The community’s continuing role
Community consultation plays an important role in identifying a busway alignment by providing the project team with invaluable local knowledge and feedback.
A community reference group has been established to enhance community consultation.
Community consultation activities remain a constant part of the planning process, enabling the project team to receive important feedback on busway planning.

Planning the Northern Busway: Kedron to Bracken Ridge will combine the efforts of the local community and the planning team to develop the most suitable option for connecting Brisbane’s northern suburbs.

Tell us what you think
The Department of Transport and Main Roads is seeking feedback on draft busway corridor and station location options for the Northern Busway: Kedron to Bracken Ridge.

Your comments, together with the results of ongoing technical studies will help us develop a preferred busway corridor. Your feedback is important to help us get the planning right.

To find out more about draft alignment options and have your say, attend a staffed display or contact the project team.

Please provide your comments by Friday 29 October 2010.

Long-term planning
Protecting for the future
Planning for the busway now will ensure the land required is identified and protected to meet the public transport needs of the future. Once the corridor is protected, any development proposed in the vicinity of the corridor will be assessed by the Department of Transport and Main Roads. This will ensure:

• any new development is integrated with future busway facilities
• impacts are minimised when the busway is built
• residents and property owners have greater certainty about future plans.

The next stage of the planning process involves further technical investigations and reviewing community feedback to identify the preferred corridor.

Staffed Displays
If you would like to talk to a member of the project team about the busway planning, we encourage you to visit one of the following staffed displays.

Contact us
Northern Busway: Kedron to Bracken Ridge
Please contact the project team for further information:

Free call 1800 289 210*
Email team@northernbusway.qld.gov.au
Visit www.tmr.qld.gov.au (search Northern Busway)
Write Northern Busway: Kedron to Bracken Ridge
Department of Transport and Main Roads
Reply Paid 70
Spring Hill Qld 4004

* Higher rates apply from mobile phones and pay phones.
STD rates will apply if calling from outside South East Queensland. For people of non-English speaking backgrounds:
Interpreter 131 450
Visit www.qld.gov.au/languages
TTY 13 36 77 (quote 1800 289 210)
Please refer to the project newsletter for information on the remaining draft busway corridor options.

**Northern Busway: Kedron to Bracken Ridge**

**Draft options for maintaining local street access to Gympie Road**

**Option 1a – Strathmore Street closed**
- Key considerations for this option
  - Most changes to local access.
  - Potential land requirements along Gympie Road and between Strathmore Street and Howell Street.
  - Most complex and potentially slowest to construct.

**Option 1b – Strathmore Street open**
- Key considerations for this option
  - Least changes to local access.
  - Potential land requirements along Gympie Road.

**Draft busway corridor options between Lutwyche Cemetery and Kitchener Road**

**Option 2a – Driven tunnel under the cemetery**
- Key considerations for this option
  - It is not anticipated that any graves in the cemetery would need to be relocated. Potential construction impacts on Lutwyche Cemetery will be investigated as part of ongoing planning for the busway.
  - Least impact to Gympie Road and local traffic movements of construction.

**Option 2b – Cut and cover tunnel under Gympie Rd**
- Key considerations for this option
  - It is not known if any graves would be impacted under this option. The most appropriate way to manage this would be investigated as part of ongoing planning for the busway.
  - During construction:
    - Gympie Road may be temporarily reduced to four lanes.
    - There may be changed traffic conditions on Kitchener Road.

**Busway structures**

**Cut and cover tunnel**
A cut and cover tunnel is constructed from the ground surface down. Once the soil is removed, the tunnel walls and floor are usually constructed first and the roof is constructed last. Cut and cover tunnels are used for short shallow tunnels and can go under roads.

**Driven tunnel**
A driven tunnel is underground and constructed using a road header or tunnel boring machine. Soil and rock are removed from the end of the tunnel. A driven tunnel can be expensive to construct, due to the depth and length of the underground structures.

**Transition structures**
A transition structure is used to connect sections of the busway where structures are at different grades. For example, a transition structure would connect a section of ascending or descending busway to a bridge or tunnel.

These are draft plans only. Your comments, together with the results of ongoing technical studies will help us develop a preferred corridor. Your feedback is important to help us plan for the future.