

3 Route 3 is being renamed to new routes 723 (Oxenford, Helensvale), 724 (Helensvale) and 730 (Southport, Griffith University and Southport) with all one or two digit routes being renumbered as part of this review. This will also simplify the network for local residents. There may also be changes to the timetable to improve reliability.

4 It is proposed to change this route number to new route 756 with all one or two digit routes to be renamed as part of this review. There may also be changes to the timetables to improve reliability.
Provide

5 Route 5 is being renamed to new routes 729 (operating between Southport and Pacific Fair via Broadbeach Waters), 731 (operating between Southport and Paradise Point via Harbour Town, Runaway Bay), 732 (operating between Runaway Bay and Southport via Labrador and Harbour Town) and 734 (operating between Runaway Bay and Southport) with all one or two digit routes being renumbered as part of this review. This will also simplify the network for local residents.

10 Route 10 is being renamed to new routes 724 (operating between Santa Barbara and Helensvale station via Sanctuary Cove), 732 (operating between Runaway Bay and Southport via Holleywell Road and Oxley Drive) and 733 (operating between Sanctuary Cove and Southport via Broadwater Avenue and Oxley Drive) with all one or two digit routes being renumbered as part of this review. There may also be changes to the timetable to improve reliability.

14 Routes 14 and 15 are being renamed to new routes 714 (operating between Helensvale station and Southport via Napper Road and Wardley Drive) and replacement 715 (operating between Helensvale station and Southport via Napper Road, Allied Drive and Musgrave Avenue) with all one or two digit routes being renamed as part of this review. There may be changes to the timetable to improve reliability. Changes to where this route travels are also being considered to provide a more direct service for passengers.

15 Routes 14 and 15 are being renamed to new routes 714 (operating between Helensvale station and Southport via Smith Street, North Street and Napper Road) and replacement 715 (operating between Helensvale station and Southport via Greenacre Drive, Uplands Drive and Napper Road) with all one or two digit routes being renumbered as part of this review. Changes to where this route travels are also being considered to provide a more direct service for passengers. There may also be changes to the timetable to improve reliability.

16 Route 16 is being replaced by new routes 717 (operating between Pacific Pines and Helensvale via Studio Village), 734 (operating between Southport and Runaway Bay via Harbour Town and

Southport) and modified 727 (operating between Coomera and Helensvale stations via Studio Village) with all one and two digit routes being renamed as part of this review. Passengers travelling between Helensvale and Harbour Town may be able to use route 704. There may also be changes to the timetable to improve reliability.

18 Route 18 and 18A are being renamed to new route 741 (operating between Southport and Pacific Fair via Ashmore, Benowa, Bundall and Broadbeach Waters) and realigned route 738 (operating between Griffith University and Pacific Fair via Broadbeach Waters, Bundall, Benowa and Ashmore) with all one or two digit routes being renumbered as part of this review. This will also simplify the network for local residents. There may also be changes to the timetable to improve reliability.

20 Routes 20 and 20A are being renamed to new routes 735 (operating between Nerang station and Southport), 736 (operating between Nerang and Pacific Fair via Alexander Drive), 743 (operating between Nerang station and Pacific Fair via Pappas Way) and 744 (operating between Nerang station and Pacific Fair via Highlands Park). All one and two digit routes are being renumbered as part of this review. This will also simplify the network for local residents. Changes to where this route travels are also being considered to provide a more direct service for passengers.

20A Routes 20 and 20A are being renamed to new routes 735, 736, 743 and 744 with all one or two digit routes being renumbered as part of this review. This will also simplify the network for local residents. Changes to where this route travels are also being considered to provide a more direct service for passengers.

21 Removal of this route is being considered to reduce duplication on the network. Passengers may be able to use existing route 740 (operating between Surfers Paradise and Nerang) or new routes 746 (operating between Yarrimbah Drive and Nerang station) and 749 (operating between Dugandan Street and Nerang station). This will simplify the network for passengers and make better use of resources.

27 A reduction in the hours of operation and frequency of this route are being considered during university holiday periods.

66 Service improvements are being considered in peak periods in this area. Changes may be made to adjacent routes travelling a similar pattern.

77 Removal of this route is being considered due to low patronage. Resources may be reallocated to busier areas of the network. Passengers can use routes 111/555 (Eight Mile Plains to Brisbane City) and 333/340 (Brisbane City to Chermside) and transfer if necessary.

P88 Removal of weekend services is being considered to reduce duplication on the network. Resources may be reallocated to busier areas of the network. Passengers may be able to use routes 111/555 (Eight Mile Plains to Brisbane City) and 444 (Brisbane City to Indooroopilly). Service improvements are being considered in peak periods in this corridor.

100 Service improvements are being considered in peak periods in this corridor.

101 Changes to where this route travels are being considered to make better use of resources and reduce duplication on the network. Passengers in Durack may be able to use route 100.

102 Reduction in the hours of operation and frequency of this route are being considered on weekends due to low patronage. Resources may be reallocated to busier areas of the network.

103 Changes to where this route travels in the Seventeen Mile Rocks area are being considered to make better use of resources and reduce duplication on the network.

104 Reduction in the frequency of this route is being considered during off-peak times. Passengers may be able to use route 105. Refer to route 105 link to view suggested changes.

105 Changes to where this route travels in Yeronga are being considered to make better use of resources. Passengers in Yeronga may be able to use extended route 196. Passengers who use the 105 in Yeroongpilly to access Brisbane City may need to change at PA Hospital to access other CBD services. This route will also be monitored and demand responsive alternatives may be considered.

106 Changes to where this route travels in the Seventeen Mile Rocks area are being considered to make better use of resources and reduce duplication on the network.

107 Removal of this peak only route is being considered to make better use of resources. Resources may be reallocated to busier areas of the network. Passengers in the Yeronga area may be able to use extended route 196.

108 Removal of this peak only service is being considered to make better use of resources. Passengers may be able to use route 105 or the extended 196.

109 Service improvements are being considered in peak periods in this corridor. A reduction in the hours of operation and frequency of this route are also being considered during university holiday periods.

110 There are no changes proposed at this time.

111 Service improvements are being considered in peak periods to address crowding. This may be on adjacent routes travelling a similar pattern.

112 There are no changes proposed at this time. Passengers currently using route 114 may use this service.

113 There are no changes proposed at this time. This route will continue to provide an important local connection through Holland Park West and Annerley.

114 Removal of this route is being considered due to duplication with other routes. Resources may be reallocated to busier areas of the network. Passengers may be able to use route 112 depending on where they are travelling.

115 There are no changes proposed at this time.

116 Changes to where this route travels in the Salisbury/Moorooka areas are being considered to make better use of resources and reduce duplication on the network.

117 Changes to where this route travels in the Acacia Ridge area are being considered to make better use of resources and reduce duplication on the network. Service improvements are being considered in peak periods to address crowding. This may be on adjacent routes to encourage more even passenger loads.

118 An extension of this route to commence at Blunder Rd at Crossacres St is being considered. Passengers travelling from Forest Lake Village may be able to use route 100.

P119 There are no changes proposed at this time.

120 There are no changes proposed for this route at this time. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes travelling a similar pattern.

121 Changes to where this route travels in the Salisbury area are being considered to make better use of resources and reduce duplication on the network. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes travelling a similar pattern.

122 There are no changes proposed at this time.

123 There are no changes proposed at this time.

124 There are no changes proposed at this time.

125 An extension of this route to service Griffith University busway station is being considered. There may be minor timetable changes required to provide this extension.

126 There are no changes proposed at this time.

P129 There are no changes proposed at this time. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes travelling a similar pattern.

130 There are no changes proposed to this route at this time. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes such as route 132.

131 Changes to where this route travels in the Parkinson/Algester areas are being considered to make better use of resources and reduce duplication on the network. Passengers in Parkinson may be able to use routes P129 or 130. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes such as 132.

132 Additional trips in the peak periods are being considered. These trips may also be extended to service Clairvaux Mackillop to improve access for school students.

P133 Changes to where this route travels are being considered to simplify the network and encourage more even passenger loads. Route 133 may also be renumbered to 137.

134 Despite high average loads, passenger loads vary a lot on this route. Reduction in frequency of this route is being considered in the afternoon period due to low patronage. Passengers may be able to use routes 135 and 155.

135 There are no changes proposed at this time.

136 Removal of this route is being considered to make better use of resources. Resources may be reallocated to busier areas of the network. Passengers may be able to use routes 129, 130, 131, upgrade 132 or 137 depending on where they are travelling.

P137 Changes to where this route travels are being considered to simplify the network. This service may stop at Holland Park West and Greenslopes busway stations.

138 Steady growth in patronage is occurring on this route with the majority of passengers continuing to the Brisbane CBD. This route will continue to be monitored.

139 A reduction in the hours of operation and frequency of this route are being considered during university holiday periods. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes travelling a similar pattern.

140 Changes to where this route travels are being considered in the Greenbank area to make better use of resources and reduce duplication on the network. Passengers in Greenbank may be able to use routes P142 and P546.

P141 Changes to where this route travels are being considered to remove duplication in the Greenbank area. Passengers in Greenbank may be able to use routes P142 and P546.

P142 Changes to where this route travels in Brisbane City are being considered to make better use of resources. This will allow for better integration between routes P142 and P546.

145 There are no changes proposed at this time.

150 Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes travelling a similar pattern.

P151 Removal of this route is being considered to make better use of resources and reduce duplication. Resources may be reallocated to busier areas of the network. Passengers may be able to use routes 141 or 153.

152 There are no changes proposed at this time as this route provides important local access between the Stretton area and Upper Mount Gravatt/Garden City. This route will be monitored and demand responsive alternatives may be considered in the future.

153 An extension of this route to service Drewvale may be considered. Additional trips are also being considered to improve the frequency of services for local residents.

155 There are no changes proposed at this time.

156 There are no changes proposed to this route at this time. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes travelling a similar pattern.

P157 Reducing the frequency of this route is being considered to make better use of resources.

160 There are no changes proposed at this time.

161 It is proposed that this route terminate at Garden City/Upper Mt Gravatt and no longer travel to Brisbane City. Passengers will be able to transfer to routes 111, 150 and 555 to reach Brisbane City.

162 There are no changes proposed at this time.

169 A reduction in the hours of operation and frequency of this route are being considered during university holiday periods.

170 Changes to where this route stops in Brisbane City are being considered to better facilitate bus movements in the busy precinct.

171 Changes to where this route stops in Brisbane City are being considered to better facilitate bus movements in the busy precinct.

172 There are no changes proposed at this time as this route provides important local access to Mt Gravatt Central.

P173 There are no changes proposed at this time.

174 There are no changes proposed at this time.

175 There are no changes proposed at this time.

P176 Changes to where this route travels in Brisbane City are being considered to make better use of infrastructure.

177 There are no changes proposed at this time as this route provides important local access in the Carindale and Mt Gravatt area to Griffith University. This route will continue to be monitored and demand responsive alternatives may be considered.

178 There are no changes proposed at this time.

P179 There are no changes proposed at this time.

180 Changes to where this route stops in Brisbane City are being considered to better facilitate bus movements in the busy precinct.

181 Changes to where this route stops in Brisbane City are being considered to better facilitate bus movements in the busy precinct and so that passengers have more options to take them where they need to go.

183 It is proposed that this route terminate at Griffith University busway station and no longer travel to Brisbane City to make better use of resources. Passengers will be able to transfer to routes 111, 130, 140, 150 and 555 to reach Brisbane City. This route may be renumbered to route 177.

184 There are no changes proposed at this time.

185 There are no changes proposed at this time.

186 Changes to where this route travels in Brisbane City are being considered to allow better integration between services.

P189 There are no changes proposed at this time.

192 This route provides important local access along Dornoch Terrace. Changes to where this route travels in West End may be considered.

193 There are no changes proposed at this time as this route provides local coverage in the Merthyr area (aged persons homes and war widows) during off-peak weekday periods only.

195 There are no changes proposed at this time.

196 An extension of this route to service Yeronga is being considered. There may be minor timetable changes required to provide this extension.

198 Reduced frequency of this route is being considered to make better use of resources. Additionally, Changes to where this route travels in the Dutton Park/Buranda areas is being considered.

199 Changes to where this route travels between Brisbane City and Brunswick Street are being considered to reduce duplication and provide faster trips.

200 Changes to where this route stops in Brisbane City are being considered to make better use of infrastructure. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes such as 222.

P201 Reduction of the frequency of this route is being considered to make better use of resources.

202 This route continues to provide important local access. It will continue to be monitored.

203 This route continues to provide important local access. It will continue to be monitored.

204 There are no changes proposed at this time.

P205 Reduction of the frequency of this route is being considered to make better use of resources.

P206 There are no changes proposed at this time. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes such as 222.

P207 Changes to where this route travels are being considered to simplify the network. Route 207 may also be renumbered to 217. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes such as 222.

P208 There are no changes proposed for this route at this time. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes such as 222.

209 A reduction in the hours of operation and frequency of this route are being considered during university holiday periods. Service improvements are being considered in this area in peak periods to address crowding. This may be on adjacent routes such as 222.

210 There are no changes proposed at this time.

P211 There are no changes proposed at this time.

212 This route continues to provide important local access for Seven Hills residents. It will continue to be monitored.

213 Reductions to the frequency of this route is being considered to make better use of resources. Passengers in the area may be able to use routes 215 and 225.

214 Reductions to the hours of operation and frequency of this route are being considered to reduce duplication on the network. Passengers may be able to use modified route 220. Refer to route 220 link to view suggested changes.

215 Changes to the frequency of this route is being considered to make better use of resources. Resources may be reallocated to busier areas of the network. Passengers in the area may be able to use routes 213 and 225.

P216 There are no changes proposed at this time.

P217 There are no changes proposed at this time.

220 Additional trips are being considered to improve the frequency of services for local residents and to grow patronage.

P221 Additional trips are being considered to improve the frequency of services for local residents.

222 Changes to where this route stops in Brisbane City are being considered to better facilitate bus movements in the busy precinct.

223 There are no changes proposed at this time.

224 There are no changes proposed at this time as this service provides important local access for nearby aged care facilities.

225 There are no changes proposed at this time.

227 There are no changes proposed at this time.

230 Additional trips are being considered to improve the frequency of services for local residents.

P231 There are no changes to this route proposed at this time. Service improvements are being considered in this area. This may be on adjacent routes such as 230.

232 There are no changes proposed at this time.

235 Service improvements are being considered in this area. This may be on adjacent routes such as 230.

P236 Service improvements are being considered in this area. This may be on adjacent routes such as 230.

240 There are no changes proposed at this time. This route provides an important local link between Capalaba and Wynnum servicing the Gumdale and Wakerley area.

242 This route may be diverted to travel through Carindale to provide better access for local residents and attract more passengers.

243 Changes to where this route travels in Thorneside and Brisbane CBD are being considered to make better use of resources. Passengers may be able to use local train services.

250 It is proposed for this route to finish at Carindale bus station on weekdays in off-peak times and on weekends to make better use of resources. Passengers travelling west of Carindale towards the Brisbane CBD will be able to use high frequency routes 200 and 222 departing Carindale bus station.

251 This route may be extended to service Ormiston Point, providing better access for local residents. Changes to where this route travels in the Brisbane CBD are also being considered to make better use of resources.

252 There are no changes proposed at this time. This route provides an important local link for the Ormiston and Alexandra Hills residential areas to Capalaba and Cleveland.

253 The first weekday service may be removed due to low passenger demand. Resources may be used to improve the network elsewhere.

254 Additional weekend trips are being considered to improve weekend connections to local train services.

255 This route may be extended to service Birkdale station and Wellington Point shops to provide better access for local residents and attract more passengers. This route provides an important link for residents of Wellington Point to Cleveland. The extended route will provide vital links to schools, retirement villages and the large elderly demographic to the local shopping centre at Wellington Point.

256 Removal of this route is being considered with often less than seven people using each service. Passengers may be able to use proposed modified routes 255 and 272.

258 It is proposed to maintain the route as it provides an important link for residents of North Stradbroke Island arriving at Toondah Harbour to Cleveland station and shops, and the key employment nodes of Cleveland.

259 Removal of this route is being considered with often less than seven people using each service. Passengers may be able to use modified routes 251, 252, 255 or local train services. Refer to routes 251, 252 and 255 to view suggested changes.

260 Reductions to the weekend hours of operation of this route are being considered because often passenger demand for this service is low. Resources may be redirected to other areas of the network. This route may not operate on gazetted public holidays when local shops are closed. This route may also be modified to travel along Gardner Road, providing a service for the Rochedale Estates residents.

261 There are no changes proposed at this time.

262 Reductions to the weekend hours of operation of this route are being considered because often passenger demand for this service is low. Resources may be redirected to other areas of the network. This route may not operate on gazetted public holidays when local shops are closed. This route may also be modified to travel along Gardner Road, providing a service for the Rochedale Estates residents.

263 There are no changes proposed at this time. This route provides an important local link between Sheldon and Capalaba, servicing a number of local schools and the large residential area in southern Capalaba.

264 There are no changes proposed at this time. This route provides important local access between Alexandra Hills and Capalaba servicing a number of local schools and the large residential area in Alexandra Hills.

265 Changes to where this route travels in Maridale Park and Brisbane CBD are being considered to make better use of resources.

266 There are no changes proposed at this time. This route provides an important local connection for residents of Alexandra Hills to Capalaba, servicing schools and Metro South TAFE.

267 Changes to where this route travels in the Brisbane CBD are being considered to make better use of resources.

268 Removal of this route is being considered with often less than seven people using each service. Passengers are able to use alternative routes including 263, 265 and 280.

270 Reductions to the hours of operation in the evenings is being considered due to low evening patronage and to make better use of resources.

272 Additional weekly trips are being considered to improve frequency of services for local residents as this provides important local access to Redlands Hospital. Reductions to the hours of operation in the evenings is being considered due to low evening patronage and to make better use of resources.

273 Changes to where this route travels in the Brisbane CBD are being considered to make better use of resources.

274 Reductions to the hours of operation in the evenings is being considered due to low evening patronage and to make better use of resources.

275 Changes to where this route travels in the Brisbane CBD are being considered to make better use of resources.

276 Changes to where this route travels in the Brisbane CBD are being considered to make better use of resources.

277 There are no changes proposed at this time. This route was restructured in February 2012 and will continue to be monitored. This route provides an important local connection for residents of Victoria Point and Point Halloran to access Victoria Point bus station and local shops.

279 Changes to where this route travels in the Brisbane CBD are being considered to make better use of resources.

280 Reductions to the hours of operation in the evenings is being considered due to low evening patronage and to make better use of resources.

281 Changes to where this route travels in the Brisbane CBD are being considered to make better use of resources.

282 Reductions to the hours of operation in the evenings is being considered due to low evening patronage and to make better use of resources.

283 Removal of this route is being considered with often less than seven people using each service. Passengers may be able to use route 282. School buses will continue to service the schools in the Carbrook area.

299 This route may no longer service Sunnybank. Customers will have access to routes 130/140 to the South East Busway. This route may also be adjusted to provide a more direct service from the Brisbane CBD to Brisbane Technology Park/Rochedale.

300 Additional peak trips are being considered to improve the frequency of services for local residents.

301 There are no changes proposed at this time.

302 There are no changes proposed at this time.

303 There are no changes proposed at this time as this train feeder route provides access to Eagle Farm, Pinkenba and Myrtletown industrial precinct. This route also supplements train services between Eagle Junction and Doomben stations. This route will continue to be monitored and demand responsive alternatives may be considered.

305 Additional peak trips are being considered to improve the frequency of services for local residents.

306 There are no changes proposed at this time.

307 Reduction in frequency of this route is being considered to make better use of resources.

308 There are no changes proposed at this time.

310 There are no changes proposed at this time.

311 There are no changes proposed at this time as this route provides important local access in Sandgate and Brighton.

312 There are no changes proposed at this time as this route provides important local access in Sandgate and Brighton. This route will be monitored and demand responsive alternatives may be considered.

313 There are no changes proposed at this time as this route provides important local access in Sandgate and Shorncliffe.

314 There are no changes proposed at this time as this route provides important local access in Sandgate, Deagon and Shorncliffe. This route will be monitored and demand responsive alternatives may be considered.

315 There may be changes to where this route travels to provide a more direct service to the Brisbane CBD. This service may also change to a pre-paid service meaning passengers will need to have a pre-purchased ticket or go card to travel.

320 Reductions in the frequency of this route are being considered in the evenings and on weekends to make better use of resources.

321 There are no changes proposed at this time. This route provides important local access through Kalinga.

322 It is proposed that this route terminate at Toombul interchange and no longer travel to Brisbane City. Passengers may be able to transfer to route 306 to reach Brisbane City.

325 Reductions to the hours of operation and frequency of this route are being considered in the evenings. Changes to where routes 325 and 335 travel between the Grange and Brisbane City are being considered to make better use of resources.

326 Changes to where routes 326 and 327 travel between Taigum and Toombul are being considered to make better use of resources.

327 Changes to where routes 326 and 327 travel between Taigum and Toombul is being considered to make better use of resources. This route will also be monitored and demand responsive alternatives may be considered.

328 Reductions to the frequency of this route are being considered to make better use of resources.

329 Reductions to the frequency of this route are being considered to make better use of resources.

330 Changes to where this route travels are being considered to provide a faster service to Brisbane City. Service improvements are being considered in this area. This may be on this route or adjacent routes such as 333.

P331 Changes to where this route travels are being considered to provide a faster service to Brisbane City. Additional peak trips are also being considered to improve the frequency of services for local residents. This may be on this route or adjacent routes such as 330 or 333.

P332 Changes to the timetable are being considered to provide more realistic travel times due to traffic.

333 An additional stop at Rode Road is being considered for this service. Service improvements are being considered in this area. This may be on this route or adjacent routes such as 330.

334 This route may no longer travel south of Kedron. Passengers may be able to use route 379.

335 Changes to where routes 325 and 335 travel between the Grange and Brisbane City are being considered to make better use of resources.

336 Reduction in the hours of operation and frequency of this route are being considered on Saturdays to make better use of resources.

337 Reduction in the hours of operation and frequency of this route are being considered on Saturdays to make better use of resources.

338 Changes to where this route travels are being considered in the Aspley area to provide better access to Chermside.

340 An additional stop at Rode Road is being considered for this service. Service improvements are being considered in this area in peak periods. This may be on adjacent routes such as 330 or 333.

P341 Changes to where this route travels are being considered to provide a faster service to Brisbane City.

P343 Reduction in the frequency of this route are being considered in the afternoon peak to make better use of resources.

P344 Changes to where this route travels are being considered in the Carseldine/Aspley area. Passengers in these areas have access to routes 340, 341, 343 and 345.

345 There are no changes proposed at this time.

346 There are no changes proposed at this time.

350 Changes to where routes 350 and 359 travel between Enoggera and Brisbane City are being considered to increase patronage.

351 There are no changes proposed at this time.

352 There are no changes proposed at this time.

353 There are no changes proposed at this time.

354 Changes to where this route travels in the Stafford Heights area are being considered to improve access to North West Hospital. Reductions in the hours of operation and frequency of this route are being considered on Saturdays to make better use of resources.

P356 Removal of this route is being considered due to low patronage. Passengers may be able to use routes 352 or 353.

357 Significant service frequency increases are being considered in this area. This may be on this route or adjacent routes such as 359.

359 Significant service frequency increases are being considered in this area. This may be on this route or adjacent routes such as 359. Changes to where routes 350 and 359 travel between Enoggera and Brisbane City are being considered to make better use of resources.

360 This route may terminate at Everton Park and no longer travel to Brisbane City. Passengers may be able to transfer to routes 350, 357, 359 or train services at Mitchelton.

361 This route may terminate at Everton Park and no longer travel to Brisbane City. Passengers may be able to transfer to routes 350, 357, 359 or rail (at Mitchelton).

362 There are no changes proposed at this time.

363 It is proposed to amalgamate route 360 and route 363. Passengers currently travelling on the 363 may be able to use the upgraded 360 service.

364 Additional trips are being considered to improve the frequency of services for local residents.

367 It is being considered for this route to extend further into Upper Kedron to improve access to public transport for local residents and attract more patronage.

369 Reductions to the frequency of this route are being considered due to low patronage. Changes to the timetable are also being considered to provide more realistic travel times due to traffic.

370 Changes to the timetable are being considered to provide more realistic travel times due to traffic.

372 Minor timetable changes are being considered to improve the efficiency of the corridor.

373 Minor timetable changes are being considered to improve the efficiency of the corridor.

P374 As part of the introduction of the maroon Glider, this service may be removed to reduce duplication.

375 Changes to where this route travels are being considered as part of the proposed maroon Glider implementation.

376 There are no changes proposed at this time however this route will be monitored to access whether additional services are required in the future.

377 Minor timetable changes are being considered to improve the efficiency of the corridor.

378 Minor timetable changes are being considered to improve the efficiency of the corridor.

379 - Grange An extension of this route to service Stafford City on all trips is being considered. There may be minor timetable changes required to provide this extension.

379 - Ashgrove Minor timetable changes are being considered to improve the efficiency of the corridor. Additionally route 379 from Ashgrove will be considered for termination at Brisbane City to improve reliability with routes 380 and 381.

380 Minor timetable changes are being considered to improve the efficiency of the corridor.

381 Minor timetable changes are being considered to improve the efficiency of the corridor.

382 There are no changes proposed at this time however this route will be monitored following the introduction of the maroon Glider.

383 There are no changes proposed at this time however this route will be monitored following the introduction of the maroon Glider.

P384 There are no changes proposed at this time however this route will be monitored following the introduction of the maroon Glider.

385 There are no changes proposed at this time however this route will be monitored following the introduction of the maroon Glider.

390 There are no changes proposed at this time.

393 There are no changes proposed at this time as this route provides a cross town link between Teneriffe Ferry and RBWH Hospital. The route was recently changed in June 2012 and will continue to be monitored.

396 Reduction in the hours of operation and frequency of this route are being considered in the morning.

397 Reduction in the hours of operation and frequency of this route are being considered in evenings and on weekends.

398 Reductions in the hours of operation and frequency of this route are being considered in evenings and on weekends. Resources may be reallocated to busier areas of the network.

402 Reductions to the frequency of this route on Saturday are being considered. Passengers may be able to use route 412.

411 There are no changes proposed at this time.

412 Changes to the timetable are being considered to provide a consistent weekday and weekend timetable.

414 There are no changes proposed at this time.

415 There are no changes proposed at this time.

416 Reductions in the frequency of this route in the morning peak are being considered.

417 Reductions to the frequency of this route on weekends are being considered.

425 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area. Service frequency may increase but passengers travelling to Brisbane City may need to transfer to high frequency services at Indooroopilly.

P426 Reductions in the hours of operation and frequency of this route in peak periods are being considered to make better use of resources.

427 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area.

428 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area.

430 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area. Service frequency may increase but passengers travelling to Brisbane City may need to transfer to high frequency services at Indooroopilly.

431 Reductions in the hours of operation and frequency of this route in peak periods are being considered to make better use of resources. Resources may be reallocated to busier areas of the network.

432 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area.

433 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area. Service frequency may increase but passengers travelling to Brisbane City may need to transfer to high frequency services at Indooroopilly.

435 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area. Service frequency may increase but passengers travelling to Brisbane City may need to transfer to high frequency services at Indooroopilly.

436 Removal of this route is being considered to make better use of resources. Resources may be reallocated to busier areas of the network. Passengers may be able to use route 435 that operates in the same area of Chapel Hill.

P443 Changes to the frequency of this route are being considered as part of a review of all services operating through the Indooroopilly area.

444 Increases to the frequency of this route and changes to where it travels west of Indooroopilly are being considered as part of a review of all services operating through the Indooroopilly area.

445 There are no changes proposed at this time.

446 There are no changes proposed at this time.

450 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area. Service frequency may increase but passengers travelling to Brisbane City may need to transfer to high frequency services at Indooroopilly.

451 Changes to where this route travels in the Seventeen Mile Rocks area are being considered to make better use of resources and reduce duplication on the network.

452 Changes to where this route travels in the Riverhills area are being considered to make better use of resources and reduce duplication on the network.

453 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area. Service frequency may increase but passengers travelling to Brisbane City may need to transfer to high frequency services at Indooroopilly.

454 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area. Service frequency may increase but passengers travelling to Brisbane City may need to transfer to high frequency services at Indooroopilly.

P455 Reductions in the hours of operation and frequency of this route in peak periods are being considered to make better use of resources.

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P459 Reductions to the hours of operation and frequency of this route in peak periods are being considered to make better use of resources.

460 Changes to where this route travels are being considered as part of a review of all services operating through the Indooroopilly area.

P461 This route may no longer travel between Richlands and Brisbane City. Passengers travelling to Brisbane City will need to transfer to train services.

P462 Reductions in the frequency of this route are being considered due to low patronage.

463 There are no changes proposed at this time. This route provides an important local connection to Wacol station and Forest Lake for residents of Ellen Grove.

465 Removal of this route is being considered to make better use of resources. Resources may be reallocated to busier areas of the network. Passengers may be able to use routes 460, 461, 462 and 466.

466 Changes to where this route travels in the Willawong area are being considered to make better use of resources and reduce duplication on the network. This route will also be monitored and demand responsive alternatives may be considered.

467 Changes to where this route travels in the Seventeen Mile Rocks area are being considered to make better use of resources and reduce duplication on the network. This route will also be monitored and demand responsive alternatives may be considered.

468 Changes to where this route travels in the Seventeen Mile Rocks area are being considered to make better use of resources and reduce duplication on the network. This route will also be monitored and demand responsive alternatives may be considered.

470 There are no changes proposed at this time.

471 Additional trips are being considered in the evenings and on weekends to improve the frequency of services for local residents and tourists.

475 This route will continue to be monitored as it is important for access through Kangaroo Point.

476 Changes to where this route travels in the Milton area are being considered to simplify the network. Route 476 may also be renumbered to 475.

500 Additional trips are being considered to improve the frequency of weekday morning and afternoon services for local residents. This route provides important local access to key employment and shopping at Booval, Bundamba, Redbank, Goodna and the residential area of Riverview

between Riverlink and Goodna. The service often carries lots of passengers between Ipswich and Booval/Bundamba.

502 There are no changes proposed at this time. This route provides an important local connection to Ipswich and Booval, servicing local schools and Bremer TAFE.

503 There are no changes proposed at this time. This route provides an important local connection to Ipswich and Booval, servicing local schools, Bremer TAFE and Ipswich Hospital.

506 It is proposed to merge this route (506) and route 516 to make better use of resources. Additional trips are being considered to improve the weekday frequency of services for local residents.

508 There are no changes proposed at this time as the route provides an important local connection to Willowbank. The route number may change.

509 There are no changes proposed at this time. This route provides an important local connection to Ipswich and Yamanto, servicing local schools, retirement villages and Ipswich Hospital.

512 It is proposed to merge this route (512) and route 513 to make better use of resources.

513 It is proposed to merge this route (513) and route 512 to make better use of resources.

514 There are no changes proposed at this time. This route provides an important local connection to Ipswich and Riverlink for residents of Moores Pocket, Tivoli, North Ipswich, Basin Pocket and Booval.

515 There are no changes proposed at this time. Patronage has grown significantly since this high frequency connection was introduced between Brassall and UQ Ipswich. The route connects major attractors including The Workshops Rail Museum, Riverlink, Ipswich station and Ipswich Hospital.

516 It is proposed to merge this route (516) and route 506 to make better use of resources. Additional services may be provided to improve weekday frequency for passengers.

522 It is proposed to merge this route (522) and route 530 to make better use of resources. A 30 minute weekday frequency is being considered.

524 There are no changes proposed at this time. This route currently provides an important local connection for residents of Redbank Plains and Goodna to Goodna station.

525 There are no changes proposed at this time. This route provides an important local connection for residents of Collingwood Park to Redbank Plaza and Redbank station.

526 There are no changes proposed at this time. This route provides an important local connection for residents of Springfield, Augustine Heights and Redbank Plains to Orion Springfield, Redbank Plaza and Redbank station.

529 There are no changes proposed at this time. This route provides an important local connection for rural centres such as Esk and Lowood to Ipswich.

530 It is proposed to merge this route (530) and route 522 to make better use of resources. A 30 minute weekday frequency is being considered.

534 It is proposed to divert this route to travel through Hillcrest to provide better access for local residents and increase patronage. This route provides the only connection between Browns Plains, Forest Lake and Springfield.

535 Despite low average patronage, additional morning and afternoon trips are being considered due to reasonable patronage at these times. The proposed changes aim to attract more passengers and service schools in Springfield.

540 It is proposed to provide an hourly service between Browns Plains bus station and Beaudesert to make better use of resources. Passengers travelling north of Browns Plains towards Brisbane City will be able to use high frequency routes 140 and 150 from Browns Plains bus station.

541 There are no changes proposed at this time. This route provides important local access for residents of Greenbank and Boronia Heights (including local retirement villages) to Browns Plains and local schools.

542 Changes to where this route travels are being considered to make better use of resources. Passengers in some areas of Regents Park may be able to use route 560.

543 Removal of this route is being considered with often less than seven people using each service. Resources may be reallocated to busier areas of the network. Passengers may be able to use routes 542 or 560.

544 Removal of this route is being considered with often less than seven people using each service. Passengers may be able to use route 534. School buses will continue to service the Forestdale loop.

545 Changes to the timetable are being considered to provide more realistic travel times due to traffic.

P546 Additional trips are being considered in the morning and afternoon to improve services for local residents.

547 This new route is proposed between Browns Plains bus station and Woodridge train station via Drewvale.

550 Reductions to the Sunday hours of operation and frequency of this route are being considered to reduce duplication on the network. Changes to the timetable are also being considered to provide more realistic travel times due to traffic.

551 Changes to the timetable are being considered to provide more realistic travel times due to traffic.

552 Reductions to weekday evening hours of operation and frequency of this route are being considered with often less than seven people using each service. Changes to the timetable are being considered to provide more realistic travel times due to traffic.

553 Reductions to the weekday morning and Sunday morning and evening hours of operation and frequency of this route are being considered to reduce duplication on the network. Changes to the timetable are also being considered to provide more realistic travel times due to traffic.

554 Additional weekday morning and afternoon trips are being considered to improve the frequency of services for local residents. Reductions to Sunday hours of operation and frequency of this route are being considered to reduce duplication on the network. Changes to the timetable are also being considered to provide more realistic travel times due to traffic.

555 Changes to the timetable are being considered to provide more realistic travel times due to traffic.

556 Removal of this weekday route is being considered with often less than seven people using each service. Passengers may be able to use routes 560 and 555. The service operates during university semesters only.

557 Removal of this weekday off peak route is being considered with often less than seven people using each service. Passengers may be able to use routes 545 and 555.

558 Removal of this weekday, off-peak route is being considered with often less than seven people using each service. Passengers may be able to use routes 545, 550, 552 and 553.

560 Reductions to the weekday morning and Sunday evening hours of operation and frequency of this route are being considered to reduce duplication on the network. Changes to the timetable are also being considered to provide more realistic travel times due to traffic.

561 Changes to the timetable are being considered to provide more realistic travel times due to traffic.

562 Reductions to the operating hours of weekday evenings, Saturday mornings and evenings and the frequency of this route are being considered to reduce duplication on the network. Changes to the timetable are being considered to provide more realistic travel times due to traffic.

563 Reductions to the Saturday morning hours of operation and frequency of this route are being considered with often less than seven people using each service. Changes to the timetable are being considered to provide more realistic travel times due to traffic.

564 Changes to where this route travels on Sundays and reducing the hours of operation are being considered with often less than seven people using each service.

565 Reductions to the weekday morning and evening hours of operation and frequency of this route are being considered to reduce duplication on the network. Extension of Sunday route to service section not covered by loop replacing routes 563 and 562 is proposed.

566 Changes to the timetable are being considered to provide more realistic travel times due to traffic. Peak period loads will be monitored.

567 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand. Changes to where this route travels are being considered to make better use of resources. This route and new route 568 will service either side of the Pacific Motorway, improving service coverage.

P569 Additional weekday morning and afternoon trips are being considered to meet passenger demand. Changes to the timetable are also being considered to provide more realistic travel times due to traffic.

570 A reduction in the hours of operation on weekday evenings and Sundays are being considered. There may also be changes to the frequency of this route to reduce duplication on the network.

571 Changes to the timetable are being considered to provide more realistic travel times due to traffic. Peak period loads will be monitored.

572 Reductions to Sunday hours of operation and the frequency of this route are being considered to reduce duplication on the network.

573 Changes to the timetable are being considered to provide more realistic travel times due to traffic.

574 Reductions to the weekday evening hours of operation, frequency of this route and removal of all weekend services are being considered to reduce duplication on the network.

575 Changes to where this route travels are being considered to make better use of resources and reduce duplication on the network.

576 Reductions to weekday and weekend morning and evening hours of operation and frequency of this route are being considered to reduce duplication on the network. Changes to the timetable are also being considered to provide more realistic travel times due to traffic.

577 There are no changes proposed at this time.

578 Reductions to weekday evening, Saturday morning and evening hours of operation and frequency and removal of Sunday trips are being considered to reduce duplication on the network. Changes to the timetables are being considered to provide more realistic travel times due to traffic.

579 There are no changes proposed at this time.

P581 Additional weekday off-peak trips may be considered to meet passenger demand.

New 583 A new weekday peak only service is being considered to operate between Springwood and Brisbane City.

590 Changes to where this route travels between Airport Village and Garden City are being considered to make better use of resources and reduce duplication on the network. Passengers may be able to use routes 598 and 599.

598 Changes to where this route travels between Chermside, Toombul and Garden City are being considered to make better use of resources and reduce duplication on the network. Passengers may be able to use routes 308 and 590.

599 Changes to where this route travels between Chermside, Toombul and Garden City are being considered to make better use of resources and reduce duplication on the network. Passengers may be able to use routes 308 and 590.

600 Additional services may be provided to improve frequency across the day, over weekdays. This route will also provide better connections to other bus services and reduce duplication on the network. However, it will no longer service Cotton Tree. Passengers will be able to use route 610.

601 This route may be removed because often less than seven people use each service. Passengers will be able to use routes 600 or 602 to reach their destination.

602 Route is proposed to divert to travel via the Maroochydore Homemaker Centre across the week. Customers wishing to access Maud St and Sugar Rd can use route 614.

603 There are no changes proposed at this time as this route provides important local access to Bellvista and Caloundra West.

605 There may be additional trips added during the week and some minor timetable changes to provide better connections to train services. Little Mountain residents will need to catch route 603 to Caloundra and change to route 605 to connect to Landsborough.

607 This route may be adjusted to service Kawana Shoppingworld across the entire day (weekdays only) and combined with route 618 to make better use of resources.

609 This route currently operates as a loop, however it is being considered to change this to a traditional northbound/southbound route across the week to provide a more direct journey for customers.

610 This route will provide a service for Cotton Tree residents and may terminate at Mooloolaba on weekdays. Customers continuing to Kawana can use route 600.

612 This route may be extended to service Parklakes Estate with timetable changes required on weekdays.

613 This route may be removed because often less than seven people use this service. Some customers will be able to use route 622 instead.

614 There are no changes proposed at this time as this route provides important local access to Buderim.

615 Additional trips may be provided to improve connections to train services on weekdays.

616 There will be minor timetable changes to better meet university class times during the week.

617 This route may be adjusted to provide a more direct journey for Sippy Downs residents. Route will also travel via the Maroochydore Homemaker Centre. Customers wishing to access Maud St and Sugar Rd will be able to use route 614.

618 Reductions are proposed to the frequency of this route, to better reflect passenger demands across the week. Instead customers can use route 607 from Kawana to the University of the Sunshine Coast, ensuring that a good frequency of services is maintained. This route may also be changed to better service residents of Sippy Downs.

619 There are no changes proposed at this time as this route provides important local access to Alexandra Headland.

620 This route may no longer service Bli Bli in the evenings, providing the same timetable during the day and evening. Customers wishing to access Bli Bli can use route 612 instead.

622 This route may no longer service Bli Bli. Passengers will be able to use route 612 to reach their destination.

623 This trial route was removed recently due to low patronage and to make better use of resources. Patrons can use routes 620, 622, 612 and 610 to reach their destinations.

626 The timetable may change slightly to provide more realistic service times due to traffic on weekdays.

627 The timetable may change slightly to provide more realistic service times due to traffic on weekdays.

628 The timetable may change slightly to provide more realistic service times due to traffic.

629 The timetable may change slightly to provide more realistic service times due to traffic on weekdays.

630 Minor timetable changes are being considered during weekdays to provide better connections to train services.

631 There may be additional trips added during the week to provide better connections to train services. There may also be some timetable minor changes on weekdays to improve connections to train services.

632 Additional trips and minor timetable changes during weekdays are being considered to provide customers with more opportunities to connect to train services at Nambour station.

636 There are no changes proposed at this time. This route will continue to provide customers with important local access between Nambour and Sippy Downs (University of Sunshine Coast).

639 There are no changes proposed at this time as this route provides important local access in Nambour. This route will be monitored and demand response transport options may be considered in the future.

640 Additional morning and evening commuter peak services to/from Caboolture train station may be provided to improve seating capacity.

641 This route may no longer service Goodwin Drive and First Avenue to Woorim. Passengers for these areas may be able to use route 640. Refer to route 640 link to view suggested changes. Jasmin Drive, Protea Drive and the Cotterill Avenue loop section may be serviced by this route following proposed changes to route 642. Refer to route 642 link to view suggested changes. Changes to the hours of operation are also being considered because often less than seven people use this service. Resources may be redirected to busier routes. There may also be minor timetable changes to improve connections to route 640 at the Bribie station park 'n' ride.

642 This route may no longer service parts of Jasmin Drive, Protea Drive and the Cotterill Avenue loop section. Passengers for these areas may be able to use route 641. Refer to route 641 link to view suggested changes. Changes to the hours of operation and frequency of this route are also being considered because often less than seven people use this service. Resources may be redirected to busier routes. There may be minor timetable changes to improve connections to route 640 at the Bribie station park 'n' ride.

643 Two morning trips (6.15am and 6.45am) may be combined into one service to depart at 6.30am. This may provide more reliable connections with peak hour trains at Caboolture station.

644 This route may no longer service Bribie RSL. Passengers for the Bribie RSL may be able to use route 642 depending on where they travel from. Refer to route 642 link to view suggested changes. Changes to the hours of operation on weekends are also being considered because often less than seven people use this service. Resources may be redirected to busier routes.

649 There are no changes proposed at this time. This route will be monitored and demand responsive alternatives may be considered.

651 Additional trips are being considered to improve the frequency of services for local residents and improve connections to local train services. An extension of this route to service Market Drive

residents is being considered. There may be minor timetable changes required to provide this extension. This route may also not operate on gazetted public holidays when local shops are closed.

652 Reductions to the weekday and weekend hours of operation of this route are being considered because often passenger demand for this service is low. Resources may be redirected to improve the greater network. This route may not operate on gazetted public holidays when local shops are closed.

653 Reductions to the weekday and weekend hours of operation of this route are being considered because often passenger demand for this service is low. Resources may be redirected to improve the greater network. This route may not operate on gazetted public holidays when local shops are closed.

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656 Reductions to the weekday and weekend hours of operation of this route are being considered because often passenger demand for this service is low. Resources may be redirected to improve the greater network. This route may not operate on gazetted public holidays when local shops are closed.

657 Saved resources could be used for a proposed 9am-3pm weekday only bus route to service the developing residential area in Caboolture North.

660 There are no changes proposed at this time.

661 We will continue to monitor the performance of this trial service and will make amendments if needed at the end of the trial period. This route may not operate on gazetted public holidays when local shops are closed.

663 This route may not operate on gazetted public holidays when local shops are closed. All timetabled 'on request' services will run as a full service and demand will be monitored. Timetables may be adjusted to provide more reliable connections with peak hour trains.

664 This route may not operate on gazetted public holidays when local shops are closed. All timetabled 'on request' services will run as a full service.

665 This route may not operate on gazetted public holidays when local shops are closed. All timetabled "on request" services will run as a full service and demand will be monitored.

667 This route may not operate on gazetted public holidays when local shops are closed. All timetabled 'on request' services will run as a full service.

668 This service will continue to provide an important local connection for Deception Bay residents to the nearest train station, with timetable changes being considered to improve connections between bus and train services. This route may not operate on gazetted public holidays when local shops are closed. All timetabled 'on request' services will run as a full service and demand will be monitored.

669 This trial service is currently under review and may become a permanent route. Changes to where this route travels are being considered to service Bray Park. This service has had reasonable passenger uptake in a short time period and additional weekday morning and evening trips are being considered to improve connections to local train services.

670 There are no changes proposed at this time. The route provides an important local connection to Strathpine station, and it is expected that there will be future growth with continued release of land and new homes around Warner.

671 Additional morning and evening trips are being considered to improve the frequency of services for local residents and improve connections to local train services.

672 Changes to the weekday and weekend hours of operation of this route are being considered because often passenger demand for this service is low. Resources may be redirected to improve the greater network.

673 This route may change to provide more direct services and better connections to key activity centres between Lawnton and Strathpine, maintaining important local access to trains and shops.

674 Changes to where this route travels are being considered to provide passengers with a fast and efficient connection to Lawnton station from Strathpine and Warner. Changes to the weekday hours of operation of this route are being considered because often passenger demand for this service is low. Resources may be redirected to improve the greater network. This route will also be monitored and demand responsive alternatives may be considered.

675 There are no changes proposed at this time. Currently well patronised and attracting steady growth. Steady future growth is expected with continued release of land and townhouse style developments in the area.

676 There are no changes proposed at this time. This route is currently attracting steady growth. Further growth is expected with continued release of land and townhouse style developments in the area.

677 This service will continue to provide the only train connection (Petrie station) for the residents of this area. Steady future growth is expected with continued release of land and townhouse style developments in the area. There are no changes proposed at this time but this route will also be monitored and demand responsive alternatives may be considered.

678 Removal of this route is being considered with often less than seven people using each service. Passengers may be able to use modified route 679 depending on where they are travelling. Refer to route 679 link to view suggested changes.

679 A reduction in the weekday frequency of this route is being considered, because often less than seven people use this service. Route may be extended to Murrumba Downs. Changes to the weekend hours of operation of this route are being considered because often passenger demand for this service is low. Resources may be redirected to improve the greater network.

680 To make better use of resources and reduce duplication in the network, this route may start and finish services at Redcliffe Jetty. Residents in the north Scarborough area will also have access to the modified 698/699 service. Refer to route 698/699 links to view suggested changes.

681 This route may no longer commence from North Lakes Tavern. Residents in North Lakes may be able to use route 682. Refer to the link for route 682 to review proposed changes. Changes to this route travels are also being considered to provide some Mango Hill areas and Freshwater Estate residents with improved morning and afternoon weekday services to and from Petrie station.

682 Changes to where this route travels are being considered to better service Freshwater Estate and old Mango Hill areas to North Lakes. Passengers who currently use this service on weekdays to and from Petrie station may be able to use modified route 681 depending on where they travel from. Refer to route 681 link to view suggested changes. This route will also be monitored and demand responsive alternatives may be considered.

683 Changes to where the route travels are being considered to provide a more reliable connection with Petrie station. Passengers who currently use route 683/684 may also be able to use modified route 683.

684 Improvements for passengers in Kallangur are being considered with two routes (684 and 685) to cover either side of Old Gympie Road, providing more direct services. Route 684 will service the area east of Old Gympie Road. It is proposed to provide an all day connection to North Lakes.

685 Improvements for passengers in Kallangur are being considered with two routes (684 and 685) to service either side of Old Gympie Road, providing more direct services. Route 684 is proposed to cover the area west of Old Gympie Road. It is also proposed to provide an all day, connection to Petrie station.

686 The existing 686 will be changed to deliver a better transport solution for the Frenchs Forest residents. These proposed changes include morning and afternoon weekday commuter services to Petrie station from the Frenchs Forest area. During the rest of the day, this route is proposed to have a greater urban coverage whilst still maintaining the connection to Petrie station. Existing 686 passengers in the Kallangur area may be able to use modified routes 683, 684 and 685. Refer to routes 683, 684 and 685 links to view suggested changes.

687 Additional weekday service are being considered to improve connections with train services at Petrie station for North Lakes commuter passengers.

688 There will be minor timetable changes when the new North Lakes bus station opens. The route may also be extended from Bounty Boulevard to Aurora Boulevard. This will provide better connections to other bus services and reduce duplication on the network.

689 There will be minor timetable changes when the new North Lakes bus station opens. The route may also be extended from Bounty Boulevard to Aurora Boulevard. This will provide better connections to other bus services and reduce duplication on the network.

690 Changes to where the route travels around the northern Scarborough area are being considered to provide more reliable and consistent train connections for passengers. Additional weekday services are also being considered.

Route number Value for money Average patronage Suggestions 693 There are no changes proposed at this time.

694 There are no proposed changes at this time.

695 Minor timetable changes are being considered to provide reliable and more consistent connections to train services.

696 There are no changes proposed at this time.

697 There are no changes proposed at this time.

698 To provide residents of Newport better access to the TransLink greater network, this new route is proposed to travel along Newport Drive and cover some of the areas in Scarborough previously serviced by the 680. Residents in the north Scarborough area may have access to the modified 698/699 service, providing a connection between Redcliffe Jetty and Kippa Ring. Refer to route 698/699 links to view suggested changes.

699 To provide residents of Newport better access to the TransLink network, this new route is proposed to travel along Newport Drive and cover some of the areas in Scarborough previously serviced by route 680. Residents in the north Scarborough area may have access to the modified 698/699 service, providing a connection between Redcliffe Jetty and Kippa-Ring. Refer to route 698/699 links to view suggested changes.

700 Some trips on route 700 may be extended from Southport to Griffith University to improve access for residents and reduce network duplication.

702 Changes to where this route travels are being considered to make better use of resources. It is proposed for this route to operate between Sea World and Gold Coast Airport with a revised alignment and stopping pattern. Passengers travelling between Southport and Broadbeach, may be able to use route 700 and 703. Passengers travelling between Broadbeach and Burleigh Heads may be able to use route 700 and 701.

703 Changes to where this route travels are being considered to make better use of resources and reduce duplication on the network. Passengers travelling from Pacific Fair to Burleigh Heads can use routes 700 and 701.

706 This route may be replaced with new routes 731 (Paradise Point and Runaway Bay shops) and route 733 (Southport and Paradise Point. Revised routes 700, 701, 703 and 765 will provide for travel between Southport and The Pines, to reduce network duplication and simplify the network.

707 Removal of this route number is being considered to reduce duplication and simplify the network. Revised routes 700, 701 and 703 will provide for travel in the Griffith University and Burleigh Heads corridor.

709 This route may be replaced with two new routes, numbered 730 and 731. Changes to where this route travels are being considered to make better use of resources and reduce duplication on the network. Passengers travelling between Helensvale, Harbour Town and Southport, may be able to use new route 704. Passengers travelling between Helensvale, Griffith University and Southport, may be able to use new route 730. Passengers travelling between Harbour Town and Griffith University, may be able to use new route 731.

715 This route may be renumbered to route 704 to simplify the network as route number 715 will be used on another service.

725 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with demand. Changes to where this route travels are being considered to simplify the network and make better use of resources. It is proposed for route 725 to provide a more direct service between Coomera and Helensvale stations. Passengers travelling in Coomera and Oxenford may be able to use route 723.

726 Reductions in the hours of operation and frequency of this route are being considered to align service frequency with demand. Changes to where this route travels are being considered to make better use of resources. This route is proposed to travel between Coomera station and Coomera Waters. Passengers travelling south of Coomera station, may be able to use route 725.

727 Changes to where this route travels are being considered to make better use of resources. It is proposed for this route to provide a service between Coomera and Helensvale stations, via Gavin Heights. Passengers travelling between Coomera Rail and Ormeau Rail may be able to use new routes 721 and 722. Reductions to the hours of operation and frequency of this route are also being considered to align service frequency with demand.

728 Changes to where this route travels are being considered to simplify the network and make better use of resources. It is proposed for route 728 to provide a service between Coomera and Helensvale stations, via Gavin Heights, replacing route TX5. Passengers travelling between Gavin Heights and Helensvale may be able to use route 727. Passengers travelling between Pacific Pines and Helensvale may be able to use route 714.

737 Changes to where this route travels through Ashmore are being considered to simplify the network and make better use of resources.

738 Changes to where this route travels are being considered to simplify the network and make better use of resources. It is proposed for this route to now operate between Griffith University and Pacific Fair. A new route, 731 may provide the service between Harbour Town and Griffith University.

New 739 A new route is being considered to operate from Griffith University Gold Coast and Gold Coast University Hospital to Nerang station. This will improve access to the new Gold Coast University Hospital and Griffith University for the community of Nerang.

740 An extension of this route from Nerang station to the Nerang GCCC offices is being considered.

745 There are no changes proposed at this time.

747 Additional services are being considered to improve access to public transport for local residents. A number of routes may be revised in Varsity Lakes and Robina to improve travel options for passengers. Altered routes include 750, 753 and 769.

748 Reductions to the hours of operation and frequency of this route are also being considered to make better use of resources. Changes to where this route travels are being considered to simplify the network and make better use of resources. This route is proposed to provide a more direct service between Nerang and Robina Town Centre. Passengers travelling between Robina Town Centre and Bond University, can use route 750. It is also proposed for this route to service the Mudgeeraba shops with route 750 no longer servicing this area.

750 Changes to where this route travels are being considered to simplify the network and make better use of resources. Route 750 may be changed to operate between Pacific Fair and Robina Town Centre. Residents travelling to the Mudgeeraba shops can now use route 748. Passengers travelling between Broadbeach and Seaworld may be able to use 702 and new route 712. In Varsity Lakes routes 747, 750, 753 and 769 are being realigned to improve travel options for passengers.

751 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand.

752 Reductions to the hours of operation and frequency of this route are being considered to make better use of resources.

753 Changes to where this route travels are being considered to simplify the network and make better use of resources. A number of routes are being revised in Varsity Lakes and Robina to improve travel options for passengers. Altered routes include 747, 750 and 769.

754 Changes to where this route travels are being considered to provide a more direct service and make better use of resources. Residents in Varsity Lakes may be affected.

755 There are no changes proposed at this time.

758 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand.

759 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with demand. Resources may be reallocated to busier areas.

760 This route may be renumbered to route 701 to simplify the network.

761 It is proposed for this route to operate between Robina Town Centre and Gold Coast Airport. This route may no longer service Robina station to make better use of resources.

762 Removal of this route is being considered with often less than seven people using each service. Resources may be redirected to other areas of the network.

763 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand and make better use of resources. Minor timetable changes are also being considered to improve connections with local route 765 at The Pines Shopping Centre.

764 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand. Changes to where this route travels are being considered to improve access between Currumbin Park and Burleigh Heads. The existing route 764 service may be combined with part of route 769 that operates between Burleigh Heads and The Pines.

765 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand and make better use of resources. Changes to timetables are also being considered to improve connections with other local bus services at The Pines Shopping Centre.

766 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand and make better use of resources. Minor timetable

changes are also being considered to improve connections with local route 765 at The Pines Shopping Centre.

767 Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand and make better use of resources.

768 Reductions to the hours of operation and frequency of this route are being considered to make better use of resources. Service may be extended from John Flynn Hospital to The Pines Shopping Centre, improving access to the hospital for local residents.

769 Changes to where this route travels are being considered to simplify the network and make better use of resources. This route may provide a service between Observatory Drive and Burleigh Heads. A number of routes are being revised in Varsity Lakes and Robina to improve travel options for passengers. Altered routes include 747, 750 and 753. Reductions to the hours of operation and frequency of this route are being considered to align service frequency with passenger demand and make better use of resources.

City Glider Reductions to the frequency of this route are being considered early morning Saturday and Sunday (NightLink period) to make better use of resources.

Loop There are no changes proposed at this time.

Spring Hill Loop There are no changes proposed at this time.

Trial Service - Chermside Flexilink This service may be removed due to low patronage and to make better use of resources.

TX1 This theme park service may have changes to the timetable to provide better integration with other theme park services within the network and make better use of resources.