Northern Busway: Kedron to Bracken Ridge

Preferred corridor released

The Queensland Government has released the preferred Northern Busway corridor plan for public display. The study team has refined the draft plans displayed in 2010 based on community feedback and further technical investigations. This is a long-term planning study designed to identify and protect the land needed to build a busway in the future.

Protecting the corridor for the future

Planning for the busway now will:

• ensure any new development allowed by the Chermside Neighbourhood Plan is integrated with the extension of the Northern Busway network
• ensure required land is identified and protected to meet future transport needs
• provide certainty for the community in north Brisbane about how greater reliance on public transport in the future will be met.

See inside for more details about:

• the planning study
• community feedback
• the preferred corridor
• corridor timeline
• staffed display dates and locations
• how to contact the project team.

Artist’s impression of the future Chermside busway station. This image is for illustrative purposes only. Actual construction outcomes are subject to government funding and private development.
About the planning study

The Northern Busway is part of the Queensland Government’s long-term plan to deliver a sustainable transport system for Brisbane’s growing northside communities. Since 2009, the Department of Transport and Main Roads has been working with the community on the Northern Busway: Kedron to Bracken Ridge Planning Study. Two phases of community consultation have already taken place:

Phase one: consultation on investigation area in late 2009.
Phase two: consultation on draft corridor options in late 2010.

Your feedback so far

The project team actively sought community feedback to help inform the planning study of the Northern Busway: Kedron to Bracken Ridge. Many local residents have taken the opportunity to help shape the Northern Busway by getting involved in consultation activities and providing feedback to the project team.

Your feedback along with further technical investigations has assisted in developing a preferred corridor alignment. Some of the common feedback included:

<table>
<thead>
<tr>
<th>What you told us</th>
<th>Our response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Property impacts matter</strong>&lt;br&gt;Many respondents wanted impacts on homes and businesses to be minimised.</td>
<td>Property impacts have been reduced from the draft options phase.</td>
</tr>
<tr>
<td><strong>Environmental and amenity impacts should be minimised and managed</strong>&lt;br&gt;These include minimising noise, air quality and visual amenity impacts caused by the proposed busway during construction and operation.</td>
<td>As this phase of planning is about corridor protection, these more detailed matters have been recorded by the planning study team for consideration in future design, construction and operation phases.</td>
</tr>
<tr>
<td><strong>Local community connectivity is highly valued by local residents</strong>&lt;br&gt;Concerns were raised in regards to the proposed changes to a number of local street accesses to Gympie Road.</td>
<td>Local street connections to Gympie Road will be determined during the detailed design stage of the project.</td>
</tr>
<tr>
<td><strong>Lutwyche Cemetery is important and disturbance should be minimised</strong>&lt;br&gt;The majority of respondents supported the bored tunnel option beneath the cemetery, rather than a cut and cover tunnel along the edge of the cemetery within the existing Gympie Road corridor.</td>
<td>The busway alignment has been shifted into the existing road corridor and will be in a bored tunnel well beneath Lutwyche Cemetery and Gympie Road.</td>
</tr>
<tr>
<td><strong>Community facilities and access to them is important</strong>&lt;br&gt;A range of views were expressed in support and opposition of each of the draft busway corridor options and how they will impact local community facilities.</td>
<td>The preferred corridor in this location minimises impacts to properties and amenities including the Chermside Bowls Club and Bradbury Park netball courts.</td>
</tr>
<tr>
<td><strong>Servicing The Prince Charles Hospital</strong>&lt;br&gt;Early feedback supported providing services to key community facilities such as The Prince Charles Hospital. A range of views were expressed about the need for, and benefits of, servicing the hospital.</td>
<td>Providing high-quality public transport to the hospital is vital to support this growing medical precinct, which currently employs around 4 000 staff, and each month treats more than 30 000 patients and receives more than 30 000 visitors. The Prince Charles Hospital master plan will identify and manage potential growth in the hospital precinct.</td>
</tr>
</tbody>
</table>
Why we need the busway

The northside is growing

South-east Queensland's population is expected to increase from 2.8 million people to 4.4 million people by 2031 (SEQ Regional Plan). Designated as a future Principal Regional Activity Centre, Chermside is the fastest growing centre in Brisbane's north with significant increases in residents, commercial activity, government services and jobs anticipated in this northern corridor – all placing an increased demand on our roads and public transport systems.

Traffic is increasing

Gympie Road currently carries around 60,000 vehicles every day and this figure is only predicted to rise. Traffic around key intersections is adding to travel times with peak travel times between Beams Road and Stafford Road predicted to increase from 12 minutes to 15 minutes by 2026.

Busways move more people, more efficiently

The Northern Busway will:

- have the ability to meet the travel demand growth long term
- help manage traffic along Gympie Road and the local road network by moving more people, more efficiently, catering for more than 18,000 trips by individuals per hour during peak periods
- be able to carry the same number of people as eight extra lanes in each direction on major roads such as Gympie Road and Webster Road
- allow quick and easy access for emergency services vehicles to and from key locations such as hospitals by way of dedicated emergency response exits.

Busway benefits

- A fast, frequent and reliable alternative to private vehicles, especially during peak travel periods. As well as having more consistent travel times, it is estimated that there will be a saving of approximately six minutes on a 20 minute bus trip from Bracken Ridge to Kedron in 2026.
- Cleaner and greener transport options – every full bus takes up to 40 cars off the road. It is estimated that in 2031, the presence of the busway will decrease greenhouse gas emissions from general vehicles by approximately 8500 tonnes per year.
- Better connections to where people live, work and play with direct access between the northern suburbs, Brisbane CBD, universities, hospitals and major shopping centres.
- Maximises sustainable transport options by providing options for people to walk, cycle or catch public transport to the busway rather than using their car for some trips.
- New and improved travel opportunities including increased connectivity with other modes of transport means interchanging to other bus, rail or ferry services is even easier.

Supporting future growth in Chermside

Principal Regional Activity Centres provide a mix of retail, medical, entertainment and business services and are an important focus for the surrounding community.

Predicted to support 55,000 jobs and 32,000 residents by 2031, Chermside will grow to become a Principal Regional Activity Centre. The Prince Charles Hospital is a key part of this growing centre.

- It currently employs around 4000 staff, and each month treats more than 30,000 patients and receives more than 30,000 visitors.
- This health precinct is set to grow considerably.

Chermside, including the hospital precinct, needs high-quality public transport to support growth and ensure the area is able to flourish as a Principal Regional Activity Centre.

Corridor timeline

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Phase 4</th>
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</thead>
<tbody>
<tr>
<td>Consultation on investigation areas</td>
<td>Consultation on draft busway corridor options and station locations</td>
<td>Preferred busway corridor released for public display</td>
<td>Corridor finalised and approved</td>
</tr>
<tr>
<td>Late 2009 Completed</td>
<td>Late 2010 Completed</td>
<td>Mid to late 2011</td>
<td>Late 2011</td>
</tr>
</tbody>
</table>

Subject to government funding and approval

We are here

Detailed design and construction

Completed

Late 2009

Completed

Mid to late 2011

Late 2011

We are here

Completed
Preferred corridor – Kedron to Chermside

Legend
- Preferred corridor requirements
- Areas of corridor under further investigation
- Proposed busway station
- Proposed busway
- Proposed median busway
- Proposed busway tunnel
- Road connection to be determined
- Busway access
- School
- Shopping centre

Northern Busway: Windsor to Kedron is currently under construction with Airport Link, and is planned to be open by mid 2012

The busway would travel in a bored tunnel under part of the Lutwyche Cemetery

Kedron

10 years of Busways in Brisbane – 25 kilometres, 21 stations, more than 200 000 passengers a day
Station location and corridor through The Prince Charles Hospital to be investigated further as part of master planning.

New road between Gallagher Terrace and Rode Road.

Busway, station and ultimate road layouts to be further developed in conjunction with the Gympie Road Planning Study, surrounding developments and further planning studies in this area.
Preferred corridor – Chermside to Bracken Ridge

Legend

- Preferred corridor requirements
- Proposed busway station
- Proposed median busway
- Proposed bus/transit lanes
- Buses on the road with general traffic
- Protected corridor
- School
- Shopping centre

The proposed busway station would be located in the Gympie Road median with pedestrian access from both sides of Gympie Road.

Indicative bus priority measures

**Busway**
A busway is a two-way roadway exclusively for the use of buses and is separated from general traffic.

**Median busway**
A bus-only corridor that operates in the middle of the road. Stations are located in the centre median and accessed by traffic lights, zebra crossings or pedestrian overpasses.

**Bus/transit lanes**
Provides buses and/or vehicles carrying two or more people in their own traffic lane to bypass congestion.

10 years of Busways in Brisbane – 25 kilometres, 21 stations, more than 200 000 passengers a day
Bus/transit lanes and road layouts to be further developed in conjunction with the Gympie Road Planning Study.

Carseldine to Bracken Ridge

This section of the corridor has been approved and protected as part of the Fitzgibbon Urban Development Area.

Artist’s impression: Carseldine bus and train interchange.

Bus/transit lanes and road layouts to be further developed in conjunction with the Gympie Road Planning Study.

Carseldine to Bracken Ridge

This section of the corridor has been approved and protected as part of the Fitzgibbon Urban Development Area.

Artist’s impression: Carseldine bus and train interchange.
Parking at busway stations

Park ‘n’ rides provide a different means to access public transport available to commuters of south-east Queensland. These facilities help reduce traffic by encouraging people who do not have access to local services to transfer from their car onto public transport before entering built up areas.

Park ‘n’ rides are considered in lower-density areas which are more difficult to service with frequent public transport and where increased car usage is less likely to add to local congestion.

Building more parking bays in activity centres within 10km of the CBD, would add more traffic and be less effective than servicing outer areas.

A site at Bracken Ridge, near Telegraph Road, has been protected as part of the Fitzgibbon Urban Development Area as a possible future busway station and park ‘n’ ride.

The precise location and number of parking spaces for the park ‘n’ ride site will be determined as part of ongoing planning for the future busway and will be considered in detail closer to construction.

See it for yourself

If you would like to talk to a member of the project team about the busway planning, we encourage you to visit us at the following staffed displays. You can also view the draft Corridor Protection Report at www.tmr.qld.gov.au (search for Northern Busway).

<table>
<thead>
<tr>
<th>Staffed displays</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location</strong></td>
</tr>
<tr>
<td>Kedron Community Church 590 Gympie Road Chermside</td>
</tr>
<tr>
<td>Saturday 29 Oct 2011</td>
</tr>
<tr>
<td>Aspley Special School 751 Zillimere Road Aspley</td>
</tr>
<tr>
<td>Saturday 5 Nov 2011</td>
</tr>
</tbody>
</table>

Where to from here?

Phase 3 of the Northern Busway: Kedron to Bracken Ridge planning study is now complete. The project team has undertaken technical and environmental investigations and reviewed community feedback to develop the preferred corridor.

The planning study has confirmed the Northern Busway: Kedron to Bracken Ridge is technically and environmentally feasible, and has also identified potential property requirements which will be used to help assess any future development applications in the area.

The next step is for the corridor to be finalised and approved and for the government to assess the priority, affordability and potential staging options of the project.

Contact us

If you would like further information about this project, please contact the department:

- **Visit** | www.tmr.qld.gov.au and search for Northern Busway
- **Freecall*** | 1800 289 210
  *Higher rates apply from mobile phones and payphones. STD rates apply if calling from outside south-east Queensland.
- **Email** | team@northernbusway.qld.gov.au
- **Post** | ‘Northern Busway’ Kedron to Bracken Ridge Transport and Main Roads Reply Paid 70 Spring Hill Qld 4004

For people of non-English speaking backgrounds:

- Interpreter | 13 14 50
- Visit | www.qld.gov.au/languages
- TTY | 13 36 77 (quote 1800 289 210)

10 years of Busways in Brisbane – 25 kilometres, 21 stations, more than 200 000 passengers a day