








Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	KA 5.2	Investigate the following opportunities, including the likely passenger demand, the contribution to achieving regional targets for increased public transport use, and the right type of public transport:		QT	MR, QR, LG	97/98	15
	a	City - Greenbank/Browns Plains (rail or busway)	BM 9	QT	QR, LG	00/01	2
	b	Springfield - Ripley - Ipswich (rail or high frequency bus)	SW 2	QT	LG	97/98	2
	c	North Pine area including the possible use of the Petrie/Kippa Ring railway corridor for bus or rail services	BM 4	QT	LG	97/98	2
	d	public transport corridor from Robina to NSW border, including rail extension and local rail services as passenger demand grows	GC 3	QT	LG	97/98	2
	e	rail corridor from Beerwah or Landsborough to Maroochydore	SC 5a 5b	QT	QR, LG, MR	97/98	2
	f	fixed track or bus rapid transit to Brisbane Airport	BM 11	QT	QR, MR, BCC	01/02	2
	g	Gold Coast light rail/or busway from Southport to Robina to Coolangatta	GC 1	QT	LG, QR	98/99	3
	h	extending passenger rail services from Rosewood to Toowoomba	SW 4	QT	QR, LG	02/03	2
	i	City/Southbank to St Lucia/ Indooroopilly (busway or light rail)	BM 6	QT	BCC, QR	01/02	2
	KA 5.3	Establish or expand park and ride facilities and bus/rail, bus/bus interchanges at Key Centres and other strategic sites. Possible sites for expansion or new facilities include:		QR	QT, LG	01/02	10
	a	Caboolture North, to facilitate redevelopment of Caboolture town centre		QR	QT, LG	01/02	2
	b	Cleveland	BM 2	QR	QT, LG	02/03	2
	c	Petrie (only if in conjunction with a Kallangur road by-pass)	BM 4	QR	QT, LG	02/03	2
	d	Greenbank or Browns Plains (in conjunction with expansion of suburban rail or busway network)	BM 9	QT	QR, LG	03/04	2
	e	Maroochydore (in conjunction with the possible inter-urban rail)	SC 5a, 5b	QT	QR, LG	05/06	2
	f	Dinmore		QR	QT, LG	04/05	2
	g	Karrabin		QR	QT, LG, MR	04/05	2
	h	Yatala, to facilitate more intensive development of Beenleigh town centre	BM 17	QR	QT, LG	02/03	2

Type of Action	Reference	Description	Corridor Code	Lead Agency	Supporting Agencies	Indicative Start Year	Duration
	Bus services						
	KA 5.4	Establish a continuous bus transit system incorporating appropriate bus priority measures across all major urban areas including: - busways (dedicated roadways and transit stations for buses only); - bus only lanes; - high occupancy vehicle lanes; - bus traffic signal priority; - priority road access to bus interchanges and bus stops; and - strategic interchanges.		QT/MR	LG, MR	97/98	20
	a	bus priority lanes on roads leading to and from Brisbane CBD and Fortitude Valley		MR	BCC, QT	97/98	5
	b	bus priority lanes on roads leading to and from Southport, Surfers Paradise and Broadbeach	GC 1	MR/LG		97/98	5
	KA 5.5	Continue working parties involving State and local government planners, bus operators, public transport users and the police, in each District of the Department of Main Roads, to plan and implement appropriate bus stops and priority measures on the road system.		QT	MR, LG, PTSC, QPS	98/99	15
	SIG 5.6	Develop the SEQ Regional Busway network to provide sections of dedicated busways connecting between readily identified bus stations. The busways must be located in areas of high passenger demand, where they can be supported by land use patterns which concentrate passenger demands along the route. The busways must also be designed with consideration of the option of eventual conversion to light rail systems. Busways will be planned and developed in the following corridors:		QT	MR, BCC	97/98	20
	a	Brisbane CAD to Mt Gravatt/Logan Hyperdome/Beenleigh	BM 8	QT	MR, LG	97/98	20
	b	Brisbane Central Activity District (CAD) to Carseldine and further north	BM 5	QT	MR, LG	97/98	20
	c	Brisbane CAD to Indooroopilly or St Lucia and possibly beyond	BM 6	QT	MR, LG	97/98	20
	d	Brisbane CAD to Capalaba	BM 7	QT	MR, LG	97/98	
	e	Strathpine/Petrie to Kippa Ring	BM 4	QT	MR, LG	98/99	20
	f	Runaway Bay to Coolangatta, with a focus on Southport/Broadbeach/Robina	GC 1	QT	MR, LG	97/98	20
	g	Mt Gravatt to Browns Plains/Greenbank	BM 9	QT	MR, LG	97/98	20

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	KA 5.7	Develop inner city transit plans for Brisbane (CBD), Key Centres and other urban centres as required to improve service, safety and convenience for public transport passengers through:		QT	LG	97/98	15
	a	rationalised bus stops, so that all buses pass through the major interchange areas or bus malls in the city		LG	QT	97/98	3
	b	extended pavements at city bus stops to simplify bus manoeuvres and provide more room for passengers to wait		LG	QT	98/99	5
	c	bus only malls within easy walking distance of rail and shopping services in all major town and suburban centres		LG	QT	97/98	15
	d	rain and sun shelters, security lighting and passenger information panels at all major stops		LG	QT	97/98	15
	e	line marking and coloured surfacing on bus lanes and transit malls to improve the visibility of the bus system		LG	MR	97/98	5
	f	improved bus boarding arrangements to allow at-level boarding and use of a second door in peak hours to get people on more quickly		QT	BCC, PTSC	97/98	15
	g	improved bus access through Fortitude Valley		BCC	MR	97/98	2
	h	improved bus priority and bus stops for Redland and Logan City services to enter and exit the Brisbane CBD		LG	MR, QT	97/98	5
	A 5.8	Improve enforcement of bus lanes and high occupancy vehicle lanes by:		QT	MR, LG, QPS	98/99	2
	a	giving local government the power to enforce moving violations; i.e. issuing tickets for bus lane breaches and removing cars parked in bus lanes		QT	LG, QPS, MR	98/99	2
	b	trialing remote surveillance cameras to detect breaches		QT	LG, QPS, MR	98/99	2

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Passenger rail services							
	KA 5.9	Establish a rail service agreement which requires continuous improvements to service quality as well as capital investment and operating efficiencies to reduce losses. Include service targets for: <ul style="list-style-type: none"> - increasing farebox revenue as a proportion of operating costs; - ridership rate exceeding population growth in rail catchment; - increased efficiencies in capital works and rail fleet purchase programs; - reduction in cancellation services (e.g. no more than 2% of services cancelled); - on time running (e.g. 95% of trains within 2 minutes of schedule); - integrated inter-modal ticketing and customer information; - better access to stations; and - better bus/rail coordination. 		QT	QR	97/98	2
	A 5.10	Review the Citytrain rail timetable and upgrade inner city services to ensure an appropriate balance between services for inner suburbs and express services from outer suburbs.	BM 2	QT/QR		97/98	2
	KA 5.11	Provide rail infrastructure and vehicles to allow progressive improvement of the frequency on the Citytrain rail services, with long term minimum service level targets of:		QR	QT	01/02	6
	a	inner city peak period every 71/2 minutes and off-peak every 15 minutes		QR	QT	00/01	5
	b	outer suburban and coastal services peak period every 15 minutes and off peak every 30 minutes		QR	QT	01/02	5
	A 5.12	Continuously develop and trial changes to railway fare structures to increase rail's competitiveness and convenience, including:		QR	QT	97/98	5
	a	group, advance purchase and off-peak discounts; frequent user discounts		QR	QT	97/98	3
	b	general availability of inter-modal fares e.g bus/rail		QR/PTSC	QT	97/98	3
	A 5.13	Investigate alignments and preserve opportunities for a Brisbane Inner City Rail second river crossing and underground rail stations		QR	QT, BCC	01/02	20