



Queensland
Government

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Tomorrow's Queensland

Northern Busway: Kedron to Bracken Ridge Consultation report

Draft corridor and station location options

Tomorrow's Queensland:
strong, green, smart, healthy and fair

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1. Introduction

This report documents the consultation activities and community stakeholder response to consultation on draft corridor and station location options for Northern Busway: Kedron to Bracken Ridge.

It includes:

- an overview of the strategies used in communicating the corridor options and encouraging engagement and feedback from stakeholders, property owners and the community
- statistics on the level of engagement achieved across key stakeholder groups
- a summary of issues raised and the project's response to those issues.

Reporting covers activities from consultation launch on 20 September 2010 to the drafting of this document on 19 November 2010.

Feedback received after this date has been noted and recorded by the project team, but is not included in this report.

2. Consultation purpose

Consultation on the Northern Busway: Kedron to Bracken Ridge draft corridor options was held in the six week period from 20 September to 29 October 2010. The purpose of the consultation was to seek community and stakeholder feedback on the draft busway corridor and station location options for the Northern Busway: Kedron to Bracken Ridge.

The activities held during this phase were designed to ensure that local and broader communities were well informed about the project and the options under consideration. They provided the opportunity to discuss the planning and gain further information from the project team. Written feedback was encouraged via feedback forms, letters and emails.

During this consultation period, the Northern Busway: Kedron to Bracken Ridge planning team undertook staffed displays, briefings with key stakeholders and elected representatives, property meetings and a business walk around. Written feedback was encouraged via mail, email or feedback form. More detail on these activities is presented below in Section 4 Communication and consultation activities.

Consultation with property owners potentially impacted or adjacent to corridor options is a significant focus in the planning process. The purpose of this consultation is for property owners to be:

- well informed about the project and the options under consideration
- aware of the project's possible direct and/or indirect impact on their properties
- able to provide feedback to the project team on the corridor options
- aware of their rights in relation to their property.

2.1 Phase within consultation program

This is the second round of consultation for the planning of Northern Busway: Kedron to Bracken Ridge.

The first round was to consult on the preliminary investigation areas and occurred for a nine week period between Monday 23 November 2009 and Friday 22 January 2010. The consultation period initially was for four weeks but was extended due to requests from the community for extra time to submit feedback. The activities held during this phase were well attended and generated a range of feedback from the general community, government departments, business owners, property owners and interest groups.

The purpose of the first round of community consultation for the Northern Busway: Kedron to Bracken Ridge was to:

- launch the project
- gather information on local values and issues
- consult on the investigation areas, key considerations, scope of technical investigations and project objectives.
- consultation on possible alignment options and investigation areas
- raise community and stakeholder awareness of the project
- register people for participation in further consultation.

A third round of consultation is expected in 2011 to consult on a preferred corridor for Northern Busway from Kedron to Bracken Ridge.

3. Stakeholder groups

Four main stakeholder groups were identified for engagement. These included:

- State and local government stakeholders
- Elected representatives
- General community, including the Community Reference Group, residents, employees and business owners in the suburbs surrounding the draft corridor and station location options
- Property owners with potential land impacts or adjacent to the options

3.1 State and local government stakeholders

The following state and local government agencies have been, and will continue to be consulted as the project team work towards a preferred corridor:

- Department of Health
- Department of Infrastructure and Planning
- TransLink Transit Authority
- Department of Community Safety (Ambulance)
- Department of Communities (Housing)
- Urban Land Development Authority
- Brisbane City Council (including City Planning, Transport planning and Strategy, Local Asset Services, Development services)
- Department of Environment and Resource Management

3.2 Elected representatives

All relevant federal, state and local elected representatives, as identified below, were provided with information about the project and contact details to request a briefing from the project team.

Federal	Terese Gambaro, Federal Member for Brisbane
	Yvette D'Ath, Federal Member for Petrie
	Wayne Swan, Federal Member for Lilley
State	Tracy Davis, State Member for Aspley
	Vicky Darling, State Member for Sandgate
	Stirling Hinchliffe, State Member for Stafford
	Neil Roberts, State Member for Nudgee
Local	Amanda Cooper, Councillor for Bracken Ridge ward
	Kim Flessner, Councillor for Northgate ward
	Norm Wyndham, Councillor for McDowall ward
	Fiona King, Councillor for Marchant ward
	Victoria Newton, Councillor for Deagon ward

The following elected representatives were briefed by the project team:

- Honourable Stirling Hinchliffe MP
- Ms Tracy Davis MP
- Ms Vicky Darling MP
- Councillor Fiona King
- Councillor Norm Wyndham
- The electorate office of the Honourable Wayne Swan MP
- The electorate office of the Honourable Neil Roberts MP

3.3 General community

The general community, as a stakeholder group, includes residents, property owners, bus users, businesses, community groups, and industry groups in those suburbs closest to the bus corridor. The general community was engaged through the distribution of project newsletters and print advertisements. Staffed displays were also held to inform these stakeholders about the project.

3.3.1 Community Reference Group

A Community Reference Group (CRG) has been established for the Northern Busway: Kedron to Bracken Ridge project. The group was formed through an expression of interest process where interested community members applied.

Two CRG meetings were held during the consultation period. The first meeting was on the first Tuesday of the consultation period (21 September) and focussed on taking the members through the newsletter and fact sheet that had been released for consultation.

The second meeting was held on Tuesday, 26 October and provided the CRG members with the opportunity to submit feedback and opinions gathered from the wider community.

Meeting notes from these meetings are available on the Department of Transport and Main Roads website (<http://www.tmr.qld.gov.au/Projects/Name/N/Northern-Busway-Kedron-to-Bracken-Ridge.aspx>).

The CRG will continue to meet throughout the study to enable community input and to provide an opportunity for community issues to be addressed by the study team.

3.3.2 Industry and community groups

A number of community and industry groups were identified as potentially having an interest in the planning. Letters were sent informing them of consultation and inviting them to participate. Included were:

- environmental groups
- schools
- seniors' groups
- community action groups
- sporting clubs and groups
- business groups
- heritage groups

3.4 Property owners with potential land impacts or adjacent to the options

The team sought to engage with and gather feedback from as many property owners as possible, who were potentially impacted or adjacent to the draft corridor options. This was achieved by sending letters inviting potentially impacted property owners to meet with the project team one on one. The purpose of these meetings was to ensure they were aware of the corridor options and had the opportunity to provide informed feedback.

4. Communication and consultation activities

Community consultation activities for the draft corridor and station location options and the extent of the response are outlined below:

4.1 Communication activities

4.1.1 Advertisements

Half page advertisements promoting the consultation period were placed in the Northside Chronicle, City North News and the Bayside Star on 22 September 2010 and the Courier Mail on 21 September 2010.

A full page advertisement highlighting the link between the planning for the Northern Busway and the Brisbane City Council's Draft Neighbourhood Plan was placed in the Northside Chronicle on 13 and 27 September 2010.

Transport and Main Roads

Northern Busway: Kedron to Bracken Ridge Connecting Brisbane North – Have your say!

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

The Department of Transport and Main Roads is seeking feedback on the draft busway corridor and station location options for the future extension of the Northern Busway from Kedron to Bracken Ridge.

Draft busway corridor options have been developed taking into consideration initial community feedback and technical investigations and these are now available for community comment until **29 October 2010**.

These options aim to preserve a public transport corridor that would deliver fast, frequent, reliable and congestion-free journeys, connecting key destinations like The Prince Charles Hospital and Chermside Centre.

Staffed displays		
Chermside Library Hamilton Road, Chermside	Thursday 23 September Wednesday 29 September Monday 25 October	3pm to 4pm 10am to 1pm 2pm to 5pm
Chermside Kedron Uniting Church , 590 Gympie Road, Chermside	Saturday 25 September Saturday 16 October Wednesday 20 October	9am to 12pm 9am to 12pm 5pm to 8pm
Aspley Special School 751 Zillmere Road, Aspley	Wednesday 6 October	5pm to 8pm

Have your say

You can find out more information and have your say by contacting the project team:

- Email: team@northernbusway.qld.gov.au
- Visit: www.tmr.qld.gov.au (search Northern Busway)
- Phone: 1800 289 210
- Post: Northern Busway: Kedron to Bracken Ridge Department of Transport and Main Roads, Reply Paid 70, Spring Hill QLD 4004 (no stamp required)
- Visit: a staffed display

Transport and Main Roads

Northern Busway: Kedron to Bracken Ridge: Understanding the options around Chermside

The Chermside area is changing to become a mini CBD. It is the fastest growing centre in the northern suburbs and will support 55 000 jobs and 32 000 residents by 2031.

Feedback received so far indicates the community is interested in why the busway isn't going along Gympie Road to Chermside. The following map and key points explains how the proposed busway route will benefit the future Chermside Centre.

Chermside West

Chermside

Proposed future Chermside Centre

Get Involved – have your say!
Feedback period closes 29 October
Email: team@northernbusway.qld.gov.au
Call: 1800 289 210

Upcoming staffed displays
Chermside Robson Community Church
Saturday 23 October, 9am to 12pm and
Wednesday 20 October, 5pm to 8pm
Chermside Library
Monday 25 October, 2pm to 5pm

Legend:
Proposed Busway
Pedestrian / Cycle Overpass

A busway going down Gympie Road to Chermside will impact local businesses and other residential properties behind these businesses:

- Impact on Chermside-Kedron Community Church
- It will make it harder for pedestrians to cross Gympie Road
- It will fail to service the growing health precinct

The Prince Charles Hospital deserves a reliable bus service:

- It has 4000 staff, over 30 000 patients and 30 000 visitors every month.
- This health precinct is set to grow.

A shuttle service between Chermside and the hospital would have much lower frequency and reliability than a busway.

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Figure 1: Newspaper advertisements

Readership of the papers is currently 106 000 for the Northside Chronicle, 24 000 for the City North News, 64 000 for the Bayside Star and 586 000 for the Courier Mail.

4.1.2 Newsletter 2

46,000 newsletters were distributed across the suburbs of Bracken Ridge, Aspley, Zillmere, Carseldine, Chermside, Chermside West, Gordon Park, Kedron, Stafford, Stafford Heights, Fitzgibbon and Wavell Heights.

The project newsletter outlined:

- the purpose of the planning (long term corridor protection)
- the progress of the planning against project milestones
- the purpose of consultation

- summary of feedback received in phase 1 community consultation
- high level maps of the draft corridor and station location options (referring to fact sheets for more detailed information)
- details on how to contact the project team or to submit feedback
- details of times and locations for staffed displays.

4.1.3 Fact sheets 1-7

A series of fact sheets was produced to provide more detailed information about the draft corridors and station location options. Each fact sheet featured aerial photography with an overlay of the draft options.

The fact sheets were promoted through the project newsletter. Fact sheets were available on the TMR website, by contacting the project team or through attending a staffed display. The relevant fact sheet was also posted to property owners with a potential land impact or adjacent to draft corridor and station location options.

Fact sheets for the following sections were available:

- Fact sheet 1 - Somerset Road to Lawley Street, Kedron
- Fact sheet 2 - Lawley Street, Kedron to the Prince Charles Hospital, Chermside
- Fact sheet 3 - the Prince Charles Hospital, Chermside to Hamilton Road, Chermside
- Fact sheet 4 - Hamilton Road to Murphy Road, Chermside
- Fact sheet 5 - Murphy Road Chermside to Nevin Street, Aspley
- Fact sheet 6 - Nevin Street, Aspley to Dorville Road, Carseldine
- Fact sheet 7 - Dorville Road, Carseldine to Telegraph Road, Bracken Ridge

4.1.4 Letters to property owners and property meetings

Letters were sent to property owners with a potential land impact and property owners that were adjacent to draft corridor options and station locations on 17 September 2010. These letters included copies of the project newsletter and any fact sheet/s relevant to the property. Adjacent properties were defined using a mapping program as within 20 metres of a draft corridor option.

Property owners with a potential land impact were invited to contact the project team to book a suitable time to discuss the planning one-on-one. Meeting blocks were booked at the Chermside Kedron Community Church and at a City location.

On 20 October 2010 a follow up letter was sent to potentially impacted property owners whom had not yet contact the project team.

The project team engaged with a total of 215 property owners between 20 September and 19 November 2010 via meetings, phone calls or email. A number of one-on-one meetings occurred with adjacent property owners during the consultation period.

The project team will continue to engage with property owners as the planning progresses.

4.1.5 Project hotline, email, reply paid and website

A free-call project hotline, project email address and reply paid mailing service were established to provide the community with various avenues for information exchange. During consultation 306 phone calls and 118 general emails (emails asking questions or for information) were received. Detailed emails offering feedback and letters sent through the reply paid address were registered as submission.

The project web page provided a project summary, contact information details of consultation events and electronic copies of the project materials.

Details of the project hotline, email, reply paid address, website were included in print advertisements.

4.1.6 Staffed displays

The community consultation period involved ten staffed displays. With the exception of the staffed displays at the Prince Charles Hospital and at Wheller Gardens, details of these displays were advertised through Newsletter 2, the project website, fact sheets and print advertising.

Project team members were available to answer questions and speak one-on-one with community members. The community were encouraged to provide written feedback via feedback forms, available at the display and online, or through email and replied paid address.

Table 1: Date and time, location and number of attendees at staffed displays

Date and time	Location	Number attended
Thursday 23 September	Chermside Library Hamilton Road Chermside	165
Saturday 25 September	Chermside Kedron Community Church 590 Gympie Road Chermside	176
Wednesday 29 September	Chermside Library Hamilton Road Chermside	97
Wednesday 6 October	Aspley Special School 751 Zillmere Road Aspley	65
Friday 8 October	The Prince Charles Hospital	18
Wednesday 11 October	The Prince Charles Hospital	14
Thursday 12 October	Wheller Gardens	29
Saturday 16 October	Chermside Kedron Community Church 590 Gympie Road Chermside	92
Wednesday 20 October	Chermside Kedron Community Church 590 Gympie Road Chermside	27
Monday 25 October	Chermside Library Hamilton Road Chermside	80

Attendance at Staffed Displays

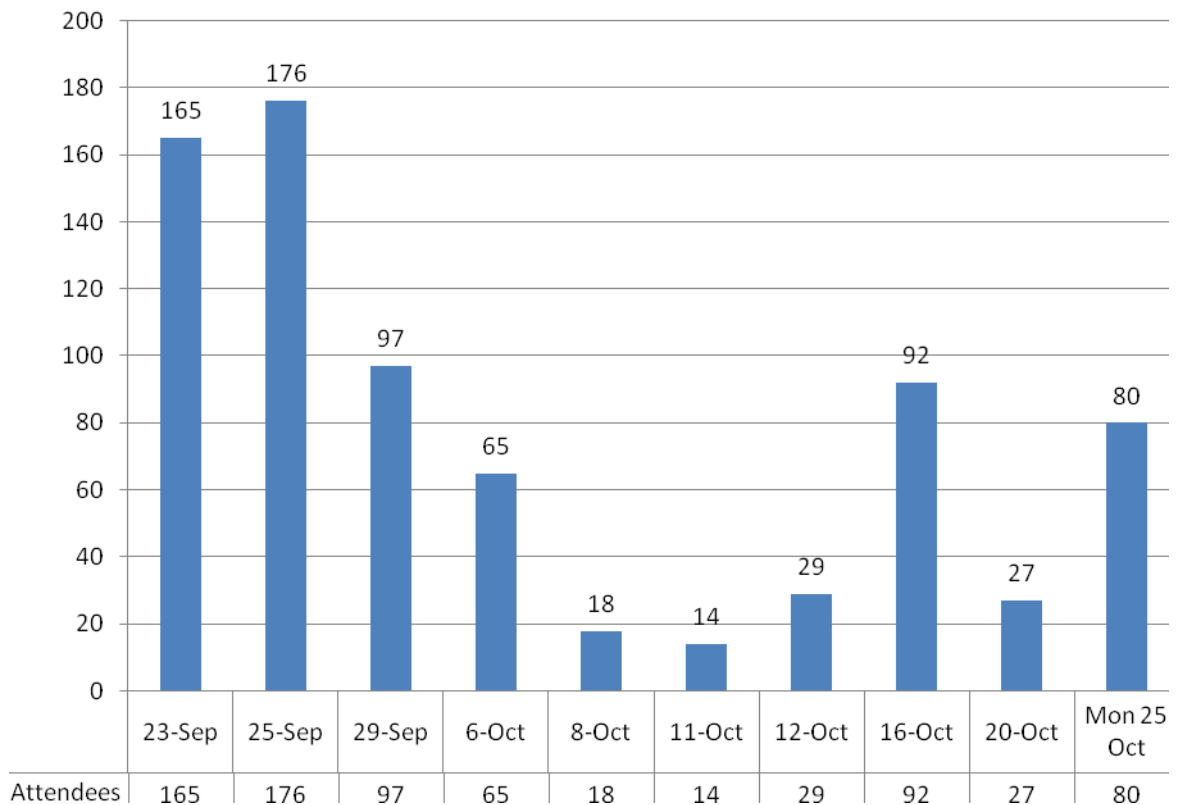


Figure 2: Attendance at staffed displays

4.1.7 Unstaffed displays

Project information was also available at state elected representative offices and Brisbane City Council Libraries within the study area.

4.1.8 Feedback forms

Feedback forms were developed and made available at staffed displays and online. They included the following questions:

- How did you hear about the Northern Busway: Kedron to Bracken Ridge?
- I am interested in this project because:
- What section/s of the draft busway corridor options are you interested in?
- What suburb do you live in?
- What do you like/dislike about the draft busway corridor options within your local area?
- Do you have any preferences or comments on the draft busway corridor and station location options within your area?
- Would you like to be added to the mailing list for the project?

210 feedback forms were received by the project team.

4.1.9 Submissions

Feedback was considered a submission if it was written feedback submitted to the project team for consideration. These mostly were received via mail or email, although some

submissions were feedback forms with attachments, ministerial correspondence or passed on from the Community Reference Group.

144 submissions were received by the project team.

4.1.10 Petitions

In October 2010, two petitions regarding the Northern Busway project were lodged in the Legislative Assembly of Queensland.

The principal petitioner for both petitions was Cr Fiona King and both petitions requested that the House remove all the draft options for the Northern Busway and have the busway proceed along Gympie Road, with a shuttle service to the Prince Charles Hospital.

The first petition, with a total of 486 signatures, was from electors in the division of Stafford. The second petition, with a total of 199 signatures, was from a broader cross section of Queensland residents.

4.2 Consultation statistics

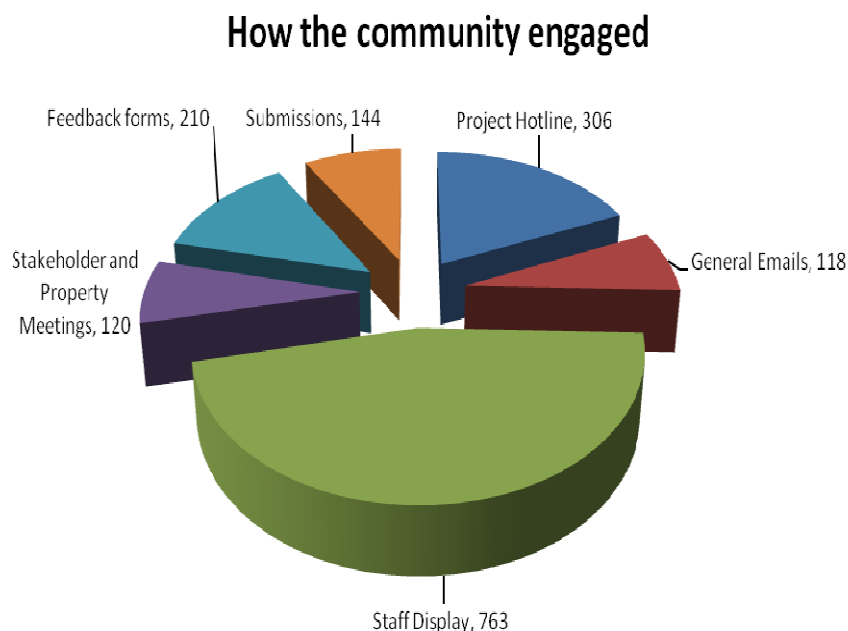


Figure 3 How the community engaged

A total of 1541 contacts were made with the project team during the consultation period. As illustrated in the above chart this was made up of:

- 306 project hotline calls
- 210 feedback forms
- 763 participants attending staffed displays.
- 118 emails
- 144 submissions

Over 120 meetings were held with key stakeholders and potentially impacted property owners.

These interactions were with a total of 958 individual stakeholders.

How the community engaged

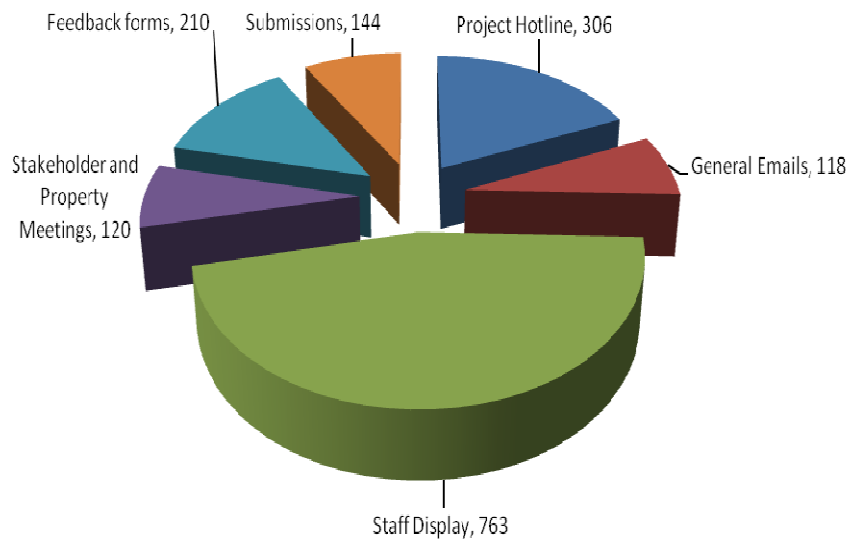


Figure 3: How the community engaged with the project team

As illustrated in Figure 4, the feedback was broadly spread across the study area and beyond, with the strongest response received from Kedron and Cherside (cumulatively 57%).

Stakeholder by suburb of interest

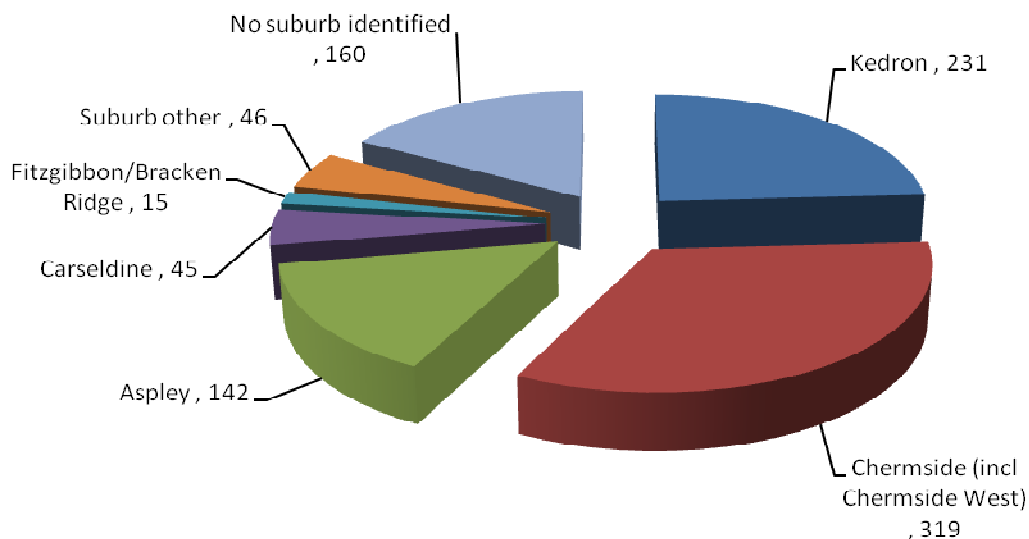


Figure 4: Suburb of interest of individual stakeholders engaged

5. Community feedback

The submissions and feedback forms received provided varying amounts of detail. Each submission was recorded, categorised and summarised. Below is a high level summary of the key findings identified through the written feedback.

For more detailed information, refer to appendix one, which provides a summary of feedback and the project's response to the issues raised.

5.1 Top five stakeholder issues

The top five most frequently raised issues by respondents related to:

1. Property matters

- 101 respondents provided feedback on potential property impacts. Other issues raised included concerns over perceived impacts on property values and the property acquisition process.

2. Servicing the Prince Charles Hospital

- 100 respondents provided feedback on the merits of servicing the Prince Charles Hospital. Of these, 33 respondents supported servicing the hospital and 67 did not.

3. Traffic matters

- 80 respondents provided feedback on traffic issues, including proposed changes to local street access and potential traffic impacts as a result of the busway. Most of these matters were associated with draft corridor options throughout the corridor.

4. Kedron options (potential closure of Strathmore Street)

- 71 respondents provided feedback on the draft options for maintaining local access to Gympie Road in Kedron.

5. Rode Road options

- 59 respondents provided feedback on the Rode Road options.

For more information on feedback on the draft options, see section 5.2 Feedback on draft corridor and station location options.

5.2 Feedback on draft corridor and station location options

5.2.1 Local access options in Kedron

Two options were presented for consultation in this area., with varying impacts on local street access.

There was a clear split in preference through this area as indicated in Figure 5. Option 1 – Strathmore Street open attracted the most support but also the most opposition.

Those supporting the option to close Strathmore Street identified their support was based upon the perceived opportunity to alleviate an existing local traffic problem and improve the amenity of Strathmore Street.

Those supporting keeping Strathmore open indicated they valued the existing east-west connection across Gympie Road. They also cite the potential wider traffic and access impacts on local streets on both sides of Gympie Road that the closure of Strathmore Street may cause.

The consultation suggests that the options have different traffic impacts on individual residential pockets and rat running is a significant existing issue in this area.

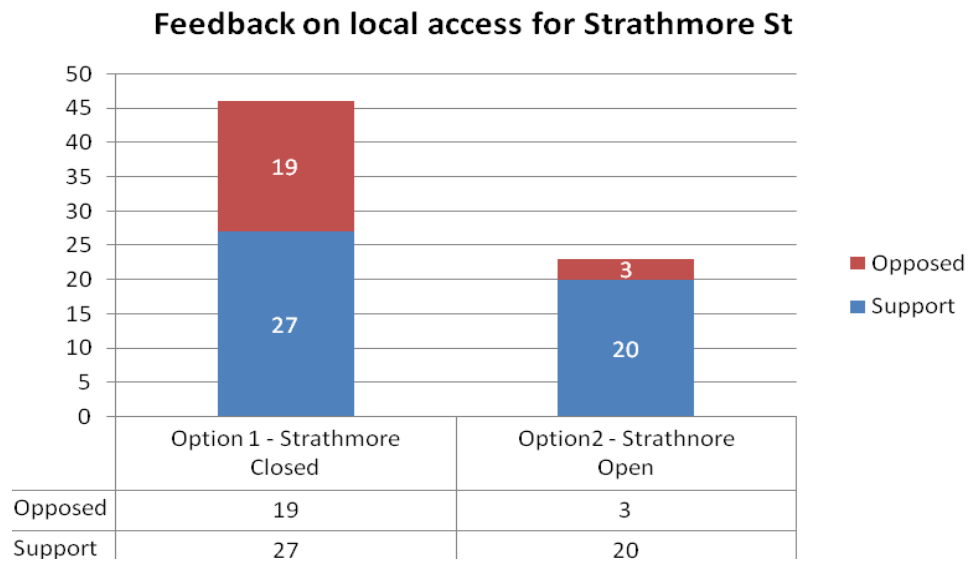


Figure 5: Feedback on local access options in Kedron

There were mixed views in support and opposition of Option 1a & 1b of Section 1 as seen in Figure 6.

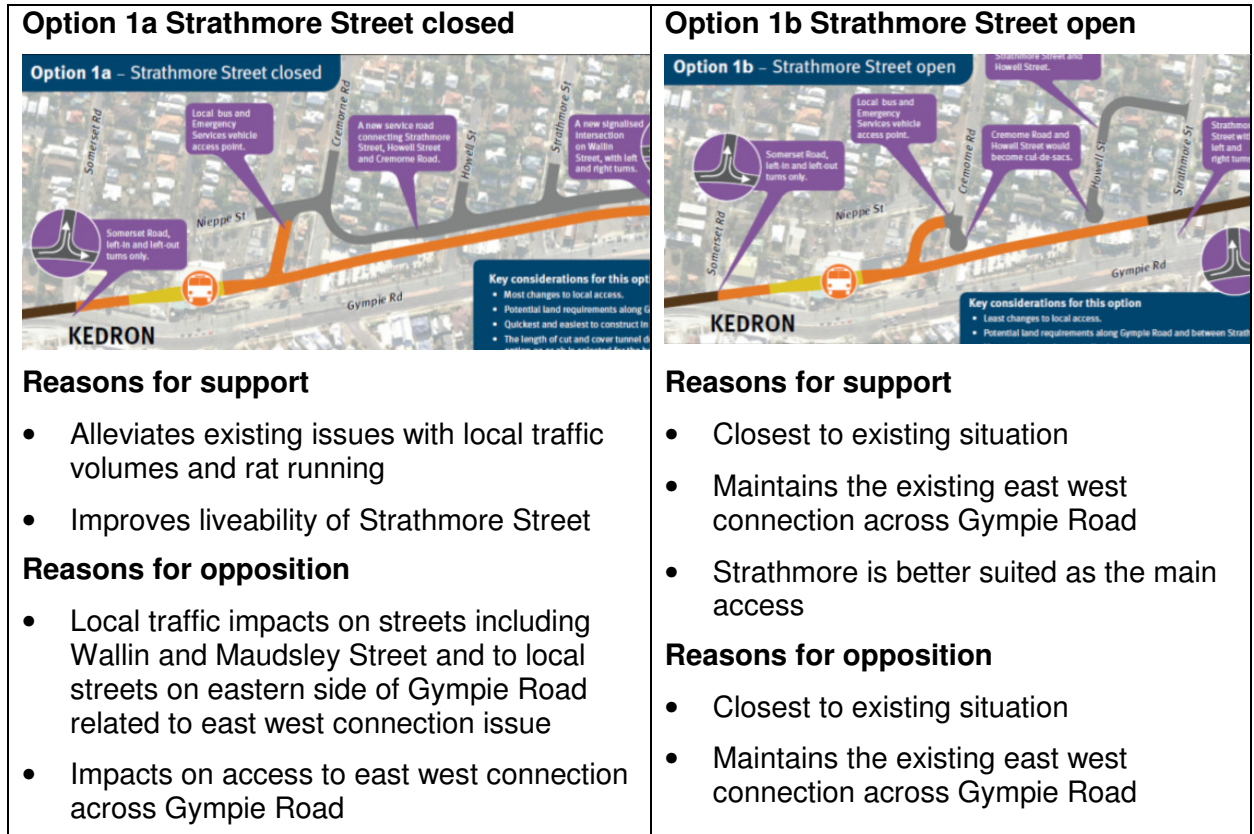


Figure 6: Reasons for support and opposition of Option 1a & 1b of Section 1 of the Northern Busway

5.2.2 Cemetery tunnel options

Two options were offered for a busway corridor through the cemetery area: a driven tunnel under the cemetery and a cut and cover tunnel along the front of the cemetery under Gympie Road.

The consultation results indicate a driven tunnel is the community's preferred option through the cemetery. The reasons given for this were generally based upon a perception that this option would minimise disruption to the operation of Gympie Road and the impacts to graves within the cemetery as seen in Figure 7.

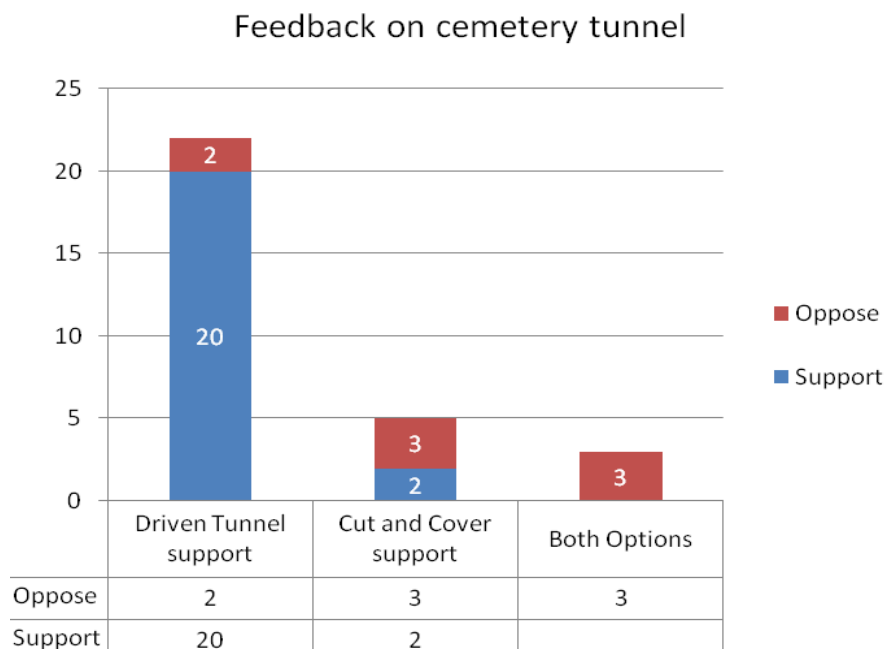


Figure 7: Feedback on cemetery tunnel options

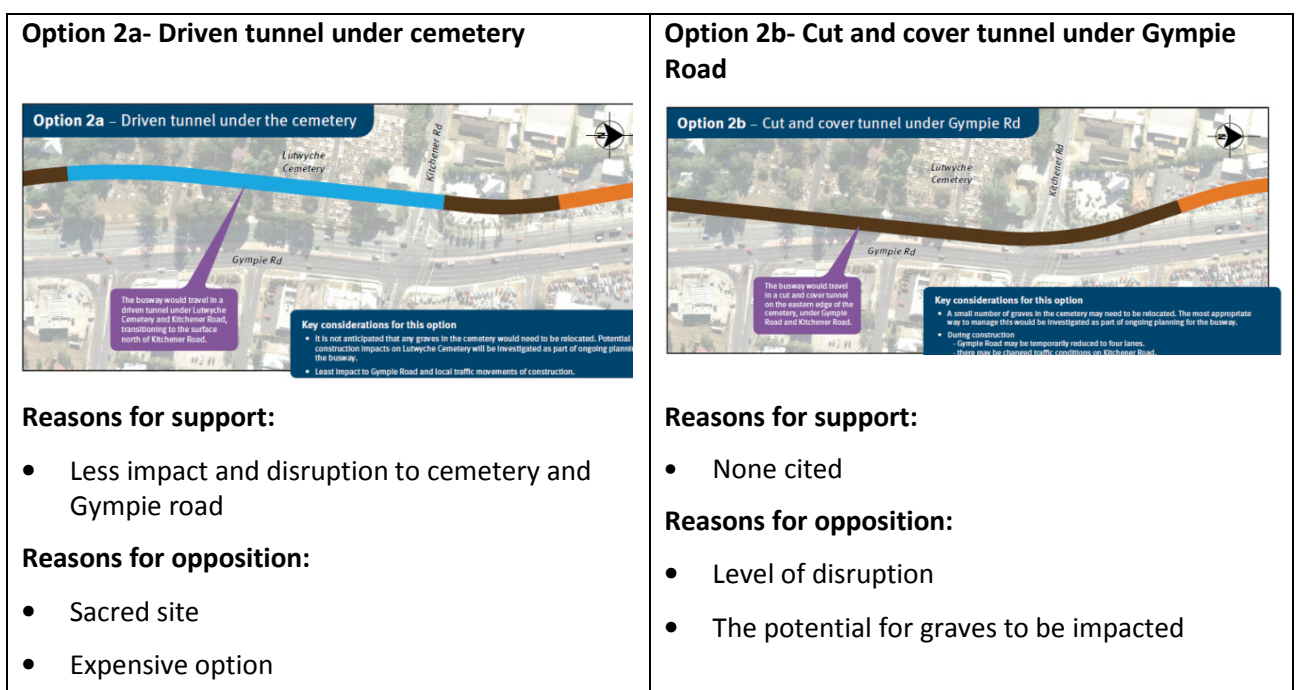


Figure 8: Reasons for support and opposition of Option 2a & 2b of Section 1 of the Northern Busway

5.2.3 Rode Road options

There were three proposed options for the busway corridor between Kitchener Road, Kedron and the Prince Charles Hospital, Chermside. Each option had different:

- street access impacts to the Gallagher/Alice Street precinct, Parkdale Street and the Hilltop Avenue area
- visual amenity impacts
- property impacts.

There was a mix of feedback received across the options, with property impact an issue across all. The impact on Bradbury Park was cited as a significant concern with option 1. Concern over the traffic disruption and visual amenity was associated with option 2 (Rode Road median).

Some respondents picked aspects of each option and indicated a preference for a hybrid option. An example:

Would prefer Section 2 (ie Lawley Street to TPCH) be a combination of "Option 2" and "Option 3" ie – don't take out Bowling Club and Netball grounds – go underground under Rode Rd but then when close to TPCH use "Option 3".

Feedback on Rode Road options

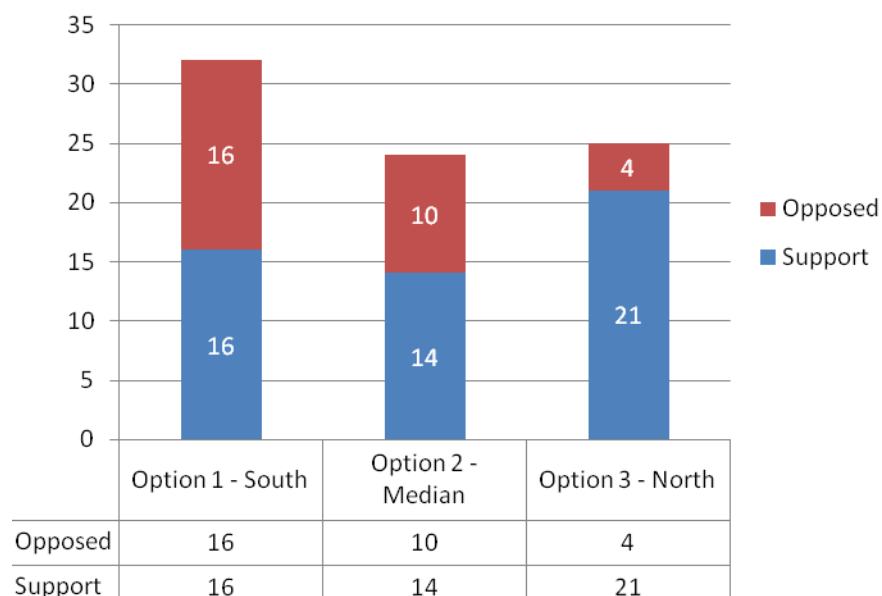


Figure 9: Feedback on Rode Road options

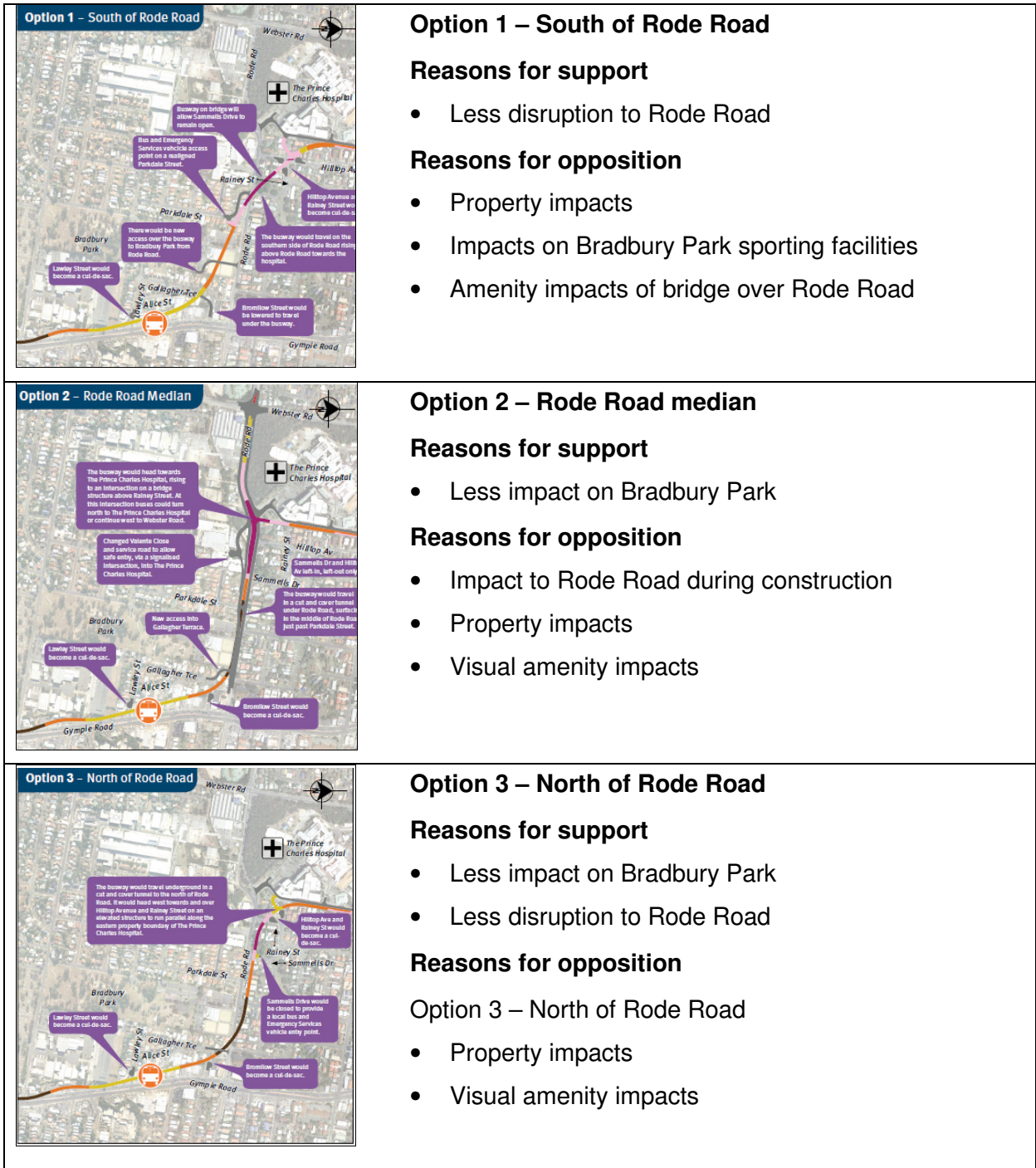


Figure 10: Reasons for support and opposition of Option 1, 2 and 3 of Section 2 of the Northern Busway

5.2.4 The Prince Charles Hospital – station location and corridor

The corridor and station location in the Prince Charles Hospital land attracted a number of comments. Specifically:

- the location of the station on the site as an issue with regards to the ease of access to patient services

- concerns regarding the proximity of corridor to hospital boundary (adjacent to Hilltop Avenue residents)
- suggestions for alternate corridors and station locations through hospital.

TPCH station location and corridor

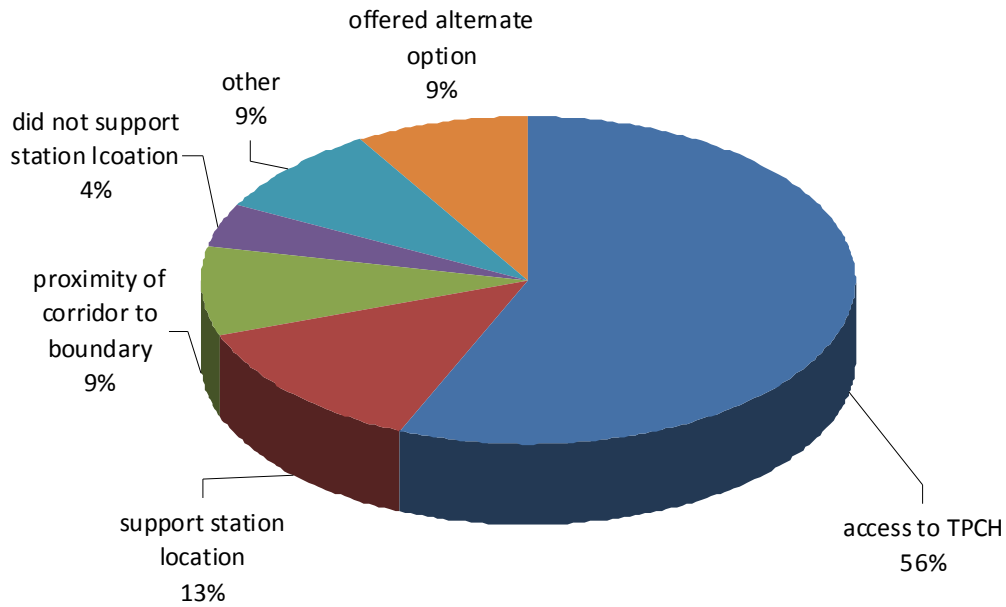


Figure 11: Issues raised regarding the Prince Charles Hospital draft corridor and station location

5.2.5 Servicing the Prince Charles Hospital

The issue of servicing the Prince Charles Hospital was the most commonly raised issue through written feedback during the consultation period. 100 respondents commented on this topic.

Servicing The Prince Charles Hospital

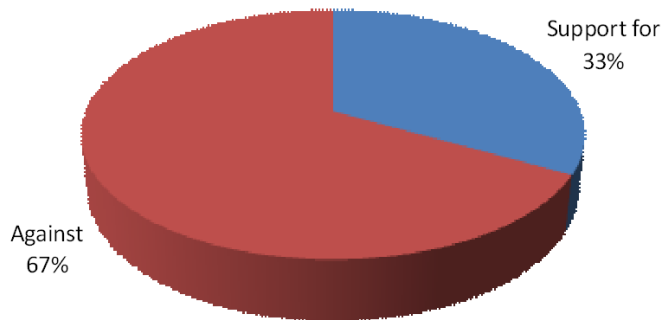


Figure 12: Support for and against servicing the PCH

Reasons for support	Reasons for opposition
<ul style="list-style-type: none"> • Meets future growth needs • Needed for our aging population • Doesn't impact commercial properties on Gympie Road 	<ul style="list-style-type: none"> • Impacts too many residential properties • Visual amenity impacts • Gympie Road alignment perceived as low impact solution • Busways should be on main roads

Figure 13: Reasons for support and opposition of servicing the PCH

5.2.6 Linking the Prince Charles Hospital with Chermside station

The link between the Prince Charles Hospital and the Chermside station location options received little specific feedback with only 7 respondents. Suggestions were received on alternate corridors shifting property impacts to adjacent streets and a number questioned why Hamilton Road cannot be followed.

5.2.7 Chermside station options

Two station location options were presented for consultation:

- Option 1- Station west of Gympie Road (1a exit centre of Gympie Road, 1b exit west of Gympie Road)
- Option 2- Station under Gympie Road

A total of 42 respondents provided comments on the station location options in Chermside. A majority demonstrated a preference towards option 2- station under Gympie Road, as shown in Figure 14.

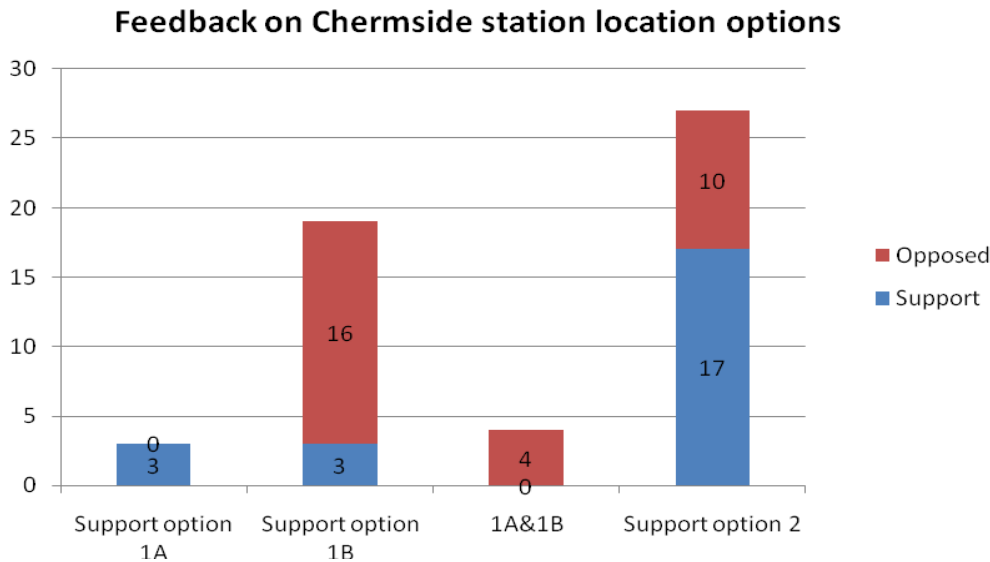
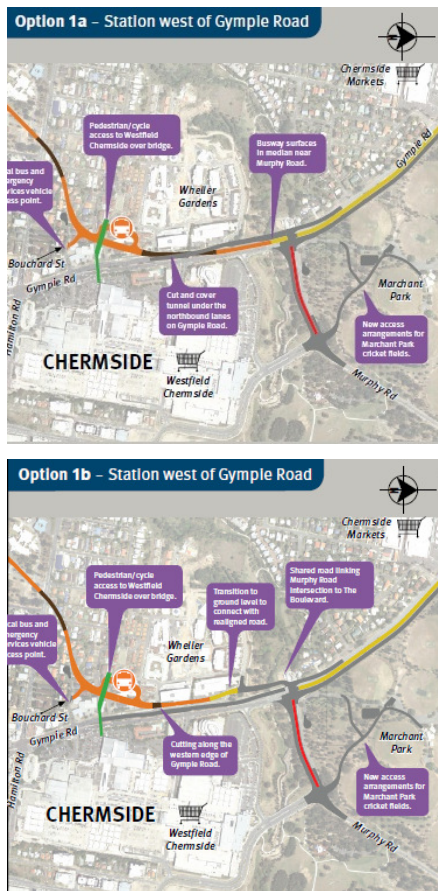


Figure 14: Feedback on Chermside station location options

Option 1a and 1b – Station west of Gympie Road



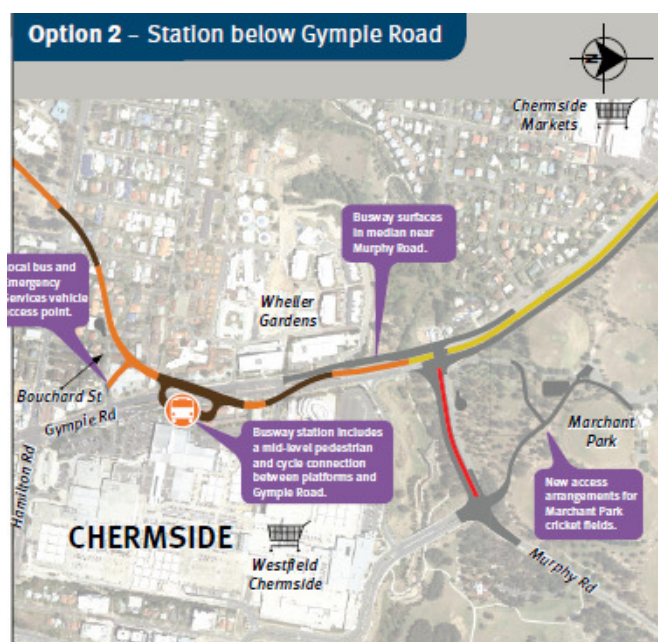
Reasons for support

- Seems most viable
- Access to Westfield's by pedestrian overpass

Reasons for opposition

- Impacts to properties on western side of Gympie Road
- Concern that station will create a barrier to pedestrians movements on western side of Gympie Road.
- 1B opposition with the potential for rat-running through Wheller Gardens
- Property and traffic impacts on Curwen Terrace and Bouchard Street.
- Perceived lack of pedestrian connectivity to Westfield

Option 2- Station under Gympie Road



Reasons for support

- Good access to Westfield
- Means the busway is further away from Chermside Medical Centre
- Fewer property impacts
- Safety for pedestrians
- Less noise if underground

Reasons for opposition

- Underground option 'not attractive'

Figure 15: Draft Options 1a, 1b and 2 of Section 4 of the Northern Busway

5.2.8 Murphy Road, Cherside to Darwin Street, Aspley



Written feedback (9 respondents) for this section indicated that potential access changes at the Darwin Street intersection is the most significant issue of concern. Respondents identified the value of this east west connection and the potential inconvenience caused if this was changed. Concern for access for properties just south of Darwin Street was also raised.

The station location was raised as an issue needing further consideration including pedestrian access and location (7 mentioned station location and access).

Figure 16: Feedback on access changes along Gympie Rd from Cherside to Aspley

5.2.9 Aspley options

Through the Aspley centre, two draft corridor and station location options were discussed. Option 1 followed Gayford Street and Option 2 followed Gympie Road. With both options, it was proposed Gympie Road general traffic arrangements would be changed with northbound traffic diverted to Gayford Street and southbound continuing on Gympie Road.

Twenty respondents commented on options in this area. Respondents sought further details on the impacts of the options and the potential changed traffic conditions. Access to commercial properties in the Aspley centre was a key concern raised.

Support for Aspley options

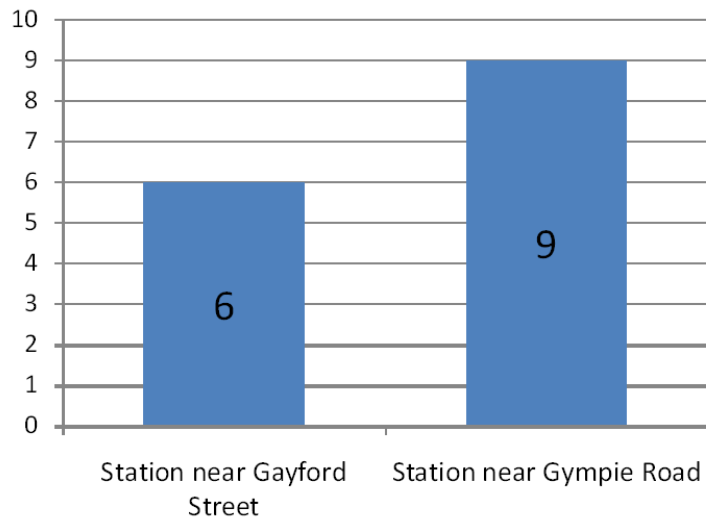


Figure 17: Support for Aspley station location and corridor options

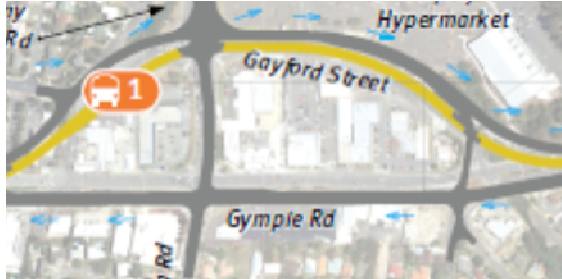
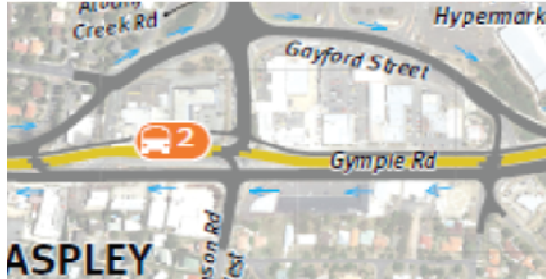
Option 1- Station near Gayford Street	Option 2- Station near Gympie Road
	
<p>Reasons for support</p> <ul style="list-style-type: none"> Provides better opportunities on Gympie Road if busway follows Gayford <p>Reasons for opposition</p> <ul style="list-style-type: none"> Station closer to residents and as a result noisy 	<p>Reasons for support</p> <p>Increased flood immunity</p> <ul style="list-style-type: none"> Keeps busway to major thoroughfare <p>Reasons for opposition</p> <ul style="list-style-type: none"> None cited

Figure 18: Reasons for support and opposition of Aspley station location and corridor options

5.2.10 Zillmere Road bus lanes and Dorville Road on-road running

The draft plans highlighted the potential for bus lanes and indented bus stops on Zillmere Road. Two respondents commented on the decreased level of priority offered to buses once they enter Zillmere Road as compared to the other sections of busway.

No road improvements have been proposed for Dorville Road with buses expected to run on road. Three respondents questioned the ability of the road network to cope with increasing development. Residents also reported existing delays for traffic at peak times.

5.3 Next steps

The project team will use feedback provided by the community and conduct further design and technical work to develop a preferred corridor. The Community Reference Group will continue to meet and provide input into this process.

It is expected that the preferred corridor will be released as a draft for community consultation in mid 2011.