Road to Albany Creek Road)

This section would link through Aspley from near the junction of Albany Creek Road with Gympie Road, to Carseldine where planning for the busway through Fitzgibbon has been completed. The Carseldine to Aspley section is dominated by large traffic intersections, floodways and the 'Mountains to Mangroves' ecological corridor along Cabbage Tree Creek.

Key considerations

- There are areas in Aspley, particularly on the western side of Gympie Road, that are subject to flooding from Cabbage Tree Creek and its tributaries. This will affect the alignment and design of the busway through the Aspley centre.
- The commercial centre of Aspley is a collection of business and retail uses centered around several major roads, including Gympie Road, Robinson Road West, Albany Creek Road, Gayford Street and Maundrell Terrace.
- Cabbage Tree Creek
 - Cabbage Tree Creek and Little Cabbage Tree Creek are significant ecological corridors and are part of the 'Mountains to Mangroves' corridor. There is a significant population of sugar gliders in Cabbage Tree Creek, as well as a number of other valuable ecological communities.
 - Cabbage Tree Creek flows downstream into the Boondall Wetlands and Moreton Bay, both of which are significant habitats designated under state, Commonwealth and international legislation and agreements.
- The need for a station to service the Aspley commercial centre.

- How bus services will enter and exit the busway:
 - Albany Creek Road/Robinson Road/Gayford Street intersections with Gympie Road
 - Graham Road/Zillmere Road
 - Beams Road/Dorville Road.
- The location of key community landmarks and infrastructure:
 - Aspley Acres Caravan Park
 - Aspley Big 4 Caravan Park
 - Aspley Rotary Park (Graham Road)
 - Aspley Kindergarten
 - Aspley Community Health Centre
 - Fred Campbell Park
 - Aspley Special School
 - Aspley State High School
 - the former Queensland University of Technology site.

Concept design planning options

There are multiple potential alignment options through this section. Traffic arrangements at the intersections of Gympie/Gayford/Robinson/Albany Creek Roads will be an important consideration in planning the busway through this area.

There may be feasible interim options, such as bus or transit lanes, through this section that can operate mostly within the existing road reserves until there is need to deliver an ultimate busway.

North of the main Aspley commercial centre the busway could follow Little Cabbage Tree Creek to Dorville Road. Alternatively, it could follow Gympie Road and cross towards Dorville Road in the east at a more northerly location.

Aspley South/Chermside West (Albany Creek Road to Murphy Road)

Through Chermside West, the Northern Busway links Chermside through to Aspley around where Albany Creek Road intersects with Gympie Road, just east of the Aspley commercial centre. This section has one major intersection with Webster Road near the Chermside Markets shopping centre.

Key considerations

- The need for a station to serve Chermside Markets shopping centre and surrounding residential areas to the east and west of Gympie Road.
- How bus services will enter and exit the busway, around the Webster Road/Ellison Road intersection.
- The location of key community landmarks and infrastructure:
 - Marchant Park - Diggers Drive, cricket fields
 - The Aspley Hotel
 - Aspley Rotary Park
 - Vellnagel's blacksmiths shop.

Concept design planning options

There are limited potential alignment options through this section as there is little scope or need to diverge from the Gympie Road corridor. Options through this section may include the busway running in the centre median or on the edge of Gympie Road. There may also be feasible bus priority options, such as bus or transit lanes, through this section that can operate mostly within the existing road reserve until there is need to deliver an ultimate busway.

Chermside

(Murphy Road to Edinburgh Castle Road)

This section would travel through Chermside from near Kitchener Road to just past Murphy Road. In this area there are multiple ways for the Northern Busway to connect to and through the centre.

Key considerations

- Chermside is identified in the *South East Queensland Regional Plan* as a principal activity centre. This is reinforced in Brisbane City Council's draft Local Growth Management Strategy.
 - Principal activity centres like Chermside are the second highest centre designation after the primary activity centre (Brisbane CBD). This means that Chermside is expected to accommodate significant employment and residential growth.
 - Principal activity centres are transport hubs, and access by public transport, walking and cycling is encouraged over private vehicles.
 - Brisbane City Council is preparing the Chermside Centre Neighbourhood Plan (see page 11 for more information). The proposed busway will be a key element within this plan.
- The Prince Charles Hospital site at Chermside is the centre of operations for clinical and community health services in northern Brisbane, as well as for a range of specialist services. It employs approximately 3500 staff and treats thousands of patients every year. The site includes:
 - Prince Charles Hospital
 - Holy Spirit Private Hospital (Northside)
 - Breast Screen Queensland
 - Chermside Community Health Centre
 - Queensland Ambulance
 - Queensland Fire Service
 - Metropolitan Linen Service (servicing all hospitals in Brisbane)
 - a number of other community health services.
- The Prince Charles Hospital is one of a few major public hospital in Brisbane that are not serviced by a busway or rail line. This is reflected through significantly lower public transport use by patients, visitors and staff compared to other major hospitals.
- Chermside is dominated by Gympie Road running north-south and major east-west corridors at Hamilton Road and Rode Road. Currently, there are significant delays experienced through this area in both peak and off peak periods.
 - The existing bus interchange at Westfield Chermside is well used however buses often experience long delays when using it.
- Busway stations are needed to serve:
 - Chermside commercial centre including Westfield Chermside, Gympie Road shopping precinct and Hamilton Road community precinct
 - the Prince Charles Hospital.
- How bus services will enter and exit the busway, including:
 - Wallace Street/Rode Road
 - Hamilton Road
 - Murphy Road
 - Gympie Road.



- The location of key community landmarks and infrastructure:
 - Chermside Uniting Church (corner of Rode and Gympie Roads)
 - Bradbury Park
 - Top Taste Factory
 - John Patterson Park
 - Beneke’s Bush (within the grounds of Prince Charles Hospital)
 - Weller Gardens Aged Care Facility
 - Chermside Anglican Church
 - Seventh Brigade Park - Downfall Creek, Kidspace
 - Marchant Park - Diggers Drive, cricket fields
 - Vellnagel’s blacksmiths shop.

Concept design planning options

The potential alignment options through Chermside could range from running within or along the western edge of Gympie Road, to branching westwards towards the Prince Charles Hospital and back east to Gympie Road and Westfield Chermside. There would be benefits in servicing Westfield Chermside as well as the Prince Charles Hospital, as both are major centres and attract significant numbers of people.



Kedron

(Edinburgh Castle Road to Sadlier Street)

This section would connect to the Northern Busway (Windsor to Kedron) which is currently being delivered along with Airport Link. It is planned to commence from the portal of the two-way busway tunnel that emerges onto the north-bound (western) side of Gympie Road opposite the Gympie Road/Sadlier Street intersection.

Key considerations

- Integration with the Northern Busway (Windsor to Kedron).
- The opening of Airport Link in 2012.
- How bus services will enter and exit the busway, including:
 - the Windsor to Kedron section while sections further north in Kedron are constructed
 - services from Webster and Pfingst Roads.
- The need for a station within Kedron:
 - The nearest station to the south is Kedron Brook which is approximately 850m away.
 - This station would mainly serve the local residential and business community along this stretch of Gympie Road, and Mt Alvernia and Padua Colleges approximately 200-300m to the west.
- The location of key community landmarks and infrastructure:
 - Lutwyche Cemetery
 - Kedron Freemasons Lodge
 - Edinburgh Castle Hotel.

Concept design planning options

This section would start on the western side of Gympie Road. The need to tie into multiple potential alignment options through Chermide means that while generally following the western edge of Gympie Road, options through Kedron may range from staying in the immediate vicinity of Gympie Road to branching westwards towards the Prince Charles Hospital.



Community engagement

Community reference group

The project team will call for expressions of interest for a community reference group early in 2010. The group will provide input on local issues, impacts and benefits during the development of the concept design and impact management plan.

Property owners with a potential land requirement

Consulting and communicating with property owners and businesses with a potential land requirement will be a priority.

The project team will be seeking to meet with property owners to bring them up-to-date on the planning and discuss potential land requirements when they are identified.

Provide your input

The department is seeking community input to develop a concept design for the busway and gain feedback on the scope of investigations. We want to inform and seek input from as many residents and business operators as possible.

If you have any queries or want to provide us with feedback, you can contact the project team by:

Freecall: 1800 289 210

Email: team@northernbusway.qld.gov.au

Visit: www.northernbusway.qld.gov.au

Write to: Northern Busway:
Kedron to Bracken Ridge
Department of Transport and Main Roads
Reply Paid 213
Brisbane Qld 4001

Feedback is sought by 18 December 2009.

Community information sessions and staffed displays

If you would like to talk to a member of the project team about the busway planning, we encourage you to visit us at one of the following information sessions and displays.

Community information sessions (drop in)

Location	Time	Date
Aspley State High School Lecture Centre 651 Zillmere Road, Aspley	5pm–8pm	Wednesday 25 November 2009
Chermside Community Health Centre 490 Hamilton Road, Chermside (entrance to Prince Charles Hospital)	9am–12pm	Saturday 28 November 2009

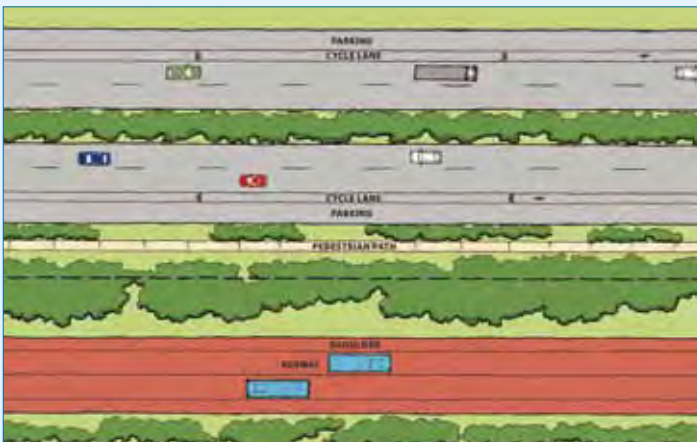
Staffed displays

Location	Time	Date
Bracken Ridge Library Cnr Barrett and Bracken Streets, Bracken Ridge	2pm–4pm	Tuesday 1 December 2009
Aspley Hypermarket 59 Albany Creek Road, Aspley	5pm–7pm	Thursday 3 December 2009
Chermside Library 375 Hamilton Road, Chermside	2pm–4pm	Wednesday 9 December 2009

Busway references

What is a busway?

A busway is a two-lane, two-way road exclusively for use by buses and is separated from general traffic. Emergency vehicles are the only other vehicles which are permitted on the busway. A busway separates buses from general traffic, allowing them to bypass traffic congestion. It can be built as a stand alone road or within an existing road corridor.



Where will busway stations be?

The location of busway stations will be determined over the coming months. The Department of Transport and Main Roads has identified the need for busway stations at regular intervals to serve community hubs and activity centres, such as shopping precincts and hospitals. We welcome your ideas and input on where stations and local bus access points should be located and encourage you to have your say.

How will I use the busway?

There will be a number of ways to access the Northern Busway: Kedron to Bracken Ridge:

- at stations – commuters will be able to walk or cycle to a busway station
- via your local bus – local buses can link to or join the busway at various bus access points and busway stations, making the busway as close as your local bus stop.

What is a kiss 'n' ride?

Kiss 'n' rides are short-term set-down areas at stations that allow passengers to be easily dropped off or picked up, reducing the need to drive to a station and park.

What is a park 'n' ride?

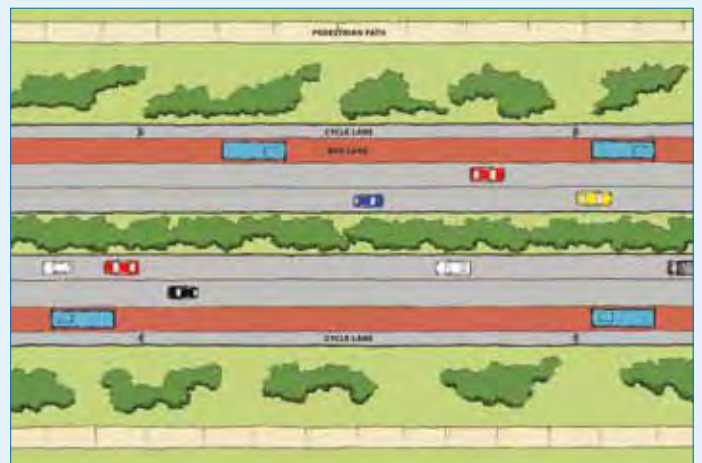
Park 'n' rides are car parks near transit stations that allow commuters to park their car before transferring to a bus to complete their journey. Park 'n' rides are provided at selected station locations.

Interim bus priority measures

Interim bus priority measures will be identified and designed in the concept design and impact management plan. These measures allow faster and more reliable bus travel in the short term.

Typical interim measures may include:

- bus/transit lanes providing buses and/or vehicles carrying two or more people with their own traffic lane to bypass road congestion



- bus priority at traffic lights giving buses priority by providing queue jumps and signal priority (for example, a head start for buses at traffic lights).



Notes:

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