

Introduction and overview

Introduction

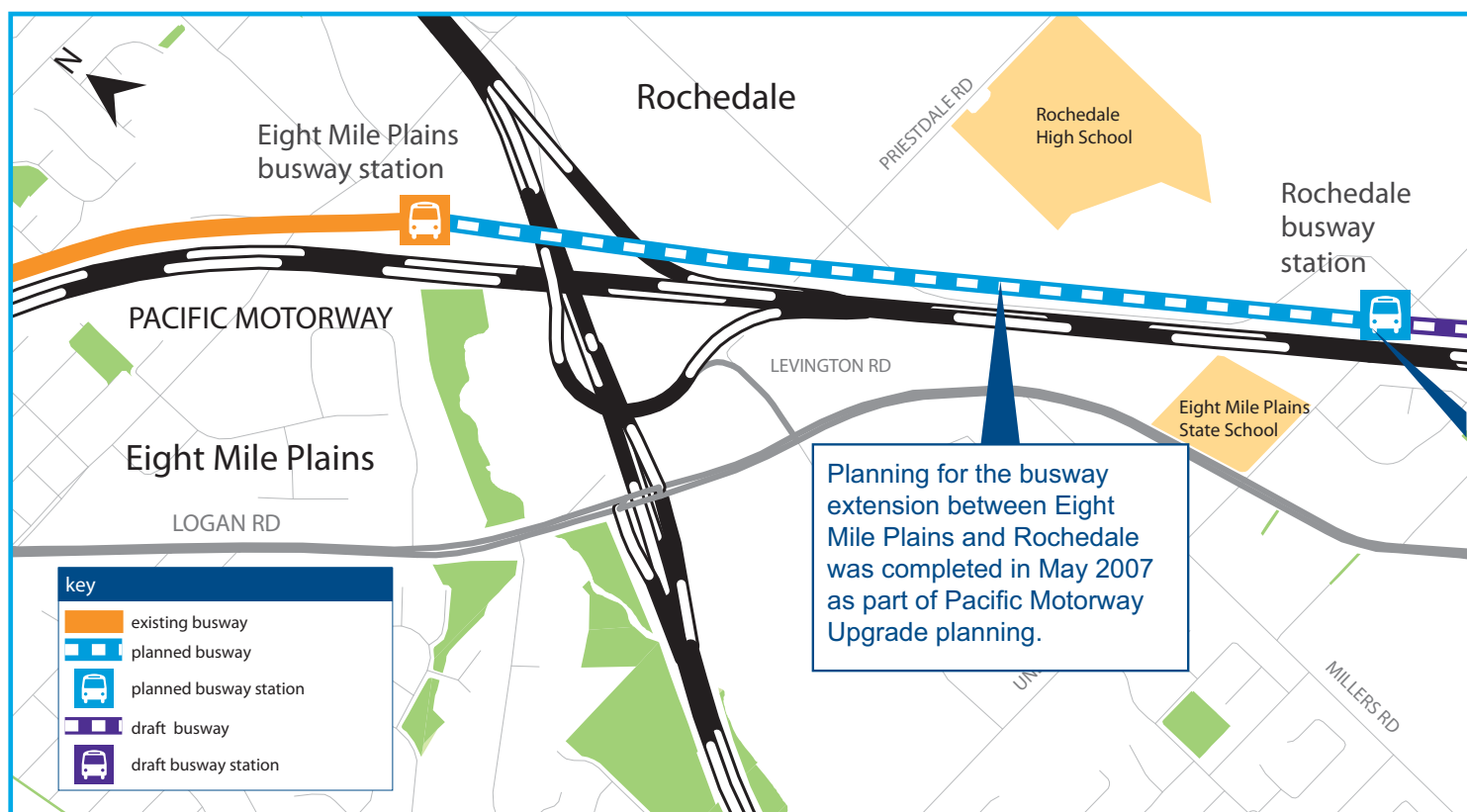
The South East Busway between Brisbane City and Eight Mile Plains is a success story – it carries more than 150 000 passengers per day or 35 million trips per year. Sections of the busway carry 18 000 passengers per hour. To carry the same number of people by car, an extra nine Pacific Motorway lanes would have to be built.

The Queensland Government is committed to delivering the South East Busway to Springwood between 2011 and 2026 as part of the South East Queensland Infrastructure Plan and Program 2008–2026. The South East Busway extension is part of the Department of Transport and Main Roads 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 Pacific Motorway Upgrade planning. The department has prepared a draft Concept Design Study to identify and protect the future busway corridor between Rochedale and Springwood.

The draft Concept Design Study identifies a draft future busway alignment and contains a preliminary investigation of a broad range of environmental, social, engineering and economic benefits and issues to ensure they are able to be managed appropriately in the future.

This document outlines the main findings of the draft Concept Design Study.



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

The South East Busway is dedicated infrastructure that delivers public transport to Brisbane's southside. It gives priority to buses by separating them from general traffic between Brisbane's Central Business District and Eight Mile Plains.

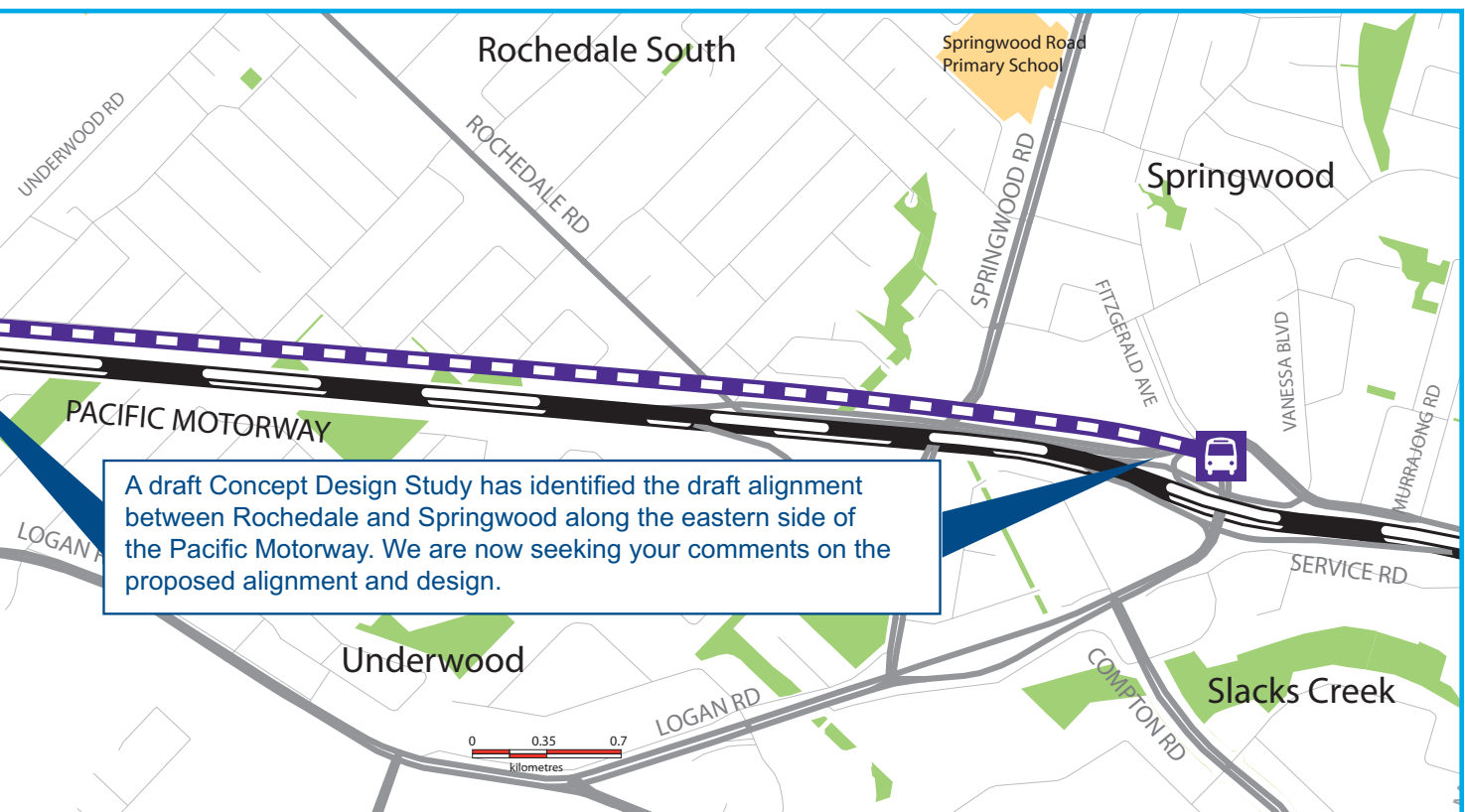
Planning for the South East Busway extension between Rochedale and Springwood will mean even more southside commuters will be able to enjoy congestion-free travel parallel to the Pacific Motorway in the future.

This planning will preserve the future busway corridor and ensure its place in Brisbane's public transport network.

The Rochedale to Springwood section of the South East Busway will consist of:

- a new 2.4 km section of busway between Rochedale and Springwood
- a new busway station at Springwood
- a passenger pick up and drop off area at Springwood (known as kiss 'n' ride)
- local bus access points (from the local road network to the busway)
- links to allow easy interchange between local bus and busway services
- well-connected pedestrian and cycle access to stations.

The busway alignment runs along the eastern side of the Pacific Motorway with a new busway station proposed near the existing Springwood bus interchange.



The need for the project

The Department of Transport and Main Roads wants to help build a strong and green Queensland. One way we can do this is by making public transport an attractive and viable alternative to the car by delivering reliable services that are competitive with travel by private vehicle.

Planning for the future

It is important to plan public transport now to ensure future developments such as new buildings and roads are planned with the future busway in mind.

A 'protected' busway corridor means that a busway alignment has been approved by the Queensland Government to be delivered in the future. Once a corridor is protected, any development that is proposed within the corridor is subject to assessment by the department to ensure it fits with busway planning.

We're growing fast

South East Queensland is the fastest growing urban region in Australia. Over the next 20 years, the region's population is expected to increase to around four million people (South East Queensland Infrastructure Plan and Program 2008–2026).

We need a balanced transport system to make sure South East Queensland keeps moving sustainably into the future. That means planning for a mix of public and private transport options.

The existing South East Busway has shown that providing fast, frequent and reliable public transport attracts passengers.

Under the South East Queensland Regional Plan 2005–2026, Logan City is expected to accommodate a significant number of new residents, with Springwood listed as a Principal Activity Centre. Principal Activity Centres have key concentrations of employment, retail, education, cultural and entertainment facilities. They are also hubs for residential development and transport.

A number of areas south of Springwood – Logan Central, Shailer Park and Browns Plains – are identified as major centres with concentrations of employment.

If public transport use continues to increase as it has in recent years, Logan City and Beenleigh are expected to experience the highest growth rate in public transport trips in South East Queensland.

Extending the South East Busway in the future will help cater for this growth. It will enable buses to completely bypass congestion and move more people more efficiently.



Benefits of extending the South East Busway

Transport benefits

- Gives more southside residents a congestion-free run on fast, frequent and reliable bus services. Bus travel speeds of up to 90 km/hr are possible on the South East Busway. Even when traffic incidents congest the Pacific Motorway, the South East Busway continues to operate unaffected. During peak hour, this often makes the busway a quicker way to get around.
- Provides greater frequency and variety of bus services while retaining important local services.
- Encourages more people to use public transport.
- Caters to a broad catchment of suburbs as buses can enter and exit the busway to serve residential and commercial areas away from the busway.
- Allows for the integration of public transport and land use which allows people to complete multiple activities in one public transport trip.

Social benefits

- Provides improved connections to where people live, work and play.
- Improves access to major destinations including Brisbane's Central Business District, Springwood, and the University of Queensland (via the Eastern Busway).
- Provides greater certainty about future infrastructure. By planning now, we can set aside the land we need for our future transport needs.

Economic Benefits

- Allows cost-effective staging of the busway by constructing the highest priority sections first.
- Makes efficient use of infrastructure and has significant 'people carrying capacity'.
- Lowers operating costs for bus services through reduced travel times.
- Saves travel time for bus users.

Environmental benefits

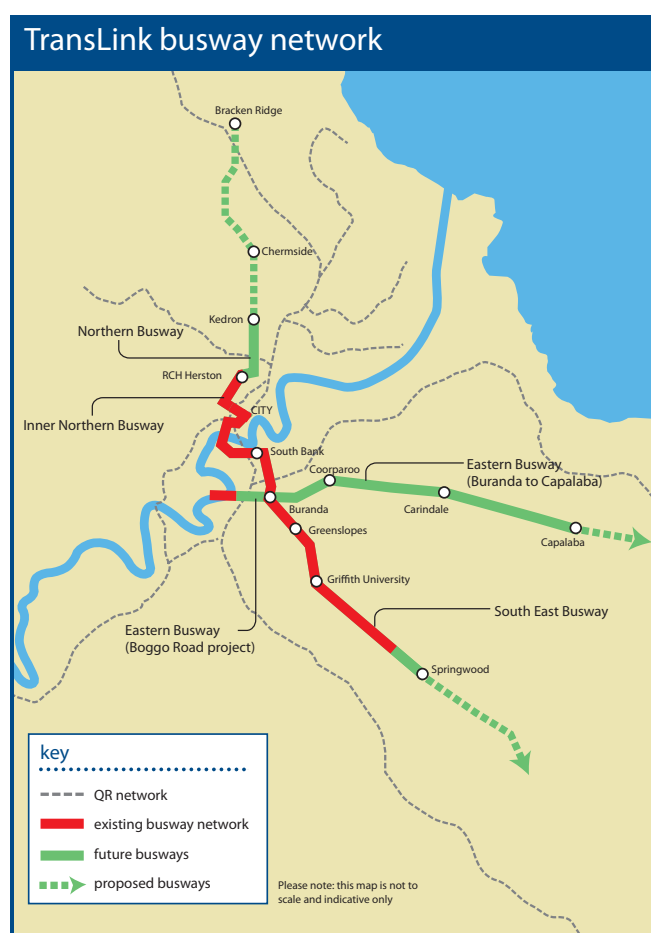
- Increases the efficiency and flow of bus movements and reduces fuel emissions through less 'stop-start' driving.
- Helps reduce overall vehicle emissions by reducing car use. For every full bus, there are up to 40 fewer cars on the road.
- Maximises sustainable transport options by encouraging passengers to walk, cycle or catch their local bus to the Springwood busway station.



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Brisbane's busway network

The South East 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. The development of the busway network is identified in the Integrated Regional Transport Plan for South East Queensland, the South East Queensland Regional Plan, the South East Queensland Infrastructure Plan and Program and the TransLink Network Plan.



Concept design process

The planning process

The draft Concept Design Study identifies a preferred future busway alignment and contains a preliminary investigation of a broad range of social, environmental, engineering and economic issues. The results of this study will inform the development of a detailed impact management plan at a later date.

A more detailed impact management plan cannot be undertaken now because the busway extension from Rochedale to Springwood is in the planning stage. Impact management planning is better undertaken just prior to construction. This ensures that strategies can use any advancements in technology that could contribute to better outcomes for the community.

The busway extension has been identified for delivery between 2011 and 2026 in the South East Queensland Infrastructure Plan and Program 2008–2026. It is therefore too early to properly consider the management of impacts in detail.

How it fits in with other projects

Undertaking busway planning now means we can integrate the future busway with:

Pacific Motorway Upgrade, Gateway to Logan Motorway

Initial planning for this project, involving an upgrade of the Pacific Motorway between the Gateway Motorway and the Logan Motorway, was completed in May 2007. It included plans to extend the South East Busway from Eight Mile Plains to Rochedale. Planning for the South East Busway extension between Rochedale and Springwood has resulted in design amendments that better accommodate the delivery of the future busway. These changes ensure the projects are integrated in a way that minimises the impacts on the local community. See page 12 for more information.

Greater Springwood Master Plan

Logan City Council planning for the Greater Springwood area aims to guide future development within the Springwood town centre and will incorporate the busway extension. The department is working with the Logan City Council to ensure the Springwood busway station will integrate with future development opportunities around the town centre.

When will the extension between Rosedale and Springwood be built?

Brisbane's busway network is a long-term plan and will be built in stages to service the areas of highest priority first. It is important to plan ahead to identify the location of future busway corridors to ensure each link in the network is able to be built as the need arises.

The South East Queensland Infrastructure Plan and Program prioritises the Queensland Government's program of infrastructure and major projects and is reviewed annually. It has earmarked \$365 million for the construction of the busway extension (Eight Mile Plains to Springwood) between 2011 and 2026. Completing busway planning now preserves the corridor for future construction. It also provides additional information for the South East Queensland Infrastructure Plan and Program review process on the benefits the busway will deliver, its expected cost and the extension's priority against other projects.

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