

Northern Busway: Kedron to Bracken Ridge

Fact sheet 4 | September 2010

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 community 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**.

Contact us

Northern Busway: Kedron to Bracken Ridge

Please contact the project team for further information:

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

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.

Location	Date	Time
Chermside Kedron Community Church 590 Gympie Road, Chermside	Saturday 25 September 2010	9am – 12pm
	Saturday 16 October 2010	9am – 12pm
	Wednesday 20 October 2010	5pm – 8pm
Chermside Library Hamilton Road, Chermside	Thursday 23 September 2010	1pm – 4pm
	Wednesday 29 September 2010	10am – 1pm
	Monday 25 October 2010	2pm – 5pm
Aspley Special School 751 Zillmere Road, Aspley	Wednesday 6 October 2010	5pm – 8pm

Section 4: Hamilton Road to Murphy Road, Chermside

Draft busway corridor options

This option:

- connects to Chermside Centre via a cut and cover tunnel across Hamilton Road
- provides the most direct connection to Chermside Centre
- avoids the congested Gympie and Hamilton Road intersection.

There are two options for the location of the busway stations for the corridor between Hamilton Road and Murphy Road, Chermside, each with different methods of continuing north.

Busway station option 1 involves:

- a proposed open-air busway station on the western side of Gympie Road
- two options for the busway to continue north.

Busway station option 2 involves:

- a proposed underground busway station underneath Gympie Road
- one option for the busway to continue north.

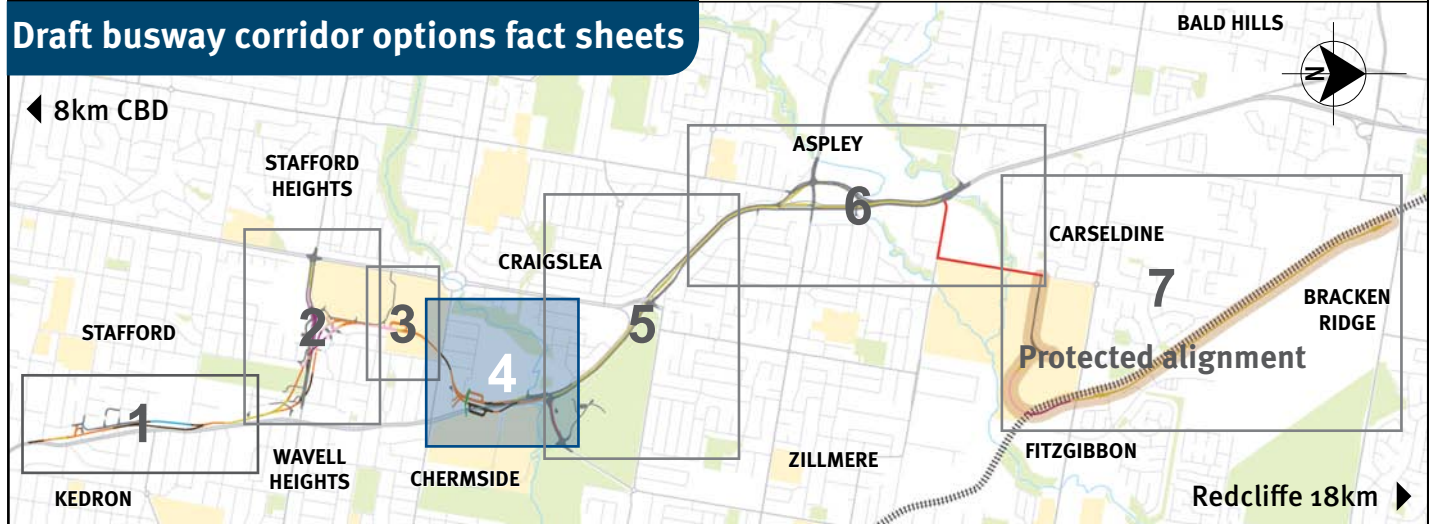
Please provide your comments by **Friday 29 October 2010**.



The Northern Busway: Kedron to Bracken Ridge is an integral part of the Queensland Government's long-term plan to meet the transport needs of Brisbane's growing northern suburbs.

The busway will form part of the wider busway network for South East Queensland that delivers cleaner and greener transport solutions.

Draft busway corridor options fact sheets



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

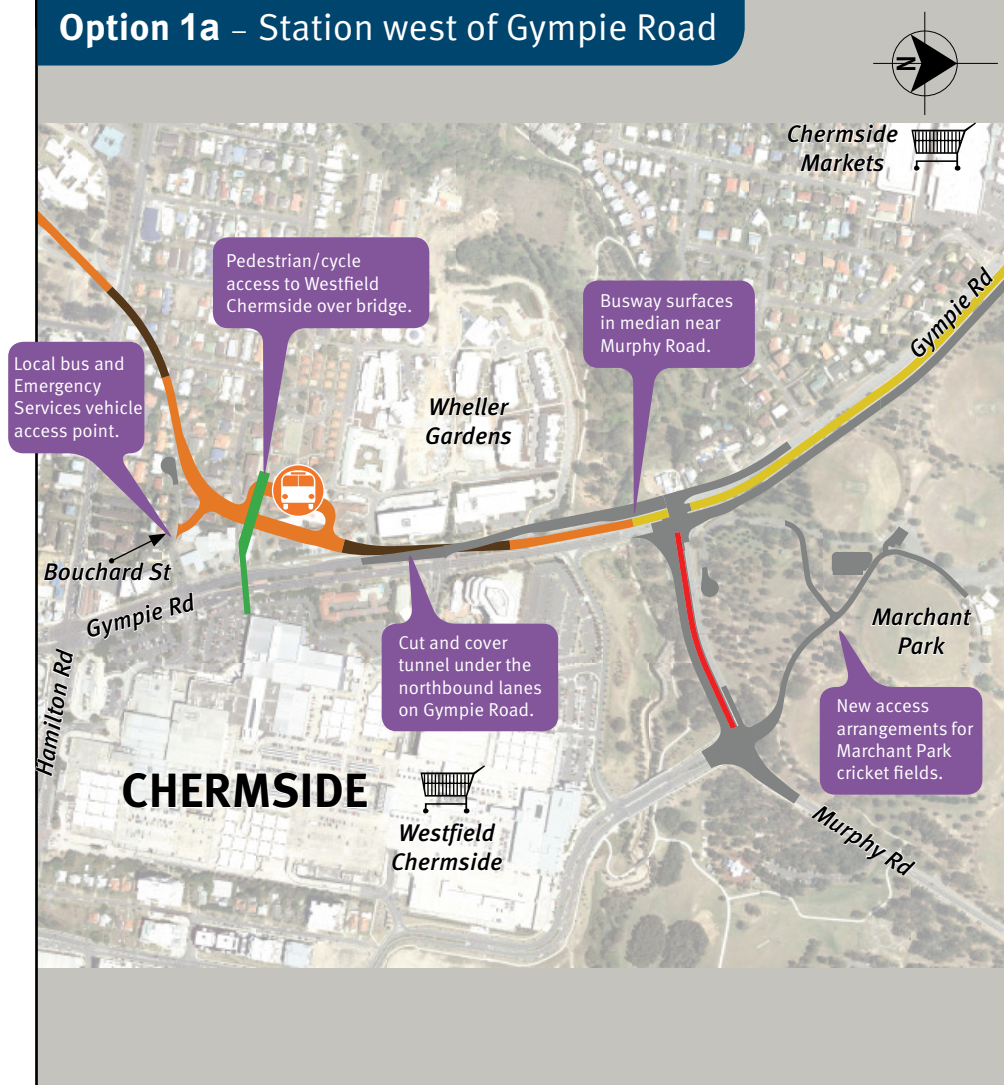
Northern Busway: Kedron to Bracken Ridge

Please refer to the project newsletter for information on the remaining draft busway corridor options.

Key considerations for this option

- The open-air station suits Brisbane's climate and would have a lower carbon footprint to operate.
- The station would be overlooked by adjacent buildings, allowing greater surveillance and higher safety and security.
- This station could be delivered earlier as a stand-alone facility.

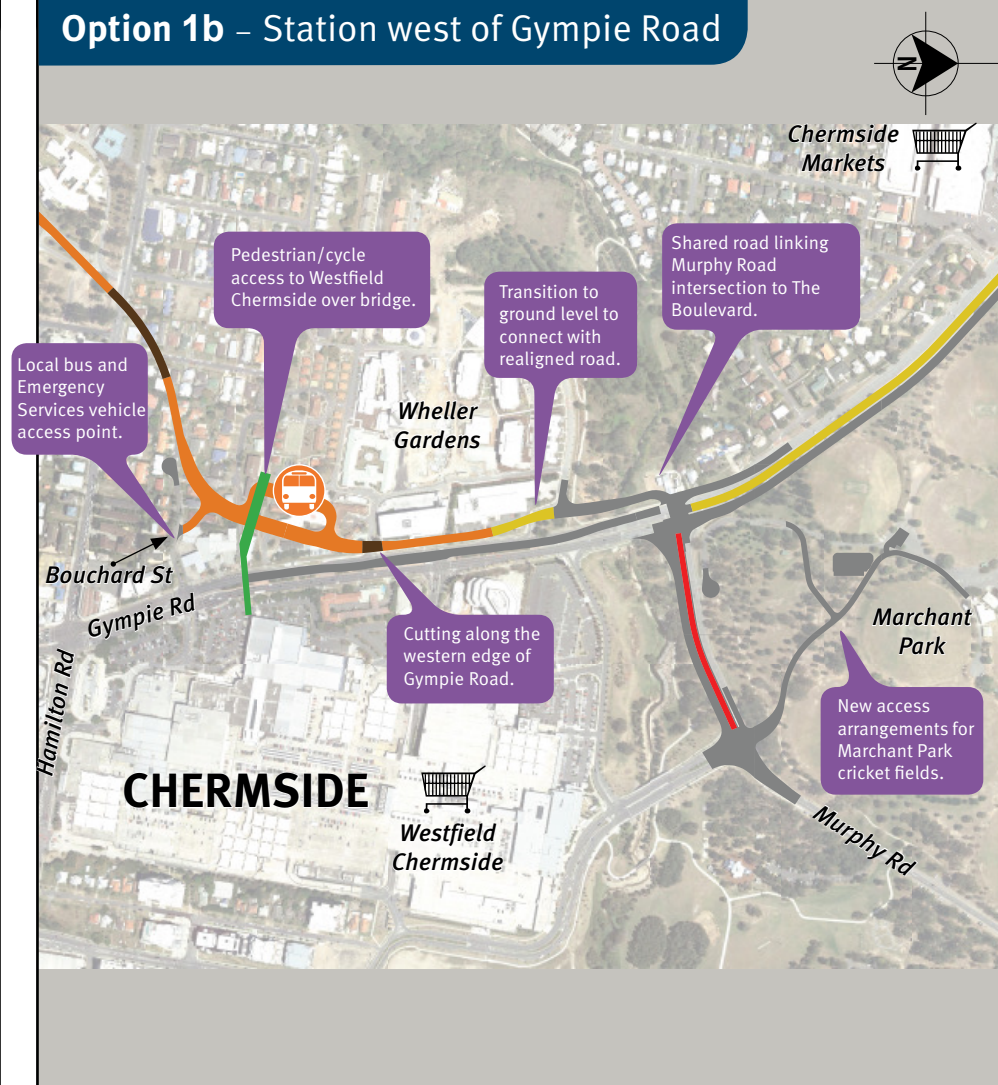
Option 1a – Station west of Gympie Road



Key considerations for this option

- The open-air station suits Brisbane's climate and would have a lower carbon footprint to operate.
- The station would be overlooked by adjacent buildings, allowing greater surveillance and higher safety and security.
- This station could be delivered earlier as a stand-alone facility.
- This option provides access from Murphy Road into the Wheller Gardens precinct.

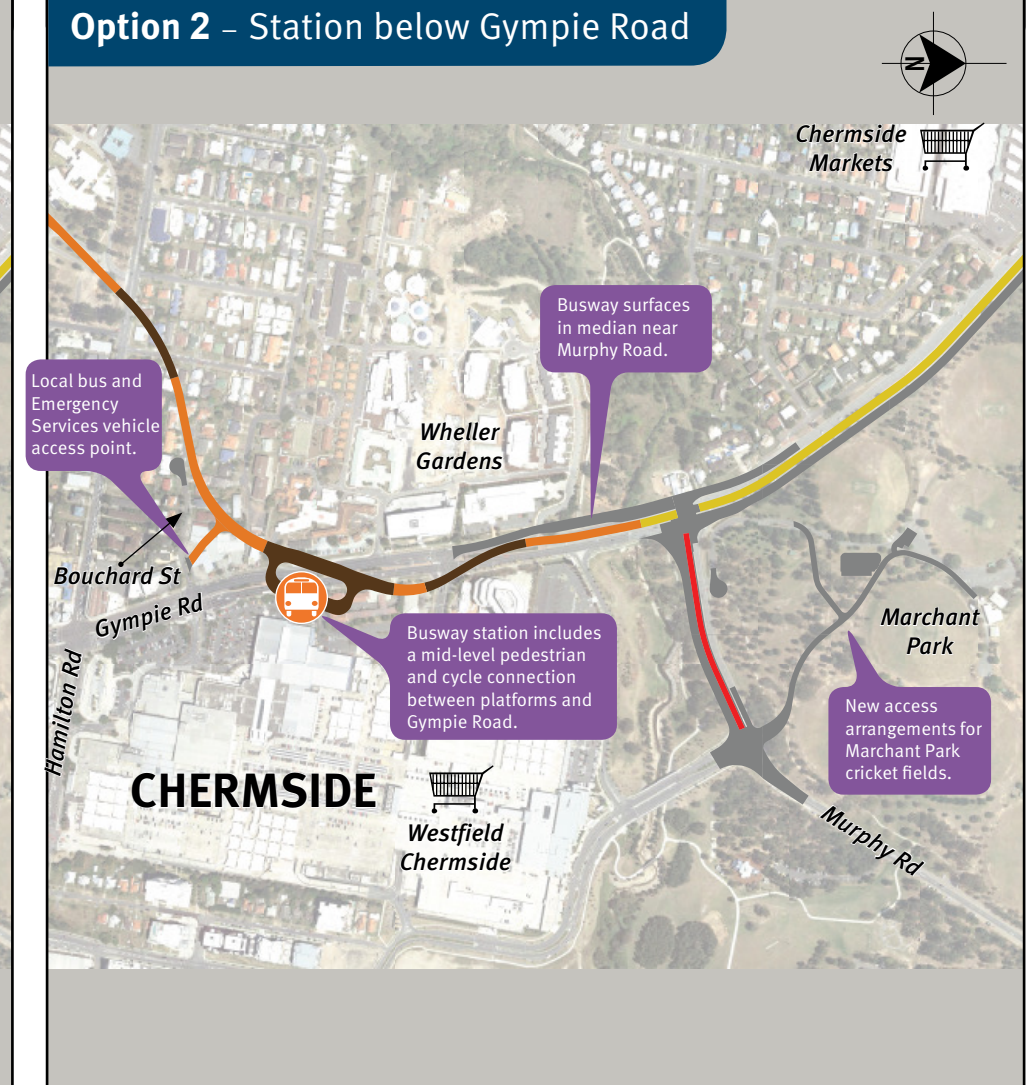
Option 1b – Station west of Gympie Road



Key considerations for this option

- Once in operation, the underground station would be likely to require ventilation, air conditioning and artificial lighting, resulting in high energy requirements and a higher carbon footprint.
- The station may require on-site staffing to ensure safety and security.
- This option is likely to have high traffic impacts during construction, with the need to close existing sections of roadway and provide traffic diversions.
- It offers the potential for a direct connection into Westfield Chermside.

Option 2 – Station below Gympie Road



What will happen to the Westfield Chermside bus interchange?

The Westfield Chermside bus interchange is already nearing capacity. It is possible this interchange may continue to be used when the busway opens. This will be determined as part of future planning and consultation with Translink Transit Authority.

Legend: Draft busway corridor and options

- Busway cut and cover tunnel
- Busway at grade
- Busway tunnel transition
- Road modification
- Pedestrian / cycle overpass
- Bus lanes running on road
- BUS Busway station

Busway structures

Cut and cover tunnel

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

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.

Busway at grade

The busway is the same level as the road.

Note: 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.