

## 20. Network integration

### 20.1 Introduction

It is important to consider how the South East Busway extension from Rochedale to Springwood will integrate with the wider transport network. The purpose of the network integration strategy is to outline how the busway extension will most likely integrate with the transport network in Brisbane and Logan City.

A reference network has been developed to enable preliminary assessment of any potential issues and opportunities. It focuses on the integration of a full busway extension from Rochedale to Springwood and will inform further development of detailed network integration strategies closer to delivery of the busway extension. The reference network has been developed through a preliminary investigation of the following factors:

- how the busway extension to Springwood would integrate with:
  - Brisbane's busway network
  - other parts of TransLink's public transport network
  - the road network
- potential bus operations and route planning, including:
  - bus access points
  - busway station locations
  - steps required for future development of bus operations
- how people would access busway stations (walk, cycle, public transport, car)
- further investigations needed to develop a detailed operating plan for the construction and operation of the busway.

### 20.2 Intermodal considerations

#### 20.2.1 Public transport network

##### Network planning

The need to integrate public transport services is outlined in the TransLink Network Plan. This document focuses on public transport network development in Brisbane. The TransLink Network Plan informs not only the development and design of the public transport network but also identifies network priorities based on the need for augmenting services in well-performing areas.

The TransLink Transit Authority sets out its planned improvements to the public transport network in the TransLink Network Plan which includes a 10-year plan and 4-year program. The TransLink Network Plan is consistent with the directions set out in the South East Queensland Regional Plan 2009–2031, the South East Queensland Infrastructure Plan and Program 2009–2026 and the Integrated Regional Transport Plan for South East Queensland.

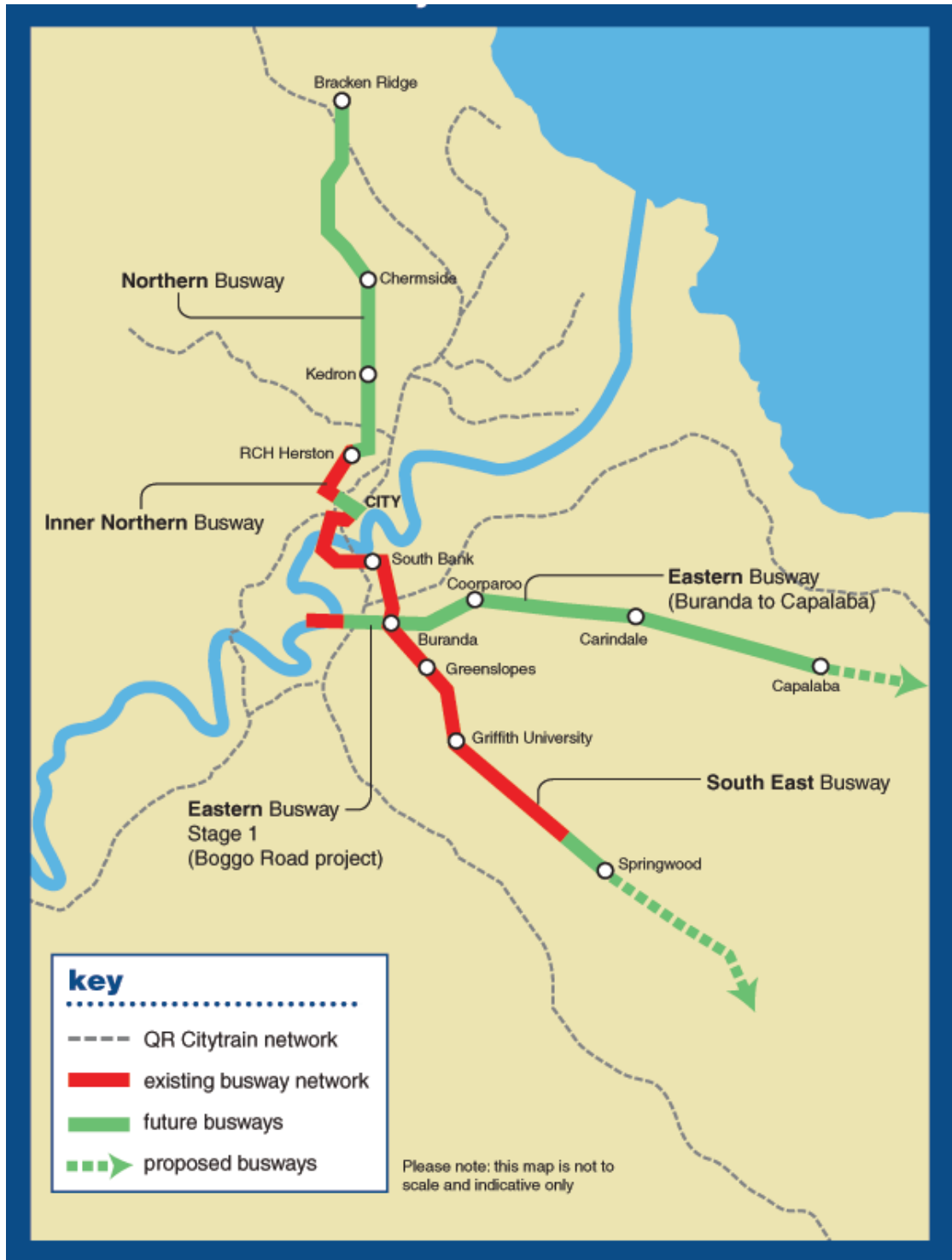
## Busway network

Brisbane's busway network continues to be developed through regional and local transport planning undertaken by the Department of Transport and Main Roads and the TransLink Transit Authority in partnership with local authorities. The South East Busway was the first busway to open in Brisbane and runs between the Brisbane central business district and Eight Mile Plains. This Concept Design Study is part of the planning to extend the South East Busway to Springwood.

Since the opening of the South East Busway in 2001, other busway projects have evolved which contribute to Brisbane's busway network and provide fast bus access to multiple destinations. Key elements of the busway network will be delivered in stages, allowing the highest priority parts of the busway to be delivered first.

To date the Brisbane busway network includes the following existing and planned infrastructure (as shown in Figure 20-1):

- South East Busway — the first busway in Brisbane opened in 2001 between Eight Mile Plains and the Brisbane city centre. This Concept Design Study is part of the planning to extend the busway to Springwood
- Inner Northern Busway — the first stage of the Northern Busway opened in 2004 (Royal Children's Hospital to Roma Street) and the link between Roma Street and Queen Street busway station (including new busway stations under King George Square and integrated within Roma Street train station) opened in May 2008
- Eleanor Schonell Bridge — a bus, pedestrian and cycling bridge planned by Brisbane City Council, linking Dutton Park to the University of Queensland in St Lucia (opened in 2007)
- Boggo Road Busway — this busway will connect the Princess Alexandra Hospital and the future Boggo Road Precinct with the Eleanor Schonell Bridge. Construction has commenced and it is planned to open early 2009
- Eastern Busway — planning has been finalised for construction of the Eastern Busway which is designed to connect Capalaba and Carindale to the South East Busway at Buranda and the Boggo Road Busway
- Northern Busway — a detailed feasibility study the Northern Busway between the Royal Children's Hospital and Kedron has been completed. Construction of the section between the Royal Children's Hospital and Windsor has been completed. The section between Windsor and Kedron is currently being constructed in conjunction with Airport Link. Planning for the extension of the Northern Busway from Kedron to Bracken Ridge is underway.



**Figure 20-1: Brisbane busway network**

**Citytrain network**

Along with the busway network, the Citytrain network forms the spine of the Greater Brisbane public transport system. This line-haul rail network is supported by local and feeder bus services and, while the busway network is specifically designed to fill the gaps between rail lines, it also seeks to provide greater opportunities to interchange between bus and rail services.

The Beenleigh and Gold Coast rail lines play an important role in the southern region of Brisbane, connecting the Brisbane central business district, Logan City, Beenleigh and the Gold Coast. The South East Busway is also a main public transport spine connecting the central business district to Eight Mile Plains. Direct connections between these main rail and bus spines exist at South Bank and Buranda bus and rail stations. Other connections (facilitated by feeder bus services) exist between:

- Eight Mile Plains and Kuraby/Kingston rail stations
- Upper Mount Gravatt and Fruitgrove/Kingston rail stations.

Planned increases in frequencies and changes to stopping patterns are expected on the Beenleigh and Gold Coast rail lines by 2018, which will increase the attractiveness of rail. Additional peak services from Beenleigh and Kuraby together will result in eight additional services stopping at Beenleigh during morning peak by 2018.

Key interactions with the Citytrain network relevant to the busway extension include connections between Springwood bus station and:

- Kingston train station (routes 550, 551)
- Woodridge train station (routes 554)
- Kuraby train station (route 554)
- Loganlea train station (routes 556).

### **20.2.2 Road network**

The main traffic function carried out in the Rochedale to Springwood area is north–south trips on the Pacific Motorway. Demand for this travel is high due to increasing numbers of people travelling between Brisbane, Logan and the Gold Coast. More detail regarding traffic on the Pacific Motorway is provided in Chapter 18 (Traffic and transport).

Future changes to the road network will alter the bus operations strategy of the busway extension. Changes may result from:

- the Pacific Motorway Transit Project
- the Gateway Upgrade South project
- road works associated with the development of Rochedale Urban Village
- strategic planning advice as a result of the Greater Springwood Master Plan.

The Pacific Motorway caters to line-haul bus trips travelling between Eight Mile Plains and Loganholme. Buses on this stretch of the motorway are forced to compete with general traffic for road space, which becomes congested in peak periods. Other roads that buses currently use include Miles Platting Road, Priestdale Road, the Gateway Motorway, School Road, Underwood Road, Springwood Road, Rochedale Road, Cinderella Drive, Logan Road, Beenleigh Road, Stiller Road, and Levington Road.

The reference network (see Appendix H) has identified supporting and parallel corridors that are candidates to feed buses into the busway extension. Potential feeder corridors include:

- School Road/Priestdale Road
- Underwood Road/Rothon Drive
- Vanessa Boulevard/Fitzgerald Avenue
- Eastern service road
- the Pacific Motorway (south of Springwood bus station)
- Park Road/Western service road.

Bus priority will be needed on some roads to ensure feeder bus services can get onto the busway as quickly and efficiently as possible. Locations to consider include:

- Vanessa Boulevard/ Fitzgerald Avenue — these will become the main access points for local buses to access the Springwood busway station and interchange from the eastern suburbs
- access to Eight Mile Plains busway station — a quality solution is required to allow local and feeder buses to access this busway station efficiently. This includes services from the eastern suburbs and from the new Rochedale Urban Village
- Rochedale Urban Village — bus priority will be required to ensure buses servicing this high growth area can access both Eight Mile Plains and Rochedale busway stations efficiently (possibly on School Road)
- Rochedale Road — bus priority may be required for a potential staging solution where buses travel on Rochedale Road to access the Springwood bus station.

### **20.2.3 Guidelines and standards**

While each busway design must be customised to its individual circumstances, many elements of the busway network should have consistent standards. Current standards are contained within the Busway Planning and Design Manual (Queensland Transport 1998) and the Public Transport Infrastructure Manual (TransLink Transit Authority 2007) — both publications are currently under review. Other standards relating to road infrastructure can be found within Austroads standards and the Road Planning and Design Manual (Department of Main Roads 2004). These standards will influence the concept design process (for example, the location, design and layout of busway stations).

Previous busway projects have set appropriate standards for the busway network. These standards were drawn upon during the development of this Concept Design Study. Such projects include the Eastern Busway, Boggo Road Busway and the Northern Busway. Standards relate to:

- air quality
- fire and life safety
- station design
- geometric thresholds
- guidelines for the inclusion of operational support infrastructure.

## 20.3 Reference network

### 20.3.1 Purpose

The purpose of developing a reference network was to evaluate the proposed busway infrastructure on the basis of a realistic potential operating environment. The full busway extension to Springwood may not be delivered for some time, and the public transport network may undergo considerable change in policy and practice before the commencement of operations. The reference network seeks only to provide a broad representation of an actual likely future network.

The reference network can be found in Appendix H and was developed to:

- inform busway concept design, to ensure it meets the future operating needs of the busway (e.g. where bus access points should be located, where bus turnarounds may be required, the length and capacity of each busway station, important interchange locations for bus–bus and bus–rail transfers)
- help inform the future assessment of potential benefits and impacts of busway operations and identify strategies to maximise benefits and minimise impacts.

### 20.3.2 Features of the reference network

Information used to assist in developing the reference network included:

- existing bus routes, stopping patterns and frequencies
- expected changes to demand (e.g. areas of residential and/or commercial growth, in particular Rochedale Urban Village)
- links to the broader public transport and road network and opportunities for connections
- future planning documents including the TransLink Network Plan, the South East Queensland Regional Plan 2009–2031, the South East Queensland Infrastructure Plan and Program 2009–2026 and the Integrated Regional Transport Plan for South East Queensland
- input from experienced state and local government public transport network planners.

The reference network includes:

- bus routes in the southern corridor that are likely to use the busway extension
- bus routes in the southern corridor that would continue to play a local service role on nearby streets
- new bus routes that could be introduced (or broad areas with the potential to justify the introduction of new bus routes) as a result of the busway extension
- possible route alignments for each bus service, including where buses would enter and exit the busway
- stopping patterns for each bus route (e.g. all busway stations or particular busway stations)
- projected frequencies for each bus route by time of day (e.g. morning peak, afternoon peak, off-peak) and day of week.

To inform future transport and traffic assessment this information was prepared for the year 2026.

### 20.3.3 Assumptions

The following assumptions apply to the development of the reference network for the busway extension:

- full busway to Springwood (with 2026 timeframe)
- future network capacity may absorb some buses that currently travel along the South East Busway
- forecast service frequencies assume a growth rate of 6% per year until 2016, and a growth rate of 4.4% per year until 2026
- Rochedale Urban Village development occurs
- current and known future planning policies are consistent
- future Springwood town centre develops south of the existing bus station
- TransLink Transit Authority network planning policies are consistent, regarding service types and transport goals.

### 20.3.4 Overarching principles

The following network design principles were applied in the development of the reference network for the busway extension. These principles are based upon those used in developing the initial bus network for the South East Busway. They have been applied in the context of extending an existing busway spine with an existing network design, and take into account recent network planning changes and improvements.

These principles also apply to future bus operational planning phases. They include:

- bus services are diverted to a busway where a route can benefit from using the busway through reduced travel time, increased reliability, and/or new interchanging options
- existing bus services are retained as close to their current stopping patterns as the infrastructure allows
- existing services access/egress the busway at the access point closest to the place where they would previously have joined/left the road corridor that the busway follows
- services should maintain their intuitive directness and route legibility
- existing services should maintain equivalent or higher frequencies
- urban corridors with a high frequency all-stops (every 400 metres) service will retain that level of service along the road corridor
- generally, Brisbane city centre bound, limited stop services (Rocket and Express) will be the candidates for diversion onto a busway
- new routes are created to address existing service shortfalls or busway generated opportunities.



### 20.3.5 Integration with concept design

The desire to integrate busway services has influenced the design process. Busway concept design took into account the following key factors:

- providing bus access points to allow buses travelling from the planned Rochedale Urban Village to access the busway
- providing bus access points to facilitate cross-town bus movements, including connections to the Beenleigh rail line and to Browns Plains (a 'major activity centre')
- making it easy to connect to local services which continue south to Logan Hyperdome
- extending existing busway services to allow more people to connect to key centres, such as Mount Gravatt, Griffith University Mount Gravatt campus, Mater Hospital, Southbank and the Brisbane central business district, and onto any other bus servicing the Brisbane busway network
- possibly extending Springwood-only buses to service Springwood town centre
- providing appropriate turning curves and geometry to facilitate bus movements and speeds
- assessing platform requirements to enable higher capacity buses and pre-paid functionality in the future
- providing bus layover areas and driver facilities for terminating services
- considering the future capacity constraints of bus facilities.

Stopping patterns, route variations and vehicle types will be considered further in future project phases. The TransLink Transit Authority undertakes regular review of the structure of the bus network and will adapt the way that routes use the busway infrastructure to suit emerging needs.

### 20.3.6 Determining service levels

To simplify the analysis at this early stage of planning, it was assumed that existing bus routes would simply grow in frequency to meet network wide demand projections. It was also assumed that indicative new bus routes would service a general area that may be growing rapidly or currently under-serviced.

More detailed investigation into existing bus routes and projected demand in growing areas will need to be undertaken to determine actual bus route variations, additions and operations (e.g. different stopping patterns, route variations or different vehicle types such as articulated buses). Future investigations may include the need to address existing difficulties in providing bus access to the western side of the Pacific Motorway. The busway extension protects for a potential western connection at the Rochedale busway station.

Forecast service frequencies are only intended to indicate a broad level of service to a general area. This level of detail was sufficient for the purposes of developing the reference network.

The following bus routes were identified as having the highest number of services per day (as detailed in Appendix H):

- Loganholme bus station to Brisbane City (555) — 138 services each weekday in 2026
- Loganholme bus station to Browns Plains (560) — 136 services each weekday in 2026
- Browns Plains to Springwood (550) — 121 services each weekday in 2026
- Loganholme bus station to Springwood (572) — 113 services each weekday in 2026.



The following are potential future bus services, identified for introduction:

- Rochedale Urban Village to Brisbane City (288 express/peak) — 36 services each weekday in 2016 and 36 services each weekday in 2026
- Rochedale Urban Village to Garden City (287 express) — 34 services each weekday in 2016 and 34 services each weekday in 2026
- Park Ridge to Loganholme — via Loganlea rail station (548) — 58 services each weekday in 2016 and 58 services each weekday in 2026
- Rochedale to Brisbane City (582 express/peak) — 22 services each weekday in 2016 and 2026
- Hyperdome to Brisbane City (583 express/peak) — 40 services each weekday in 2026
- Carindale to Garden City (268) — 71 services each weekday in 2026
- Carindale to Garden City (269) — 71 services each weekday in 2026.

### 20.3.7 Future network development

Changes to the transport network may occur in the future depending on the availability of funding. Therefore it is likely that the 'actual' or future network (to be designed closer to delivery) will differ to the reference network.

A number of factors must be considered in the development of the future network. This includes assessing existing and future demand, potential service levels and the capacity constraints of facilities.

The following broad steps should be considered:

- assess the service levels and performance of existing bus routes — this involves identifying existing patronage, stopping patterns, frequencies and travel times for existing bus routes in the southern corridor)
- identify expected changes to demand and gaps in the existing network — this involves identifying key areas of population and/or economic growth drawing from known demographic, investment and development trends as well as from local and regional planning documents including CityPlan, the TransLink Network Plan, the South East Queensland Regional Plan 2009–2031, the South East Queensland Infrastructure Plan and Program 2009–2026, and the Integrated Regional Transport Plan for South East Queensland
- identify improvements to existing routes — this involves:
  - identifying preliminary increases in service frequencies and operating hours for those routes based on anticipated increases in demand
  - identifying amendments to bus routes to service growing destinations
- assess potential new bus routes — this involves designing new bus routes at a strategic level to cater for gaps in the network (e.g. emerging suburbs), cater for growing destinations (e.g. Rochedale Urban Village) or changing travel patterns (e.g. cross-town services)
- test the proposed operating strategy using a transport and traffic model — this involves running a strategic model to identify the likely outcomes of the operating strategy, including where the frequencies of particular routes may be insufficient to meet the predicted demand
- adjust bus operating strategy according to modelling results (service frequencies or new bus routes in particular) — this should be an iterative process to cater for predicted passenger demands.

## 20.4 Access to the busway extension network

People access stations and stops by walking, cycling, transferring from another public transport service, via taxi, as a car passenger or by driving their car or motorcycle. Walking, cycling and bus are the TransLink Transit Authority's preferred methods for passengers to travel to and from busway stations and stops because they are low energy, low impact modes.

To expand the passenger catchment of high-cost services and infrastructure requires provision for a range of means of access in ways that are easy, safe and minimal impact on surrounding land uses. This includes clearly defined pedestrian and cycle paths with cycle storage at the station or stop if required, covered walkways for people transferring between services, passenger pickup and set down zones and park 'n' ride facilities in areas away from the central business district and congestion.

Even as other access modes are improved, many people may choose to use their car. The challenge is to achieve a balanced package of access alternatives that accurately reflects the needs of existing and potential users, but maximises the use of walking, cycling and public transport access options.

While walking access can be provided for all stations and stops, it is not cost effective to provide facilities for all access modes. A hierarchy of access modes guides the development of facilities and access alternatives across the public transport network to get the best overall outcomes.

The following sections provide an overview of:

- bus access locations — locations where buses would join the busway (i.e. for people that join the busway via their local bus stop)
- walking and cycling access to stations
- kiss 'n' ride facilities and local parking management.

### 20.4.1 Bus access locations

As outlined in previous sections, bus access locations form an integral part of the network integration strategy and the efficient operation of the busway network.

The mainline busway contributes to the effectiveness of the broader public transport network by allowing buses to enter and exit the busway at any of the local access locations and continue their scheduled route into adjacent or distant suburbs. As a result, the passenger transport benefits of the busway network extend much further than the spine of the mainline busway. Bus access points are vital for the operational strategy, allowing local services to access the busway, thus providing a faster service for passengers.

The following bus access points have been identified for the South East Busway extension from Rochedale to Springwood:

- Rotheron Drive — connection for routes travelling on Underwood Road and School Road
- Springwood bus station — three access/egress points are provided and is similar to the existing situation:
  - off Rochedale Road at the intersection with Vanessa Boulevard (access only)
  - from the West a two-way bus lane is provided underneath the motorway (access/egress)
  - a two-way ramp will lead buses on and off the busway. Buses leaving the busway are able to either continue to the West (via the two-way access underneath the motorway) or exit onto Rochedale Road at a new signalised intersection.

In addition to the above, a service/emergency access point is provided at the new signalised intersection of Rochedale Road with Kumbhari Street. More detail on bus access locations can be found in Chapter 18 (Traffic and transport).

Emergency services vehicles (i.e. police, ambulance and fire fighters) can use the busway by accessing it at any of the bus access points. This would provide direct benefits to the safe and efficient movement during emergency situations.

These bus access points would also be used by Busway Safety Officers and maintenance vehicles accessing the busway.

### **20.4.2 Cycling**

The proposed busway station sites should be readily accessible via the local road network and local cycle paths, with platforms easily accessible by stairs, lifts and overpasses.

The southern corridor along the Pacific Motorway is an important cycle corridor to the Gold Coast, known as the V1 (or the Veloway). The Pacific Motorway Transit Project has included the extension of a cycle path on the western side of the motorway from Eight Mile Plains to Springwood. The busway extension will apply a holistic approach to providing cycle facilities and ensure access is maintained to the western cycle path.

Any bicycle parking provided should be as close to the station platforms as practical to prevent unauthorised locking of bicycles in walking areas and to minimise the walking distance from each platform. Bike parking will be provided at the Springwood bus station. There are currently public toilet facilities located at the bus station. End-of-trip facilities are currently located at the Eight Mile Plains busway station. These include shower and toilet facilities.

The new Rochedale busway station presents opportunities to intercept cyclists that would normally travel to Eight Mile Plains from the south, as the Underwood Road Bridge allows access from the eastern and western sides of the motorway. Further investigation will determine whether end-of-trip facilities are to be provided at this station.

More information on cycle facilities and links is included in Chapter 19 (Pedestrian and cycle access).

### 20.4.3 Walking

Walking is the most used public transport access mode, and is particularly effective within 400 metres and up to 800 metres of a station or stop. Good walking access to and around busway stations is vital to the success of the busway network. Each busway station would require high quality design and would need to be fully accessible. All busway stations have key local 'walk on' facilities such as:

- footpaths connecting platforms to footpaths on nearby streets for the general public
- stairs and ramps connecting nearby streets
- footpaths connecting platforms to any kiss 'n' ride and/or bike-and-ride facilities
- footpaths, ramps, lifts or stairs connecting platforms to footpaths or bus bays with local bus stops.

In some locations, the busway extension would impact on existing pedestrian footpaths, and these would be replaced to suitable standards. In addition to local footpaths, key elements of the wider pedestrian network connect with the busway and are largely aligned with the cycle network. Additional pedestrian elements to be provided as part of the busway extension include:

- improved access to the Springwood bus station from the western side of the motorway
- improved access from the Springwood bus station to the Springwood town centre.

More detail is provided about the existing pedestrian network in Chapter 19 (Pedestrian and cycle access). Detailed assessment and planning of pedestrian links would be required as part of the future detailed design phase.

### 20.4.4 Kiss 'n' ride facilities

Getting a ride to or from the station or stop is a common replacement for walking. The kiss 'n' ride catchment is highly localised to within 3 kilometres of a station or stop; however, the provision of kiss 'n' ride facilities at stations or stops can maximise the local catchment and reduce demand for local park 'n' ride.

Providing kiss 'n' ride facilities can encourage people to use public transport rather than drive all the way to their destination. They also provide a safe environment for dropping off and picking up passengers. If facilities are not provided, people may choose to park 'n' ride, drive to the destination, or drop off and pick up passengers in the surrounding streets.

Each of the existing busway stations along the South East Busway has some provision for kiss 'n' ride. These areas are adjacent or as close as practical to the bus loading area and situated to be easily recognisable, accessible and safe. Generally, these areas should also be clearly visible from the bus unloading area. Evening use of kiss 'n' ride facilities generally determines capacity requirements as drivers usually wait only a short time for bus passengers.

The existing kiss 'n' ride bays at Springwood bus station are experiencing issues in the evening peak. These issues have been addressed by expanding the bays in the concept design to ensure facilities are efficient and safe to use.

### 20.4.5 Park 'n' ride facilities

The primary purpose of park 'n' ride facilities is to intercept car journeys and encourage a transfer to public transport. Park 'n' ride facilities can significantly expand the catchment area for public transport, allowing people in low-density areas or distant from line-haul services to catch public transport.

Park 'n' ride access is particularly popular for longer trips via frequent, high-capacity rail or busway services to destinations like the Brisbane city centre (nearly 25% of people access the rail network from home by park 'n' ride). Some people simply prefer to drive if a car is available, even if they live close to the station. Others (e.g. commuters to the city centre) choose to transfer to public transport because of congestion or the cost of parking at the destination. Park 'n' ride demand is also affected by factors such as the ease of access, the standard of the facility and availability of car parks.

No increase in park 'n' ride facilities are planned for the Springwood bus station. This is due to the following factors:

- existing and planned park 'n' ride facilities located at:
  - Eight Mile Plains — the first car park is located immediately adjacent to the busway station and the second car park was built between 400 metres to 800 metres north of the busway station, on the northern side of Miles Platting Road (approximately 1,000 bays in total). Planning for a third park 'n' ride facility is underway
  - Logan Hyperdome — the Pacific Motorway Transit Project is undertaking planning for the provision of a park 'n' ride facility on the western side of the motorway (750 bays)
  - Rochedale — the Pacific Motorway Transit Project has finalised plans to build a park 'n' ride facility on the eastern side of the motorway servicing the station (600 bays)
  - Paradise Road — the Pacific Motorway Transit Project has planned for parking on the western side of the motorway (169 bays)
- TransLink Transit Authority's park 'n' ride policy:
  - park 'n' ride facilities should not be considered in the immediate 'activity' area of centres and transit communities identified by the South East Queensland Regional Plan
  - park 'n' ride facilities should not be provided within a 1 to 3 kilometre radius of a regional business district to avoid increases in traffic congestion and maintain pedestrian/cyclist friendly environments in major centres.

Parking issues will be canvassed during the impact management and detailed design phase of the project. This will require close consultation with the community to identify solutions that meet local needs.

## 20.5 Future investigations

Network integration will need to be investigated in greater detail closer to implementation of the busway extension. Future investigations will allow a more accurate representation of the transport network and bus operations, as plans and policies change over time.

The network integration strategy will be further developed in parallel to the detailed design and construction phases of the busway extension project. The preliminary investigations in the Concept Design Study provide information to guide future studies by:

- informing the development of concept designs to ensure they meet the future operating needs of the busway (e.g. location and capacity of bus access points, bus turnaround facilities, important interchange locations for bus–bus and bus–rail transfers)
- informing the TransLink Transit Authority in preparing a detailed operating plan for construction and operation of the busway (e.g. new bus routes, changes to bus routes, optimising travel times, route penetration, frequency and operating hours).

Additional planning would also inform (and be informed by) the TransLink Network Plan updates.

## 20.6 References

McCormick Rankin 1998, *Busway Planning and Design Manual*, Queensland Transport, Brisbane.

TransLink 2007, *Public Transport Infrastructure Manual*, Queensland Transport, Brisbane.