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South East Busway

planning to Springwood

Project guide

August 2008

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What is the project guide?

This project guide introduces the South East Busway extension project between Rochedale and Springwood. It explains:

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

Your feedback

We are seeking your feedback on issues in your local area which may be relevant to the planning for this project. This will help to ensure that potential issues are identified and investigated appropriately.

See page 12 for ways you can provide your feedback.



Introduction

The South East Busway between the City and Eight Mile Plains is a success story – it carries more than 150,000 passengers per day or 35 million trips per year. As part of the Queensland Government's long-term public transport strategy, the South East Busway is to be extended to Springwood. The South East Busway extension is part of the Queensland Government's plan to meet the future transport needs of Brisbane's growing southside communities.

Planning for the South East Busway extension between Eight Mile Plains and Rochedale was completed in May 2007 as part of the Pacific Motorway Transit Project. Planning to protect the future busway corridor between Rochedale and Springwood is now underway.

What is the South East Busway extension between Rochedale and Springwood?

The South East Busway is to be extended from Underwood Rd, Rochedale to Fitzgerald Ave, Springwood. Planning for the South East Busway extension will determine where the busway will go between Rochedale and Springwood and preserve this corridor to ensure its place in the wider public transport network of Brisbane.

The South East Busway currently gives priority to buses by separating them from general traffic between the Brisbane CBD and Eight Mile Plains. Planning for the South East Busway extension between Rochedale and Springwood will mean even more southside commuters will be able to enjoy congestion-free travel parallel to the Pacific Motorway in the future.

Study area

Queensland Transport has identified a study area for the South East Busway extension between Rochedale and Springwood. This area is in the general vicinity of the Pacific Motorway between Underwood Road, Rochedale and Fitzgerald Avenue, Springwood. The total length of the study area is approximately 2.5 kilometres.

The study area was selected following consideration of existing land uses, plans and policies, and opportunities and constraints. Future investigations and community consultation will be focused within this area (see the next page for a map of the study area).

What does the project involve?

A combination of technical studies and consultation with the community is included in the planning for the South East Busway extension.

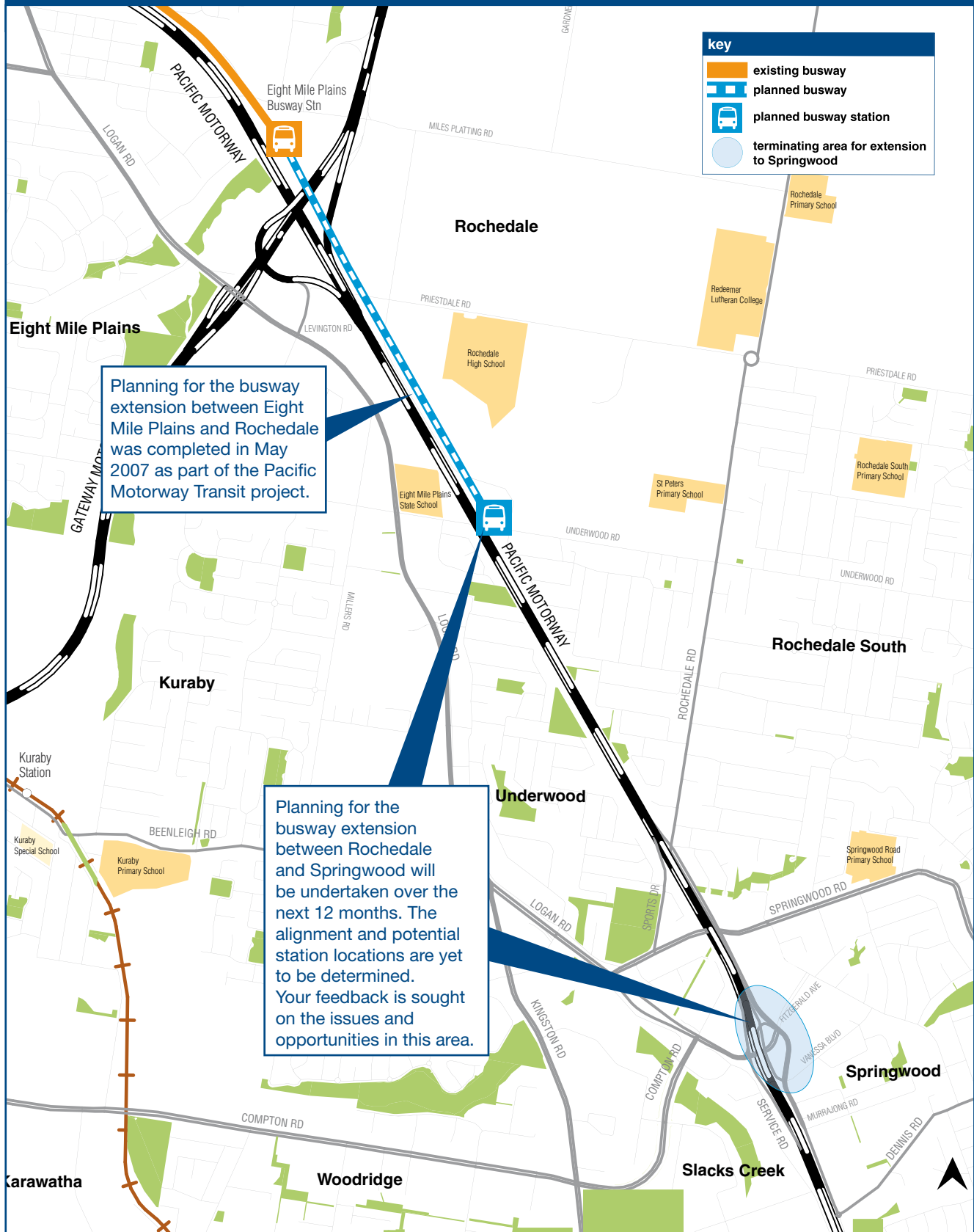
Technical studies

Technical investigations are required to determine where a busway alignment should be located between Rochedale and Springwood. While assessing busway alignment concepts including station locations and design, these investigations will identify any potential issues (see page 8 - planning process, for more information).

Community consultation

Queensland Transport will seek community feedback throughout the planning of the South East Busway extension project. Your feedback will help Queensland Transport get the planning right for your local area (see page 12 – community consultation, for more information).

South East Busway extension planning



Planning for the future

The extension of the South East Busway is part of a comprehensive busway network for Brisbane that will eventually span the city. This busway network will combine with the existing rail network to expand Brisbane's major public transport system.

The busway network plan for Brisbane is a long-term solution and will be built to service the areas of highest priority first. It is important to plan ahead and identify the location of the future busway corridor, to ensure each link in the network is able to be implemented successfully as the need arises.

Until a busway is needed in this area bus lanes will be used. As part of the Pacific Motorway Transit Project, bus lanes will provide faster travel times for commuters.

Why plan the project now?

There are many benefits of early planning. Identifying and protecting the land needed for the future busway corridor will help minimise potential impacts in the future. It will also ensure the future busway extension is well integrated as Springwood and surrounding communities continue to grow and develop.

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 South East Busway extension will protect the corridor between Rochedale and Springwood to ensure its place in the future public transport network of Brisbane. It will also ensure that good public transport will support future growth in the southern corridor and improve connections to the Greater Brisbane area.

A protected busway corridor means that a busway alignment has been approved by the Government to be delivered in the future. Once a corridor is protected, any development that is proposed completely or partly within the protected busway corridor is subject to assessment by Queensland

Transport. This is to ensure that new development is properly integrated with future busway facilities, and potential impacts are minimised when the busway is delivered.

Integration with other projects

There are other projects currently in planning phases that are relevant to the South East Busway extension project. These include the Pacific Motorway Transit Project, Springwood Master Plan and the Gateway Upgrade South.

The Pacific Motorway Transit Project is a partnership project between Main Roads and Queensland Transport which involves upgrading the Pacific Motorway and improving sustainable transport options, one of which is the South East Busway extension from Eight Mile Plains to Rochedale. Planning the South East Busway extension between Rochedale and Springwood will ensure an integrated, whole-of-transport solution for the region.

Logan City Council is currently in the process of drafting the Springwood Master Plan. This plan will focus on redeveloping the Springwood Centre to better incorporate the expected future population and employment growth. As the South East Busway extension between Rochedale and Springwood will be a key feature of sustainable growth within Springwood, the Logan City Council require the outcomes of busway planning to incorporate into the Master Plan.

The Gateway Upgrade South project involves planning for additional lanes on the Gateway Motorway. This may have implications on the busway extension. It is therefore important to integrate the busway planning with Gateway Upgrade South project planning.



Future growth

The South East Queensland Regional Plan 2005-2026 and the South East Queensland Infrastructure Plan and Program 2008-2026 have predicted population and employment growth in the southern region of Brisbane. Population targets within these plans indicate Logan City is expected to accommodate a significant increase in residents by 2026.

According to the Regional Plan, Springwood is to evolve into a regional hub for high density housing, commercial activity and a larger range of government and administrative services. Planning for the South East Busway extension between Rochedale and Springwood will ensure that this future growth is supported by sustainable transport.

The big picture

South East Queensland is the fastest growing region in Australia and will undergo significant change and population growth during the next 20 years. By 2026, the region's population is expected to increase from 2.6 million to about 3.7 million. An important aspect of achieving sustainable growth in South East Queensland is the development of an accessible, attractive and efficient transport system.

The Queensland Government recognises the importance of public transport as a sustainable transport option in providing accessible transport for the whole community. The busway network is a key feature of this transport system and will improve the speed, reliability and integration of public transport within the Greater Brisbane area.

An investment in transport infrastructure is part of the Government's plan to tackle urban congestion, which is expected to increase as a result of population growth. Delivering reliable services that are competitive with travel by private vehicle will encourage more people to use public transport.

Long-term strategy

A significant amount of new infrastructure is required in order to expand the integrated public transport network for the Greater Brisbane area. The Queensland Government has recognised the importance of planning to protect the future busway network, so that projects such as the South East Busway extension are able to be built in the future. Currently, key links in the busway network are being built in areas that have been identified as most in need of transport improvements.

Why busways?

History

The busway network for Brisbane was first adopted as Queensland Government policy in 1997 in the South East Queensland Integrated Regional Transport Plan.

During the development of the South East Queensland Integrated Regional Transport Plan, options to improve public transport services to areas not directly serviced by rail were investigated. Light rail and heavy rail options were considered, but the conclusion was that the flexibility of buses best suited the dispersed nature of Brisbane's urban development. However, buses faced the problems of traffic congestion and the perception of a lack of performance that people associate with rail systems. Busways were adopted as a major part of the answer. Busways allow buses to service lower-density communities, picking up people in their local streets and then joining the busway spine.

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

What is a busway?

Generally, a busway is a two-lane, two-way road for use only by buses and emergency vehicles. A busway separates buses from general traffic, allowing them to bypass peak hour congestion. It can be built as a stand alone road or within an existing road corridor.

Busway benefits

Busways are able to make a significant contribution to a sustainable future for South East Queensland by carrying commuters more efficiently and helping to reduce the growth in the number of cars on the road. Busways are also able to incorporate sustainable features into the design, construction and operation of the busway, which minimise the use of resources and improve service reliability. This has widespread benefits for the environment, economy and the community.

The carrying capacity of a busway significantly outweighs that of a typical freeway. Busways are able to carry more people in a shorter period of time, which gives commuters an attractive alternative to private car travel.

Busways carry more people more efficiently

1 motorway lane = 2000 passengers per hour
1 busway lane = 15,000 passengers per hour

Other busway benefits include:

- the ability to cater to a broad catchment of people
- the flexibility of local services that connect to a high frequency spine
- staging flexibility where parts of the busway can be delivered as needed

Brisbane's busways

The Brisbane busway network is designed to fill the gaps between Brisbane's existing rail lines to complete the city's primary public transport network and create a world-class system for the future.

Existing busways

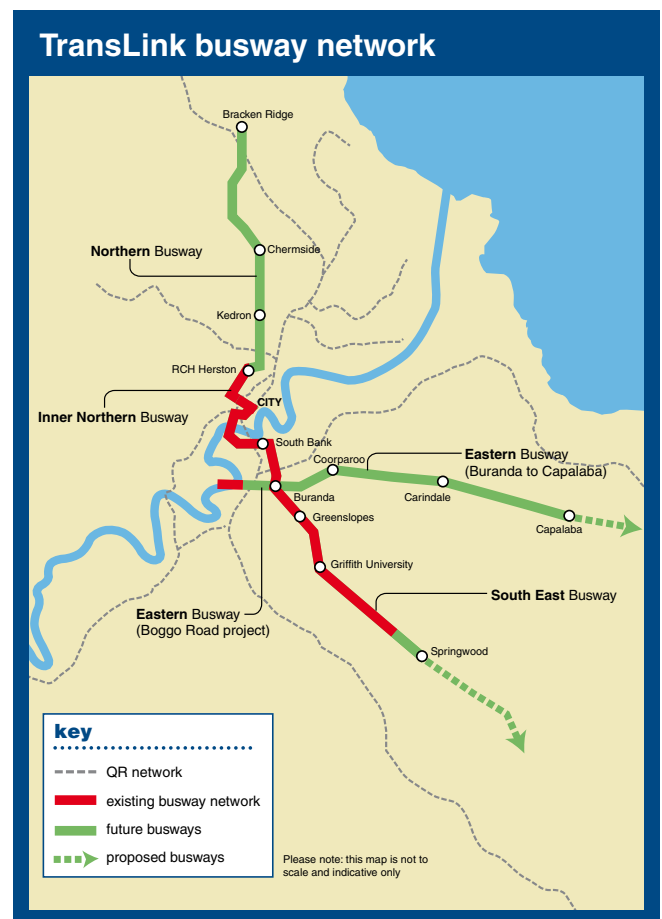
- South East Busway between Queen Street in the City and Eight Mile Plains
- Inner Northern Busway between the Royal Children's Hospital (Herston) and Queen Street, City

Planned busways

- Eastern Busway (Buranda to Capalaba) - construction of first section underway
- Northern Busway (Herston to Kedron) - construction underway
- Boggo Road Busway (Buranda to Eleanor Schonell Bridge) - construction underway

Future busways

- South East Busway (Eight Mile Plains to Springwood) - in planning
- Northern Busway (Kedron to Bracken Ridge) - in planning.



Planning process

Initial planning has identified a study area between Rochedale and Springwood. The next step is to investigate a preferred busway alignment, the location of busway stations and ensure that any potential issues can be managed appropriately. The Concept Design Study will document these investigations.

Once the busway alignment has been finalised for the Concept Design Study, the findings will be presented to the Queensland Government for approval. This will ensure that the busway corridor between Rochedale and Springwood is protected for the future.

What is a Concept Design Study?

The Concept Design Study is a planning process that has been developed by the Queensland Transport to enable 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 Study is produced in draft format for community and stakeholder consultation and then finalised for Government approval with amendments incorporating feedback from consultation and further technical investigations.

The focus of the South East Busway extension (Rochedale to Springwood) Concept Design Study is on:

- identifying a preferred busway alignment and design
- identifying any potential local issues associated with the proposal
- ensuring these issues are able to be managed appropriately

What will be investigated?

The Concept Design Study will identify a preferred busway concept design by assessing potential options against design elements and objectives. The study will involve a preliminary investigation of a broad range of social, environmental and economic issues.

The results of the study will inform the development of a detailed impact management plan at a later date.

Engineering

Investigations will be undertaken to determine potential engineering issues relating to the busway. Engineering issues may be associated with:

- planning and design
- construction
- operation

A description of engineering requirements for the busway corridor will be provided, including any associated infrastructure. This includes stations, local bus entry and exit points, interchanges, bus layovers, depots and turn around facilities, service facilities, and pedestrian and cycle facilities.

Social environment and community

Social issues will be investigated by assessing social infrastructure within the corridor and identifying community values through consultation.

Technical investigations will identify any issues associated with indigenous and non-indigenous cultural heritage sites and values that may be affected by the busway.

Economic

Key economic drivers within the study area will be identified to determine if there are any potential economic issues resulting from the busway. Other considerations include the mix of business and activities, employment and the availability and cost of property.

Land use planning

Investigations will consider the existing land uses and planning for future land uses, in accordance with the Logan City Council Planning Scheme and any regional or state planning policies or plans.

In particular, investigations will identify major attractors and destinations where the busway should service residents and workers, and how the busway complements local development. Particular attention will be given to sensitive land uses (such as schools and health care facilities) and potential land acquisitions.

Urban design

Investigations will identify the urban environment and landscape features that contribute to the visual and physical character, amenity and identity of the Rochedale to Springwood corridor. These will then be reflected in concept design options.

Environment

A wide range of environmental issues associated with the planning and design, construction and operation of the busway will be considered. Potential issues to be investigated include the following:

- flora and fauna species and their habitats
- hydrology features which may cause flooding or overland flow
- topographical features and geology of the area.

Transport network

The transport and traffic arrangements that may be affected by the busway will be investigated. The existing transport network and arrangements will be described in terms of transport operations, major travel trends, key intersections and congestion points.

The existing and future planned pedestrian and cycle facilities will be identified and opportunities to enhance pedestrian and cycle connectivity will be considered. A network integration strategy will be prepared to show how the public transit network will integrate with the broader transport network at a strategic level.

Sustainability

Investigations will consider the sustainability of the busway and identify opportunities where sustainable features can be enhanced. Potential issues or opportunities may relate to the planning and design, construction or operation of the busway. Considerations include:

- pollution control
- waste management
- energy and water consumption

Legislative requirements

The appropriate compliance and permitting requirements needed to undertake construction and operation of the busway will be investigated at a high level. Relevant legislation may include international conventions and Commonwealth and State requirements.

Future studies

An impact management plan will be undertaken at a later date which will investigate the busway alignment in greater detail and identify appropriate management strategies to maximise benefits and minimise impacts of the proposal.

The reason an impact management plan is not being undertaken now is that the busway extension from Rochedale to Springwood has not been identified for delivery in the short-term. It is therefore too early to properly consider the management of impacts. Impacts identified today are likely to be very different in five, ten or 20 years' time. Impact management planning is better undertaken just prior to construction. This will ensure that strategies can utilise any advancement in technology contributing to better outcomes for the community.

Community consultation

Community consultation is an important part of the planning process. An interactive and inclusive community consultation process will be undertaken to ensure that public feedback is incorporated into the evaluation of busway alignment and station options.

The project team will seek community feedback at two points in the planning process: at the project launch (current) and at the release of the draft Concept Design Study (early 2009).

The project launch involves informing the community and key stakeholders about the planning to protect the busway corridor. Advice is sought from the community on any local issues that may be relevant to busway planning, to ensure all issues are incorporated into the planning and investigated at the appropriate level. Consultation on the draft Concept Design Study will seek community feedback on the draft busway alignment and busway station options.



Consultation methods

The project team will provide various methods for the community to provide feedback, with the intent to inform and seek input from as many residents and business operators as possible.

Each planning phase will include:

- a project newsletter
- advertisements
- website updates
- displays

Staffed information displays and community information sessions will occur during the project launch and during the release of the draft Concept Design Study. The community living within the study area will also receive letters updating them on the progress of the project.

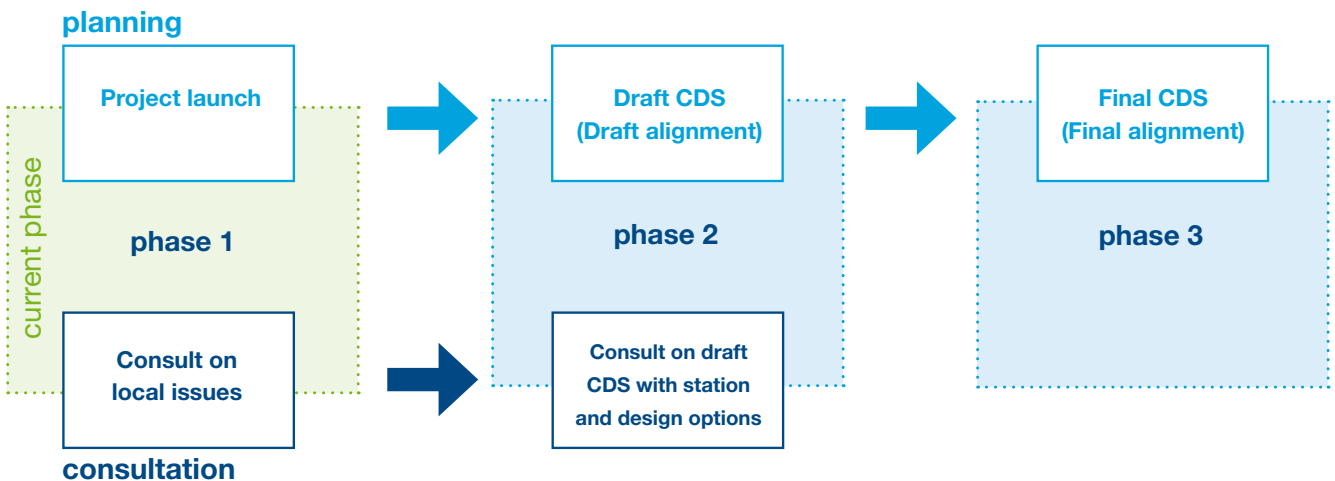
Consulting with property owners potentially affected by the busway will be a priority. They will be personally contacted by the project team to discuss their individual circumstances, once they can be identified.



Project phases

There are three phases of the planning process required to undertake and finalise technical investigations and community engagement. Figure 1 illustrates these project phases.

Figure 1: planning and consultation phases



Community feedback

Tell us what you think

It is important to ensure people living in the Rochedale to Springwood corridor have input into the planning process so the busway planning can best meet the needs of existing and future residents and public transport users.

We are seeking your feedback on local issues that you think may be relevant to busway planning to ensure that technical studies investigate potential issues appropriately. For more information on what is to be investigated, see page 8.

You can tell us what you think via letter submission, telephone, or email.

Consultation activities are planned over the next 12 months. Details of displays and community information sessions will be advertised in local papers, project newsletters and on the project website. Register your interest with the project team by contacting them with your details.

Contact us

Phone:	1800 794 288* (<i>freecall</i>)
Email:	sebusway@transport.qld.gov.au
Visit:	www.translink.com.au/project
Interpreter:	13 14 50 <i>(for people of non-English speaking backgrounds)</i>
TTY:	13 36 77 (<i>quote 1800 794 288</i>)

* Higher rates apply from mobile phones and pay phones. STD rates will apply if calling from outside South East Queensland.



