RAIL Back On Track

BEEP!

The Bus Extension & Enhancement Programme

Giving more Queenslanders access to high frequency bus services

Prepared by RAIL Back on Track - backontrack.org

Introduction

The **B**us **E**xtension & **E**nhancement **P**rogramme is an initiative to lift the number of communities in Queensland with access to high frequency bus services.

What are high frequency buses and why are they are important?

A high frequency bus service operates at least every 15 mins, 7am to 7pm, 7 days a week, making it easy to forget about the timetable, easy to connect between routes, and easy for more people to use public transport in their daily lives.
Nobody enjoys finishing an errand or doing overtime and realizing the next bus is 50 minutes away! The time factor is critical in people's choice to use public transport.

Queensland has many of these services already, for example:

-The BUZ network in Brisbane (20 routes)
- CityGliders
- SE and Northern Busway services
- Route 600 on the Sunshine Coast
- Gold Coast Frequent Network (9 Routes)

-The Cook Highway corridor in Cairns
-The Charters Towers Rd corridor in Townsville

How is it different to a normal bus?

Most towns and cities in Queensland have a baseline level of bus service to meet community service obligations.
High Frequency Bus services go one step further, providing frequent trunk services along main roads, connecting important destinations. Their enhanced speed and convenience makes them more of a viable alternative for busy people and helps get cars off the road.

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So what's the issue?
Queensland, and in particular SEQ, is growing rapidly in all directions, faster than the ability of government to build rail lines and roads.
It can be years between one major project and the next.
Until that changes, extending new high frequency bus routes to new areas and boosting existing routes to a frequent standard is the quickest, cheapest way to improve our transport system.

However, the issue we currently face is there are huge gaps in our frequent bus service. Some suburbs have frequent buses, but an equivalent suburb just a few km away does not.
In fact, a report by the climate council found that only 30% of residents in Greater Brisbane have access to frequent bus services, and these are overwhelmingly concentrated towards the middle of the Brisbane City Council area, with relatively few in the four main surrounding LGAs.
The situation is worse in regional Queensland, for example the booming town of Gladstone has no bus service on a Sunday.

The last round of high frequency routes implemented in Queensland were 3 new Gold Coast routes done just prior to the 2018 Commonwealth Games.

We cannot have a growing state yet ignore the expansion of the high frequency bus network for 6 straight years.

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How do we improve things?
The Bus Extension and Enhancement Programme (**BEEP!**) calls for full funding of critical gaps in the network so that most suburbs have at least one high frequency trunk route running through them.
In SEQ, there are over 300+ bus routes, and upgrading just a few dozen would mean the majority of communities could access a frequent route, instead of just 30%.

This would be supplemented by new high frequency orbital routes. A common pain point Queenslanders have with public transport is the time wasted going in to the city and back out again, just to get between adjacent suburbs.

We're not calling for a high frequency bus down every street.
But we shouldn't be in a situation where LGAs like Moreton Bay, with half a million residents, do not have a single high frequency bus route.

BEEP! Is just the start, and it won't solve every transport problem there is. But rolling out high frequency buses is an affordable, common sense way to ensure our public transport system is getting better every day.

How did we develop BEEP?
-Identify built up areas without high frequency services.
-Develop routes that are fairly fast, direct and follow main roads, avoiding deviations.
-Distribute routes evenly so most areas are covered, but avoiding double up where possible.
-Ensuring each route includes connections with rail, busway or other high frequency routes. (Passengers do not necessarily ride the whole route, they may interchange part way)
-Ensure each route includes access to community facilities, health services, schools and local shopping plazas with full line supermarkets.
-Where possible, terminate routes at a major interchange, university, public hospital or at a major regional employment or shopping hub, to ensure the route can serve a wide variety of users.
-An overall focus on plugging gaps and giving everyone fair access to frequent buses.

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High Frequency Buses operate 7am 7pm 7 days Every 15 minutes.

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The Brisbane City Council (BCC) area has 1.3m residents, with 22 High frequency bus routes and 5 high frequency rail lines.

According to the climate council, only 30% of people in Greater Brisbane have access to high frequency public transport.

The four LGAs surrounding the BCC area also collectively have 1.3m residents, yet only have access to 4 high frequency bus routes and no high frequency rail lines.

Sunshine Coast

Sunshine Coast and Noosa Councils collectively have a population 425k
There is one single high frequency bus route (600)

The area within 800m of a frequent bus service is marked in yellow.
The red outlined areas represent built up communities without access to high frequency public transport.

Many trunk routes already operate half hourly, so it would only take a fairly modest investment to bring just 8 routes out of around 40 up to the 15 minute frequency standard, providing coverage to between 80-90% of the Sunshine Coast population.

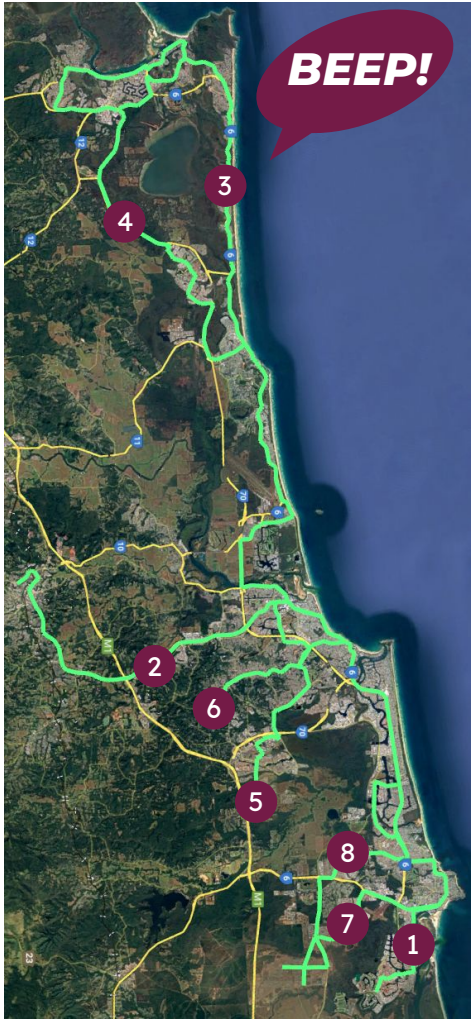
Recommendations.

1-Extend 600 to Pelican Waters.

2-Increase 610 to help Nambour, Forest Glen, Kunda Park and Kuluin, via Maroochydore Rd

3-Increase 620 to help Mudjimba, Marcoola, Coolum, Perigian Beach, Sunrise Beach, Noosa and Tewantin via David Low Way

4-Suppelment part of the 622 to help Perigian Springs and Noosa Civic via Emu Mountain Road



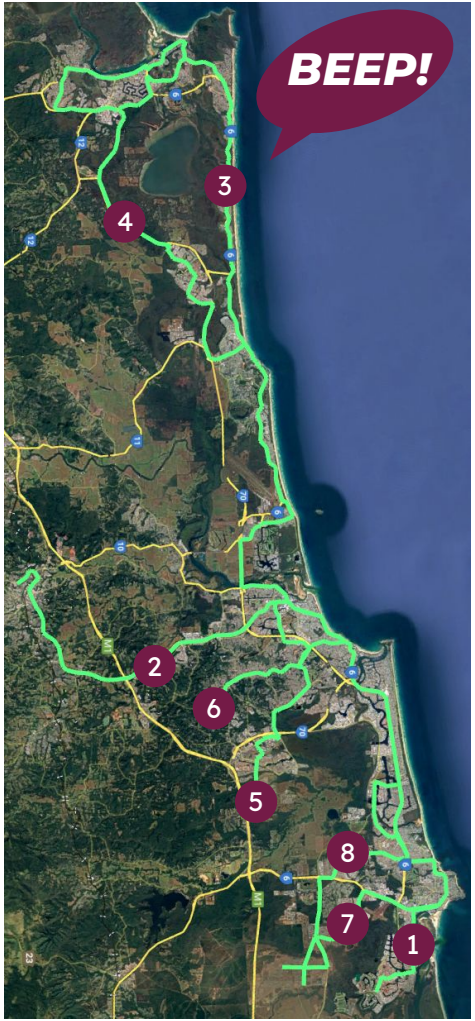
Sunshine Coast

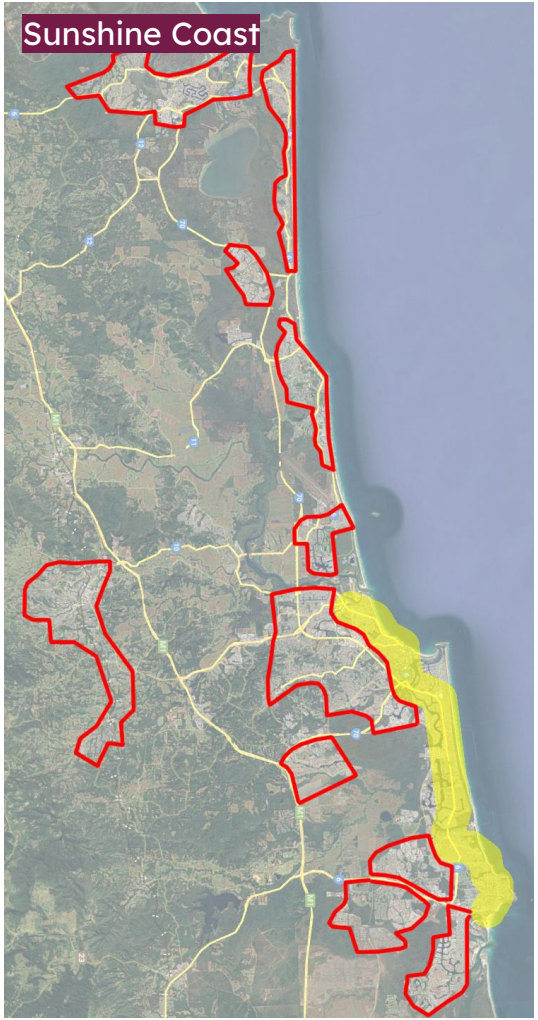
5-Increase and straighten the 616 to help Mountain Creek, Sippy Downs, USC and Palmview via Karawatha Drive

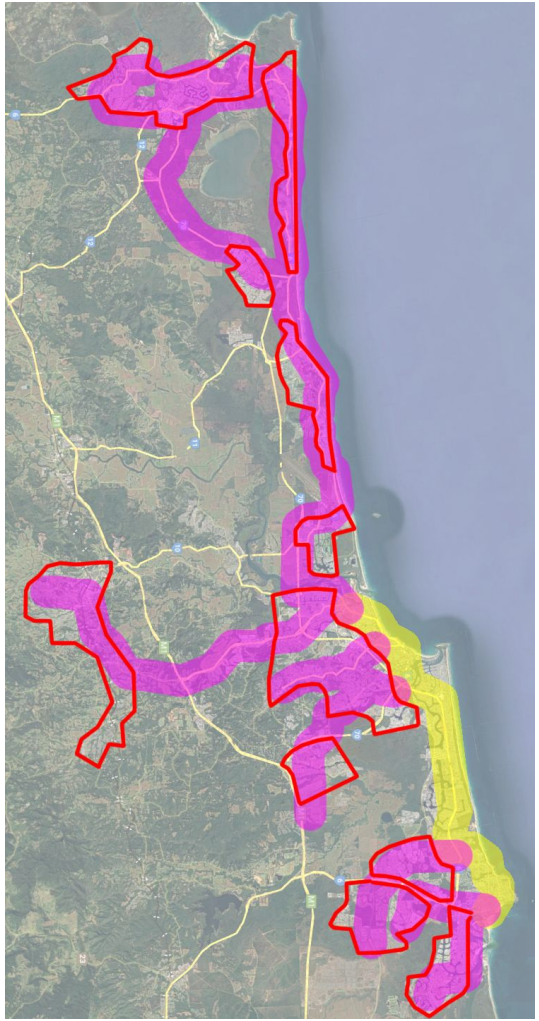
6-Provide a new direct route to Buderim via Mooloolaba Rd and King St

7-Increase the 608 to help Caloundra West, Baringa and Nirimba

8-Provide a new direct route through Currimundi and Little Mountain to Baringa via Parklands Boulevard.







BEEP!

Left: Residents within 800m of a high frequency route (in yellow). Built up areas not covered outlined in red.

Right: The increase in residents within 800m of the frequent network (in purple).

Moreton Bay

The Moreton Bay Region has a population 510k.
There are no high frequency bus routes, though high frequency rail services are available at Petrie station only.

The red outlined areas represent built up communities without access to high frequency public transport.
The purple highlighted areas represent the areas within 800m of new high frequency routes.

It would only take a fairly modest investment to bring just 12 routes out of around 45 up to the 15 minute frequency standard, providing coverage to between 80-90% of the Moreton Bay population.

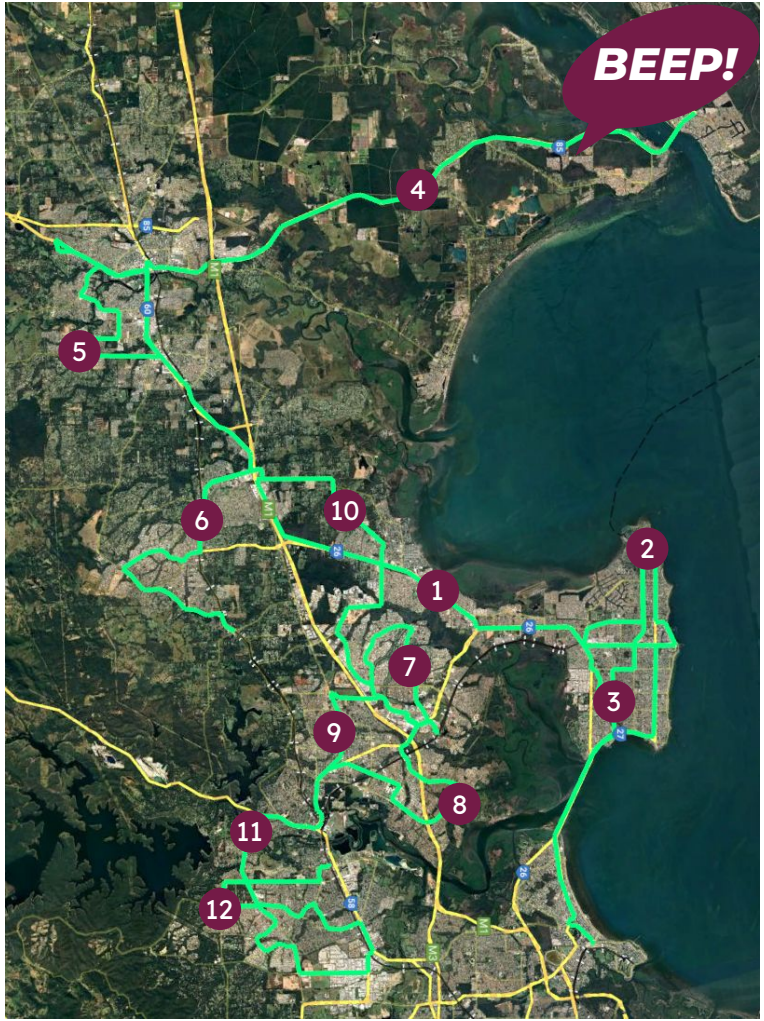
1-Increase the existing 660 to help Redcliffe, Kippa Ring, Deception Bay, Burpengary, Morayfield and Caboolture.

2-Increase the existing 690 to help Scarborough, Redcliffe, Margate and Woody Point

3-Increase the existing 691 to help Scarborough, Redcliffe Hospital and Clontarf

4-Increase the existing 640 to help Bribie Island, Sandstone Point, Ningi and Caboolture. Extend to Caboolture West, via King St.

5-Establish a new local loop in Caboolture, connecting Belmere, Upper Caboolture, Morayfield and Caboolture South. This route would also be able to service the Waraba development in the future.



Moreton Bay

6-Increase the existing 663 to help Narangba, Extend to Burpengary via Burpengary Rd and Station Rd.

7-Increase the existing 687 to help North Lakes and Mango Hill

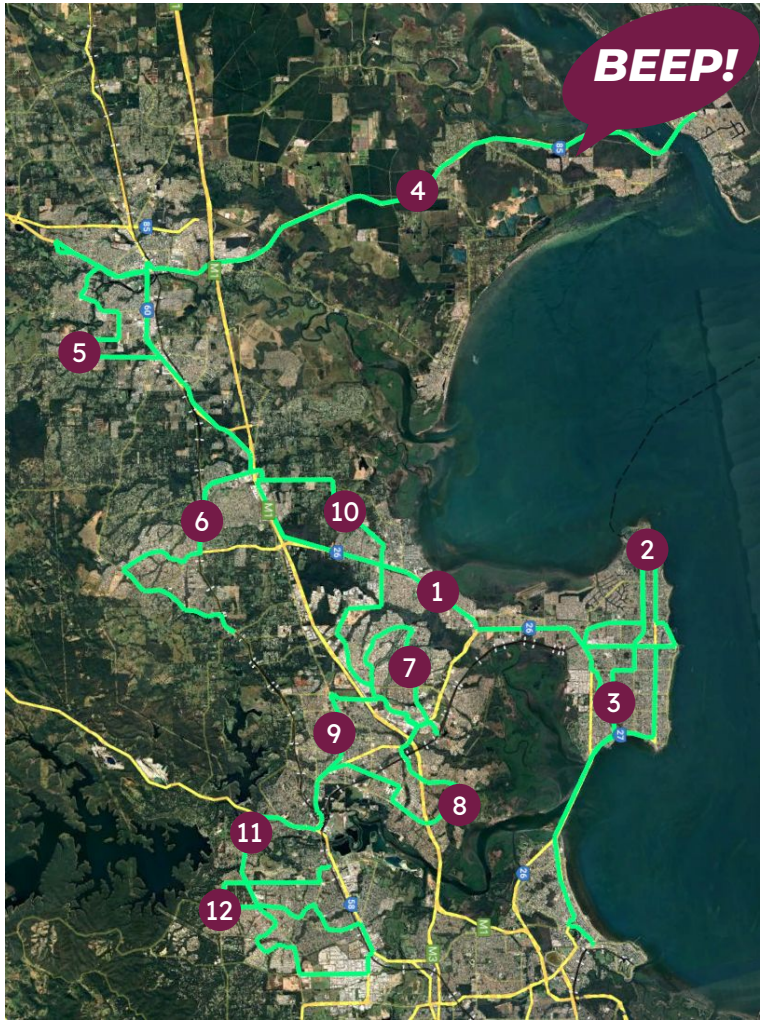
8-Establish a new route linking Petrie, Kallangur, Murrumba Downs, Griffin and North Lakes, via Anzac Ave,
Goodfellows Rd, Dohles Rocks Rd and Brays Rd.

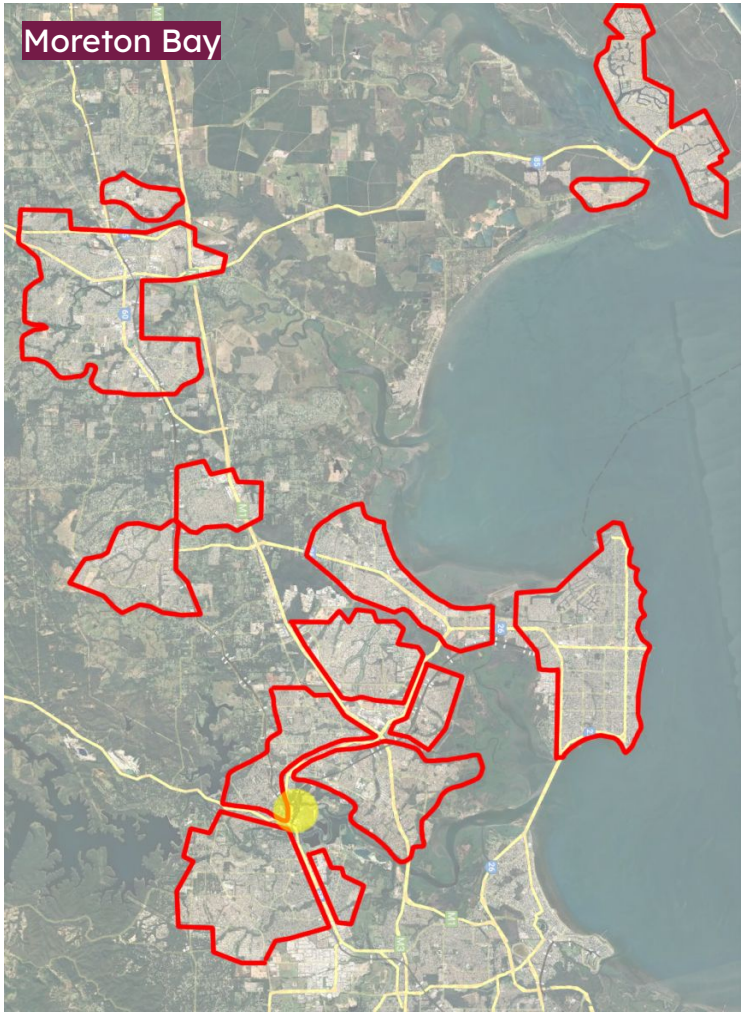
9-Establish a new route linking Petrie, Kallangur, Dakabin and North Lakes, via Old Gympie Rd, Plantation Rd and Endeavour Blvd.

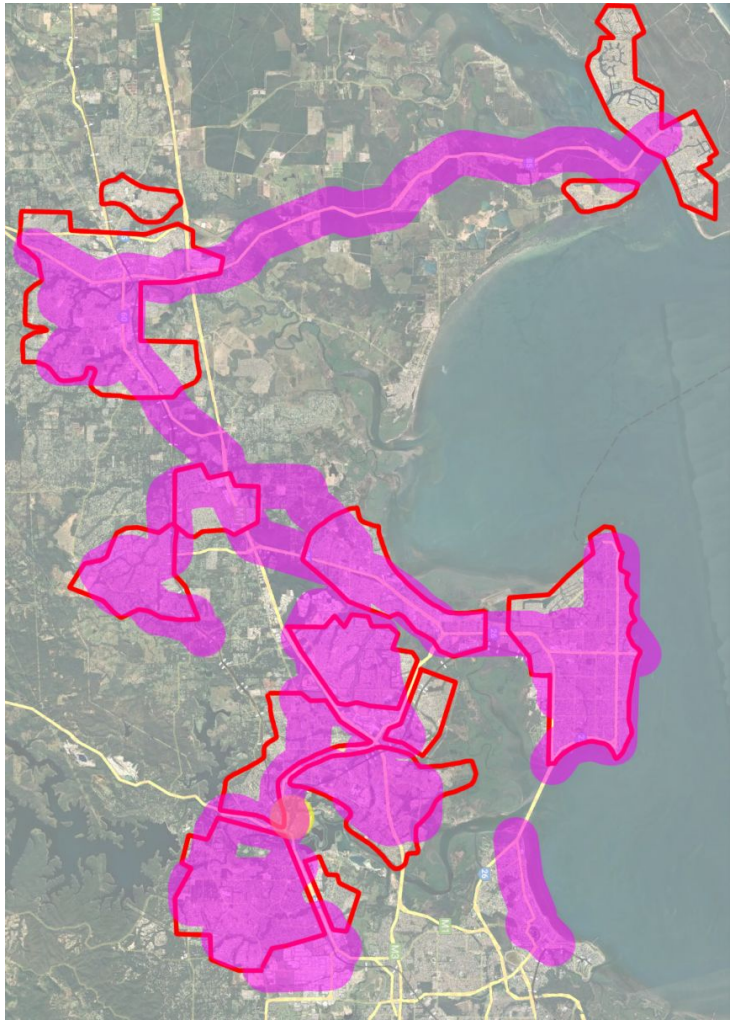
10-Establish a new route linking Burpengary, Burpengary East, Deception Bay, North Lakes and Mango Hill, via Old Bay Rd, Lipscombe Rd and Diamond Jubilee Way.

11-Establish a new route linking Petrie, Joyner and Strathpine, via Dayboro Rd, Youngs Crossing Rd and Samsonvale Rd

12-Establish a new route linking Lawnton, Bray Park, Warner and Strathpine, via Francis Rd, Regent St, Brisbane Rd, Pallas Pde and Kremzow Rd







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Left: Residents within 800m of a high frequency route (in yellow). Built up areas not covered outlined in red.

Right: The increase in residents within 800m of the frequent network (in purple).

Ipswich

Ipswich has a population 251k
There is 1 high frequency bus route, the 515, running between Brassall, Ipswich CBD, USQ and Yamanto.

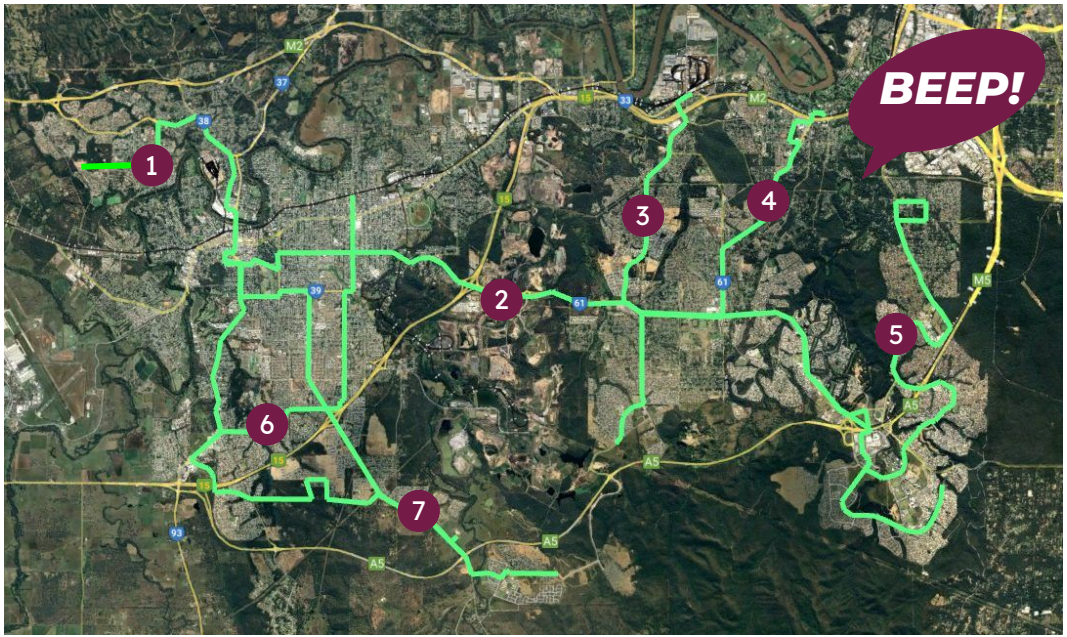
The red outlined areas represent built up communities without access to high frequency public transport.
The area within 800m of a frequent bus service is marked in yellow.
The purple highlighted areas represent the areas within 800m of new high frequency routes.

It would only take a fairly modest investment to bring just 7 routes out of around 18 up to the 15 minute frequency standard, providing coverage to between 80-90% of the Ipswich population.

1-Extend the existing 515 further east into Brassall and further west into Deebing Heights and Ripley.

2-Increase the forthcoming Springfield to Ipswich route to help Springfield, Augustine Heights, Redbank Plains and Silkstone, Via Augusta Parkway, Redbank Plains Rd and Blackstone Rd.

3-Increase the forthcoming Springfield to Redbank Route to Help Springfield, Augustine Heights, Redbank Plains, Collingwood Park and Redbank Plaza, Via Augusta Parkway and Collingwood Drive. Extend further south into Spring Mountain via Grande Avenue.



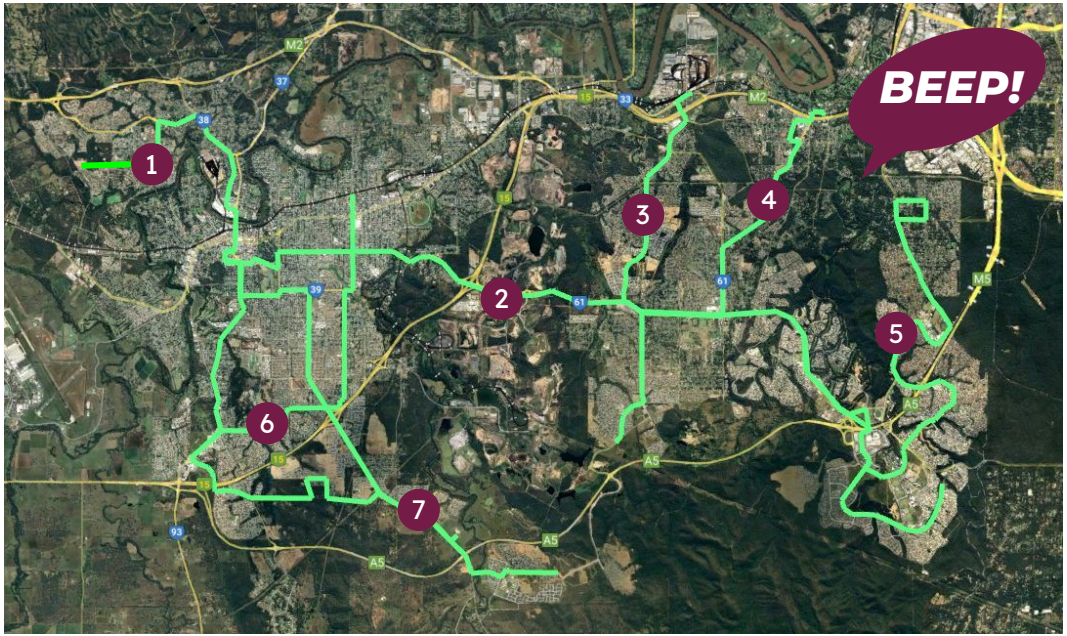
Ipswich

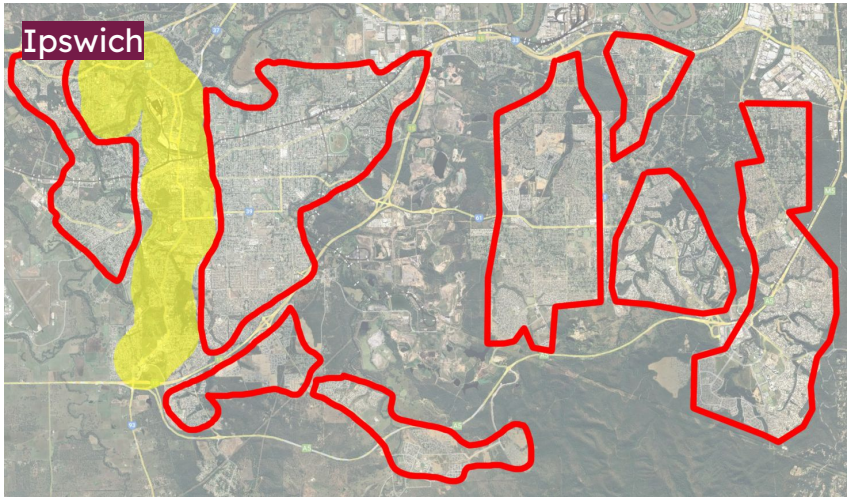
4-Increase the forthcoming Redbank Plains to Goodna route to help Redbank Plains, Bellbird Park and Goodna, via Redbank Plains Rd and Queen St.

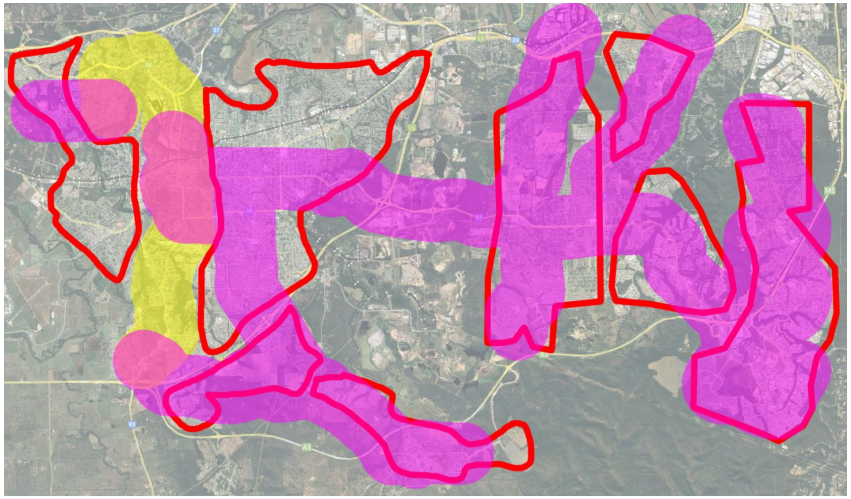
5-Increase the 528 to help Springfield, Springfield Lakes and Camira. Extend further north via Old Logan Rd.

6-Provide a new route linking Yamanto, Winston Glades and Raceview to Booval, via Ash st, Wildey St and South Station Rd.

7-Provide a new route linking Ripley South, Raceview, Eastern Heights and the Ipswich CBD, via Ripley Rd and Raceview Rd.







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Top: Residents within 800m of a high frequency route (in yellow). Built up areas not covered outlined in red.

Bottom: The increase in residents within 800m of the frequent network (in purple).

Logan

Logan has a population 378k. There are 3 high frequency bus routes: The 555 runs between the CBD and Loganholme.
There is also Brisbane Transport routes 140 and 150, which reach 1km into Logan from the BCC area.

The red outlined areas represent built up communities without access to high frequency public transport.
The area within 800m of a frequent bus service is marked in yellow.
The purple highlighted areas represent the areas within 800m of new high frequency routes.

It would only take a fairly modest investment to bring just 13 routes out of around 40 up to the 15 minute frequency standard, providing coverage to between 80-90% of the Logan population.

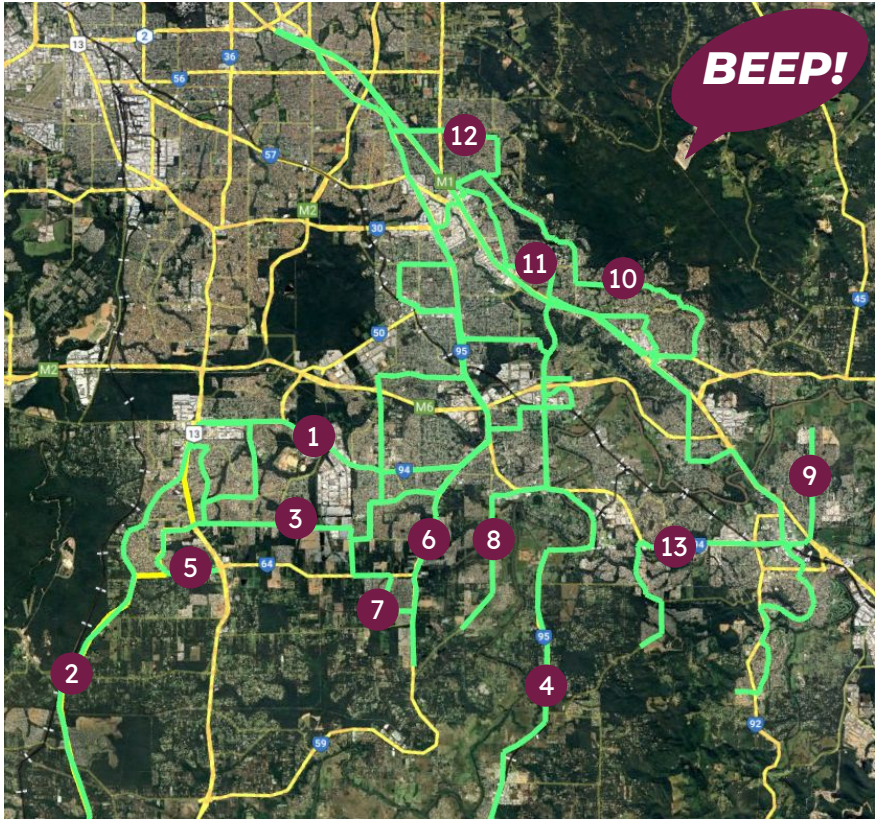
1-Increase the existing 545 to help Browns Plains, Marsden, Kingston and Woodridge

2-Increase the existing 535 to help Flagstone, Greenbank and Boronia Heights. This would act as a frequent starter service until planned heavy rail is built.

3-Increase the existing 560 to help Regents Park, Heritage Park, Crestmead, Loganlea, and Meadowbrook

4-Increase the existing 587 to help Yarrabilba, Buccan, Waterford and Loganlea

5-Increase the existing 532 to help Boronia Heights / Regents Pk.



Logan

6-Provide a new North South Route route linking Chambers Flat, Logan Reserve, Marsden, Kingston, Underwood and Upper Mt Gravatt , via Chambers Flat Rd, Kingston Rd and Logan Rd.

7-Provide a new route linking Chambers Flat, Crestmead, Marsden, Kingston and Woodridge, via Mt Archer Rd, Julie St, Third Avenue and Juers St.

8-Provide a new North South Route linking Chambers Flat, Waterford, Loganlea and Woodridge, Via Chambers Flat Rd, Loganlea Rd and Queens Rd

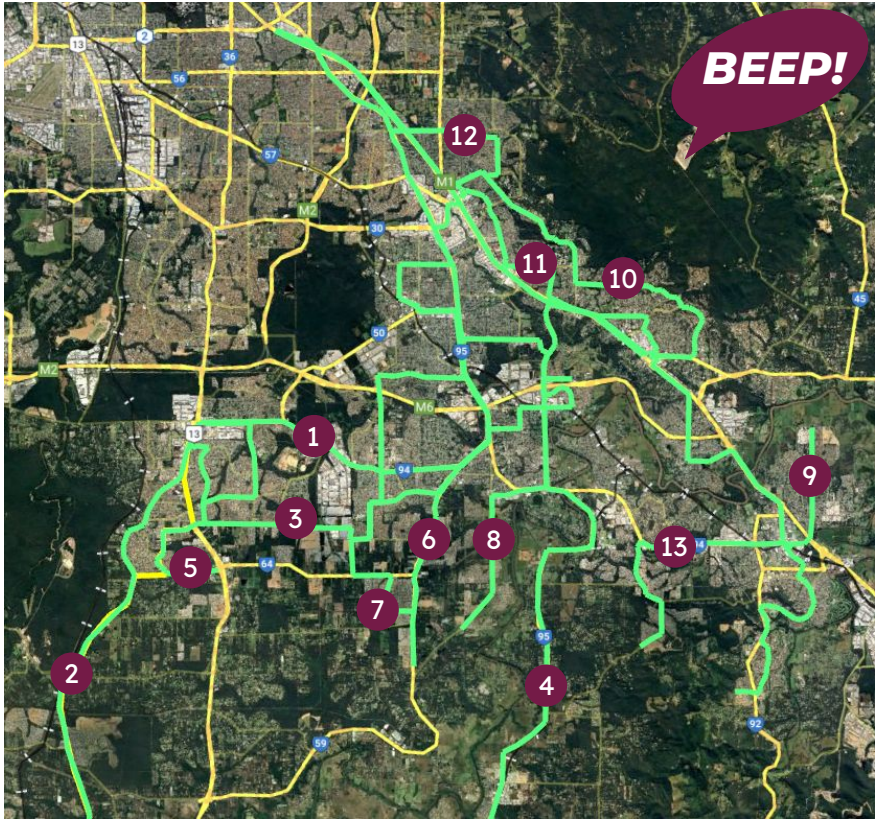
9-Provide a new North South route linking Bannockburn, Mt Warren, Beenleigh and Eagleby, via Carl Heck Blvd, Mt Warren Boulevard and Fryar Rd.

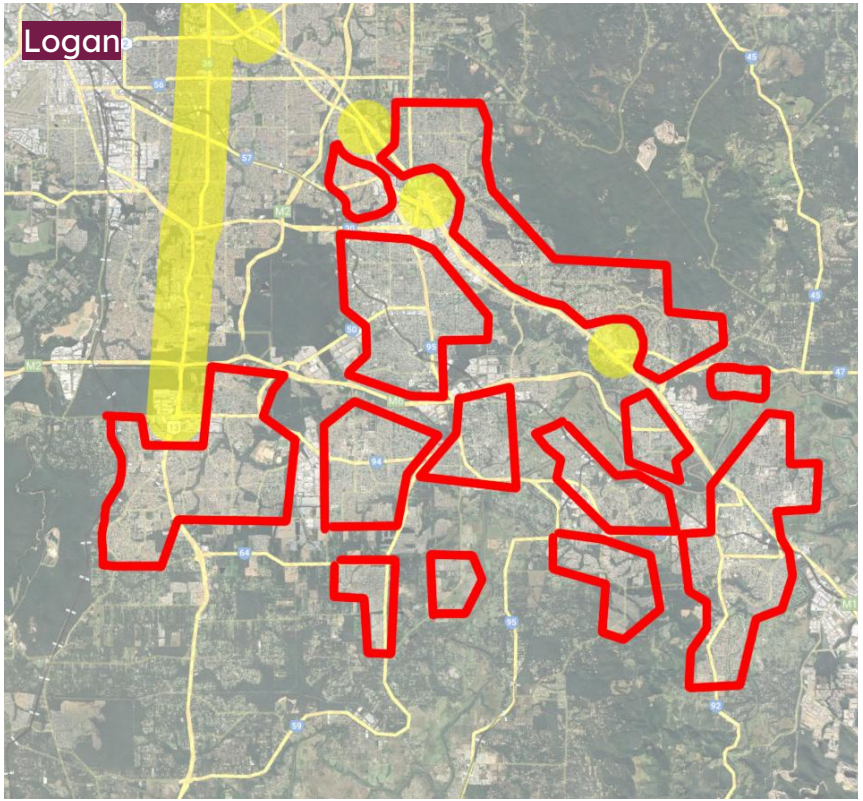
10-Increase the existing 574 to help Springwood, Shalier Park and Daisy Hill

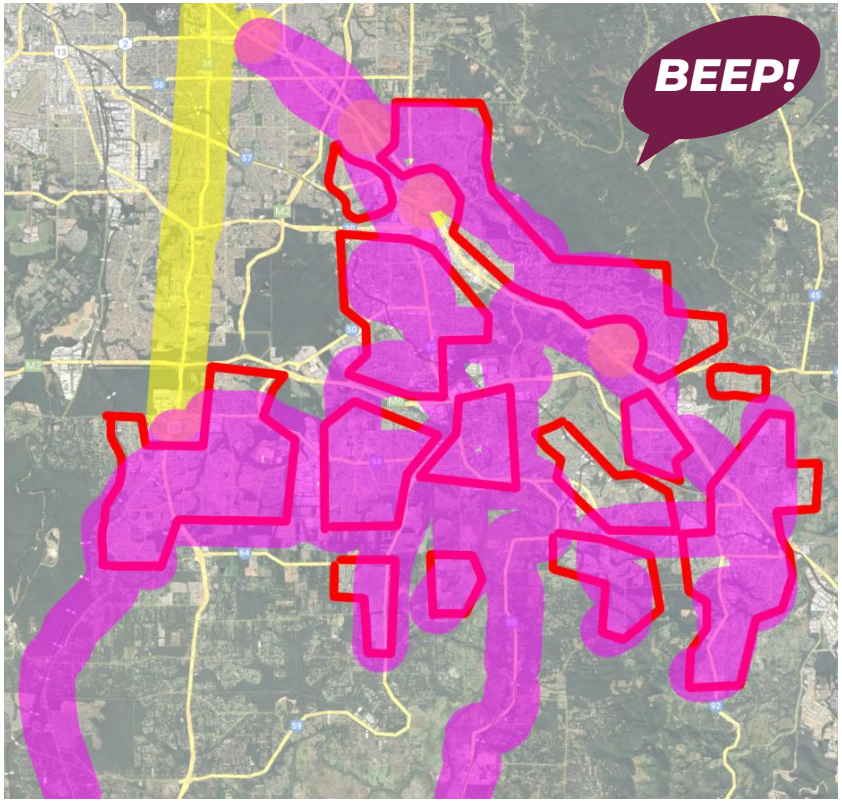
11-Increase the existing 572 to help Springwood, Shalier Park and Daisy Hill

12-Provide a new route connecting Springwood, Rochedale South and Upper Mt Gravatt, via Parfrey Rd, Underwood Rd and Logan Rd.

13-Provide a new route connecting Barhs Scrub, Holmview, Beenleigh, Tanah Merah and Loganholme, via Gardiner Rd, Logan River Rd, and Drews Rd.







Left: Residents within 800m of a high frequency route (in yellow).
Built up areas not covered outlined in red.

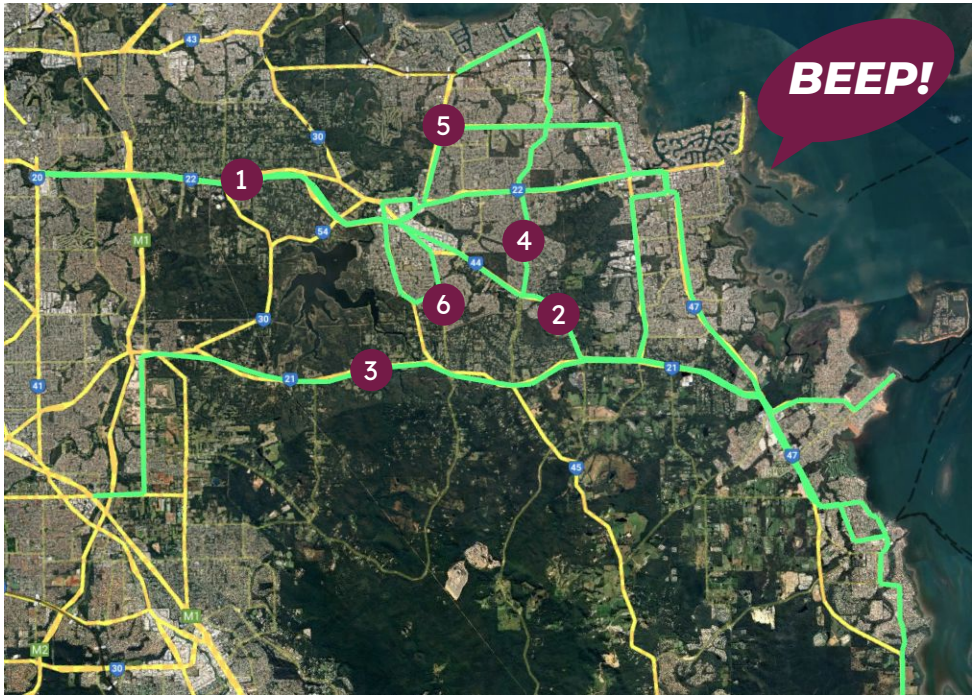
Right: The increase in residents within 800m of the frequent network (in purple). Yarrabilba & Flagstone off map.

Redlands

Redlands has a population 167k
There a no high frequency bus or rail services in the region.

The red outlined areas represent built up communities without access to high frequency public transport.
The area within 800m of a frequent bus service is marked in yellow.
There are none in Redlands, with the nearest being available at Carindale and Eight Mile Plains.
The purple highlighted areas represent the areas within 800m of new high frequency routes.

It would only take a fairly modest investment to bring just 6 routes out of around 30 up to the 15 minute frequency standard, providing coverage to between 80-90% of the Redlands population.



Redlands

Recommendations.

1-Increase 250 to help Redland Bay, Thornlands, Cleveland, Alexandra Hill and Capalaba.

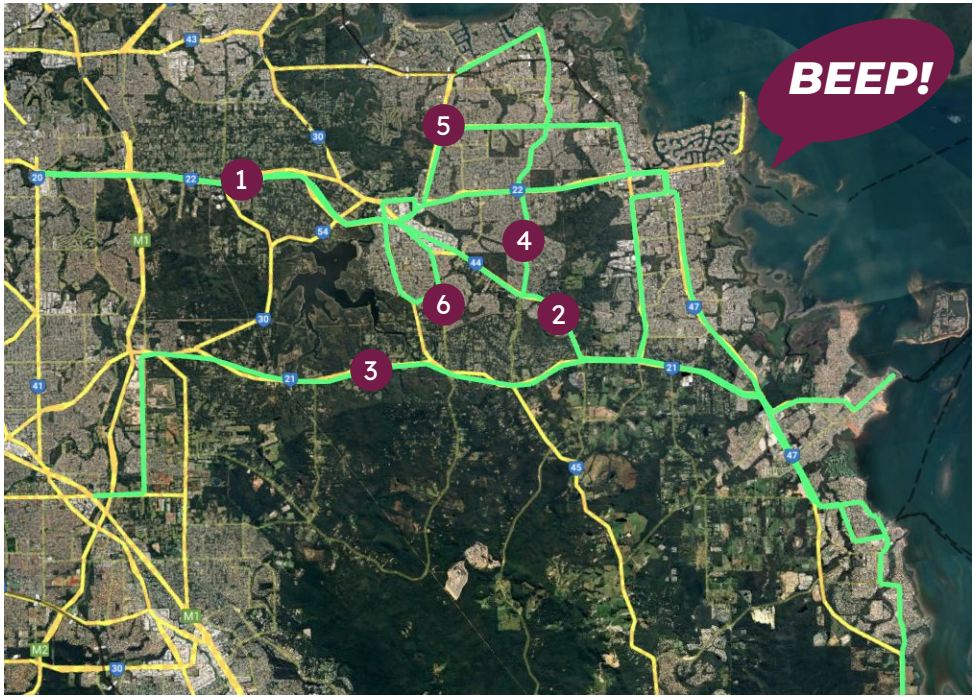
2-Increase 270 to help Victoria Point, Sheldon, Capalaba and Chandler.

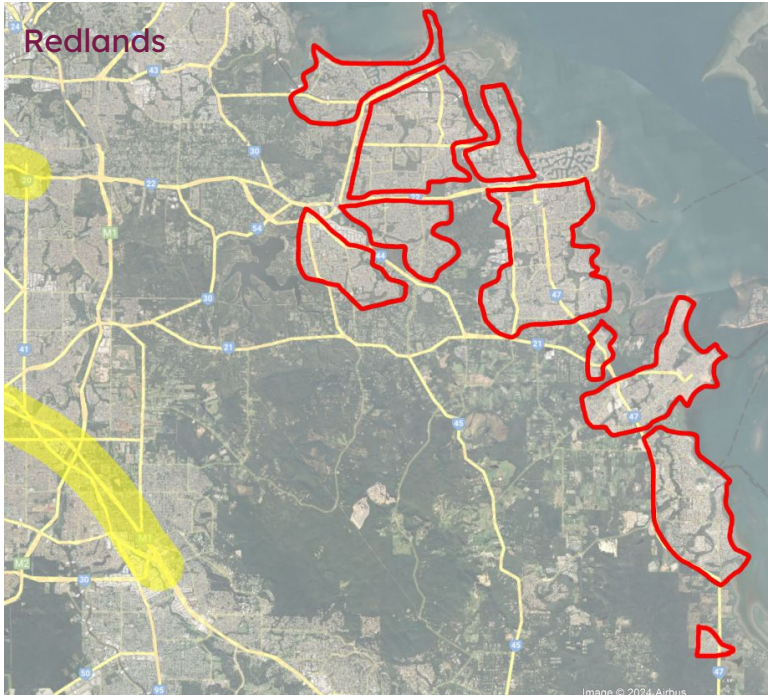
3-Increase 280 to help Scenic Shores, Redland Bay, Burbank, Mackenzie and Rochedale.

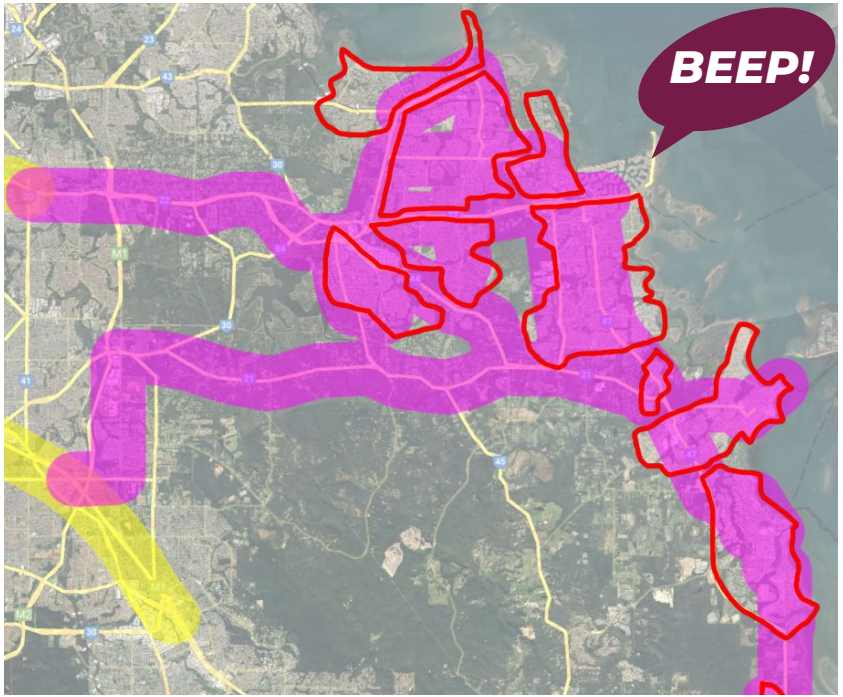
4-Provide a new direct north south route to link Sheldon, Alexandra Hills, Wellington Point and Birkdale , via Vienna Rd, Allenby Rd and Birkdale Rd.

5-Provide a new orbital route linking Thornlands Paradise Garden with Redlands Hospital, Cleveland, Birkdale South and Capalaba, via Wellington St, and Old Cleveland Rd East.

6-Provide a new local feeder service to help Capalaba South, via Mt Cotton Rd & Ney Rd.







Left: Residents within 800m of a high frequency route
(in yellow).
Built up areas not covered outlined in red.

Right: The increase in residents within 800m of the frequent network (in purple).

Gold Coast

The Gold Coast has a population 647k
There are 9 high frequency bus routes, plus the G:Link light rail system.
Most of these services are concentrated in established areas, with few high frequency services in newer growth areas.

The red outlined areas represent built up communities without access to high frequency public transport.
The area within 800m of a frequent bus service is marked in yellow.
The purple highlighted areas represent the areas within 800m of new high frequency routes.

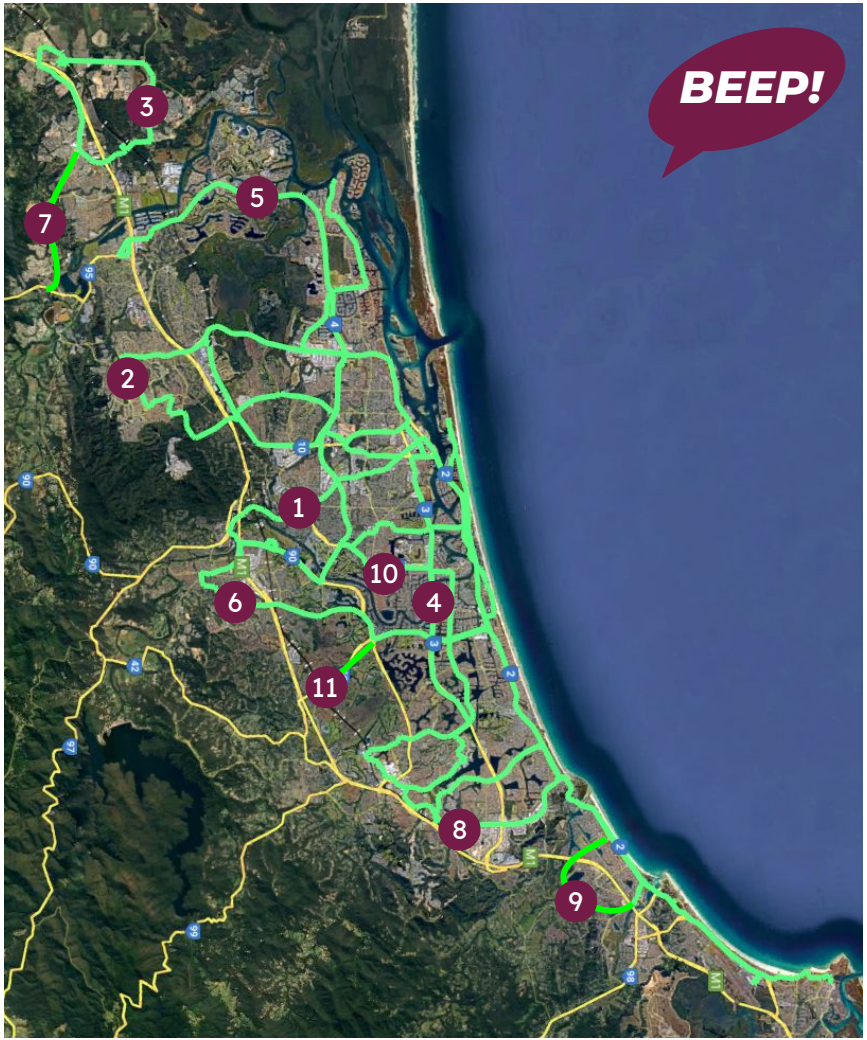
It would only take a fairly modest investment to bring just 11 routes out of around 60 up to the 15 minute frequency standard, providing coverage to between 80-90% of the Gold Coast population.

Recommendations.

1-Increase 735 to help Nerang, Ashmore and Southport, via Southport Nerang Rd.

2-Increase the 714 to Help Pacific Pines, Arundel and Parkwood, via Pitcairn Way and Napper Rd.

3-Increase and combine the 721 and 722 to help Coomera, Upper Coomera and Pimpama via Finnegan Way, Yawalpah Rd, Rifle Range Rd and Days Rd.



Gold Coast

4-Increase the 747 to create a major North South spine, connecting Southport, HOTA, Bundall, Broadbeach Waters, Clear Island Waters and Robina.

5-Link Hope Island station to Paradise Point, Coombabah, Harbour Town and GCHU direct via Hope Island Rd, Oxley Drive and Olsen Avenue, to create a major trunk route.

6-Link Nerang to Highland Park, Carrara and Broadbeach South via Gilston Rd, Alexander Dr and Nielsens Rd, to provide high frequency to coverage to these communities.

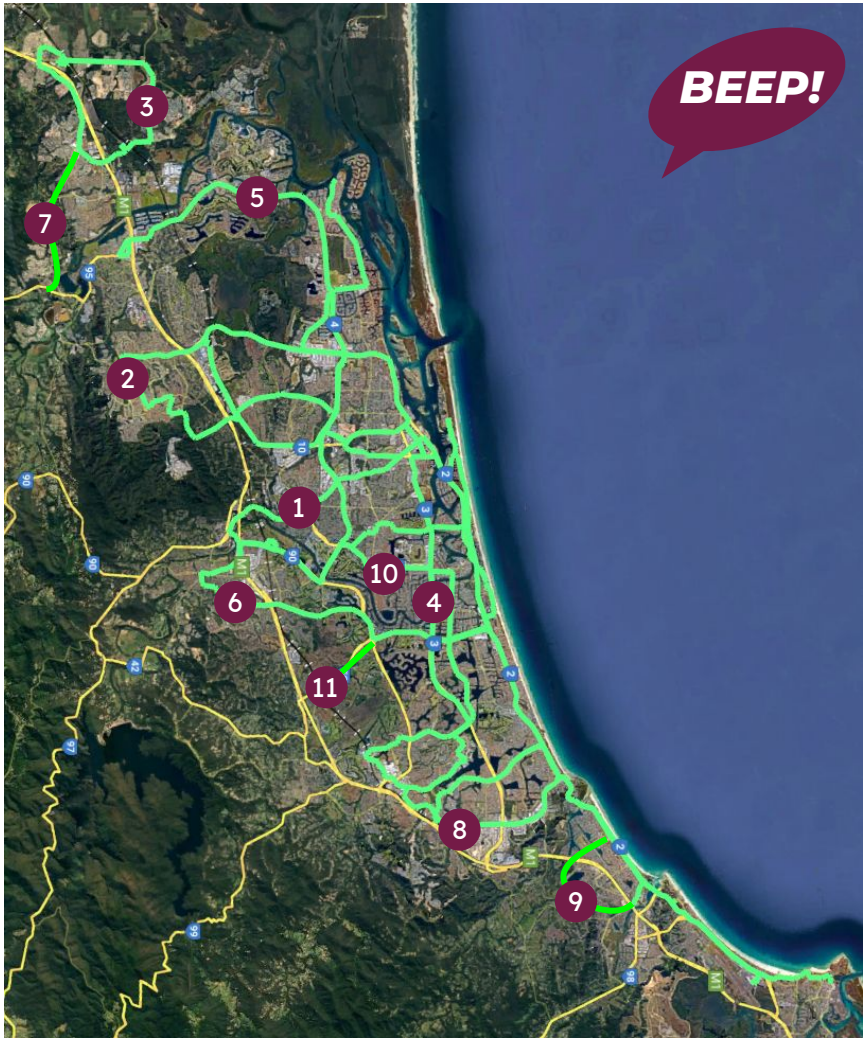
7-Link Riverstone Crossing, Upper Coomera Village, Upper Coomera to Coomera Station via Old Coach Rd.

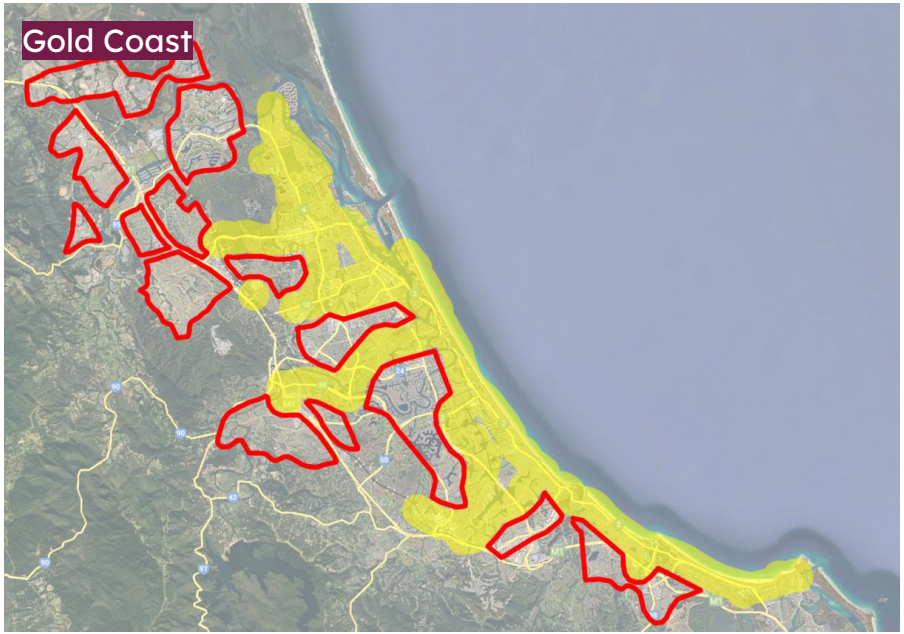
8-Link Varsity Lakes station to Burleigh Heads, via West Burleigh Rd.

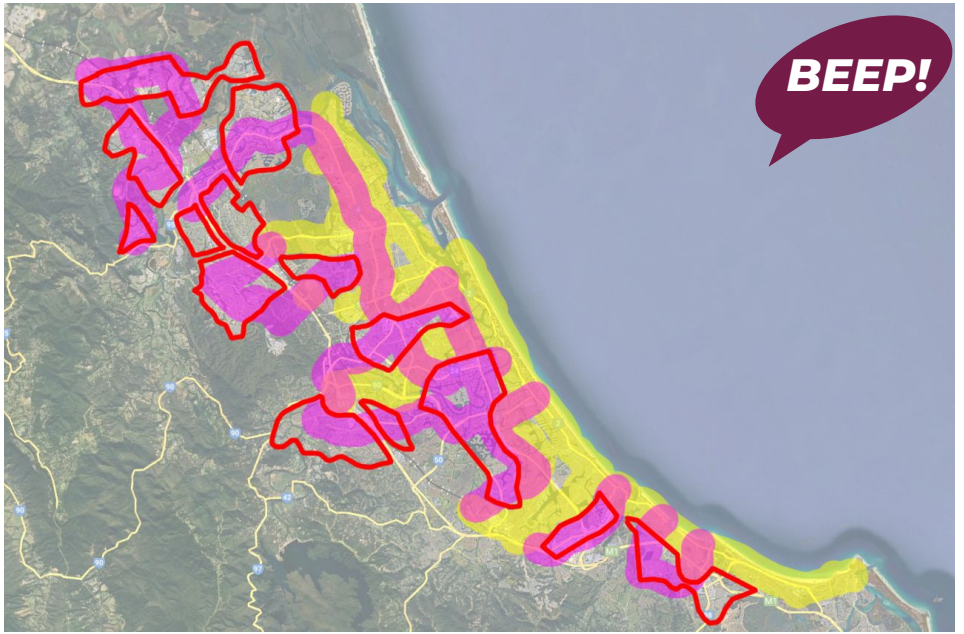
9-Provide a local loop in Elanora and Palm Beach, via 19th Avenue, Guineas Creek Rd, the Pines, KP McGrath Dr and Palm Beach Avenue.

10-Link GCUH, Ashmore, Benowa, Bundall and the Isle of Capri to Surfers Paradise, via Currumburra Rd, Ashmore Rd and Via Roma.

11-Link Merrimac Station direct to Broadbeach south via Gooding Drive and Hooker Blvd to create a rapid E-W connection between Heavy Rail and Light Rail.







Left: Residents within 800m of a high frequency route (in yellow). Built up areas not covered outlined in red.

Right: The increase in residents within 800m of the frequent network (in purple).

Brisbane

Brisbane City Council has a population 1.3 million
The city has relatively better coverage by high frequency bus and rail compared to the rest of Queensland, however some critical gaps remain.

The area within 800m of a frequent bus service is marked in yellow.
The red outlined areas represent built up communities without access to high frequency public transport.

Many trunk routes already operate half hourly, so it would only take a fairly modest investment to bring just 16 new routes out of around 200 up to the 15 minute frequency standard, providing coverage to between 80-90% of the Brisbane population.

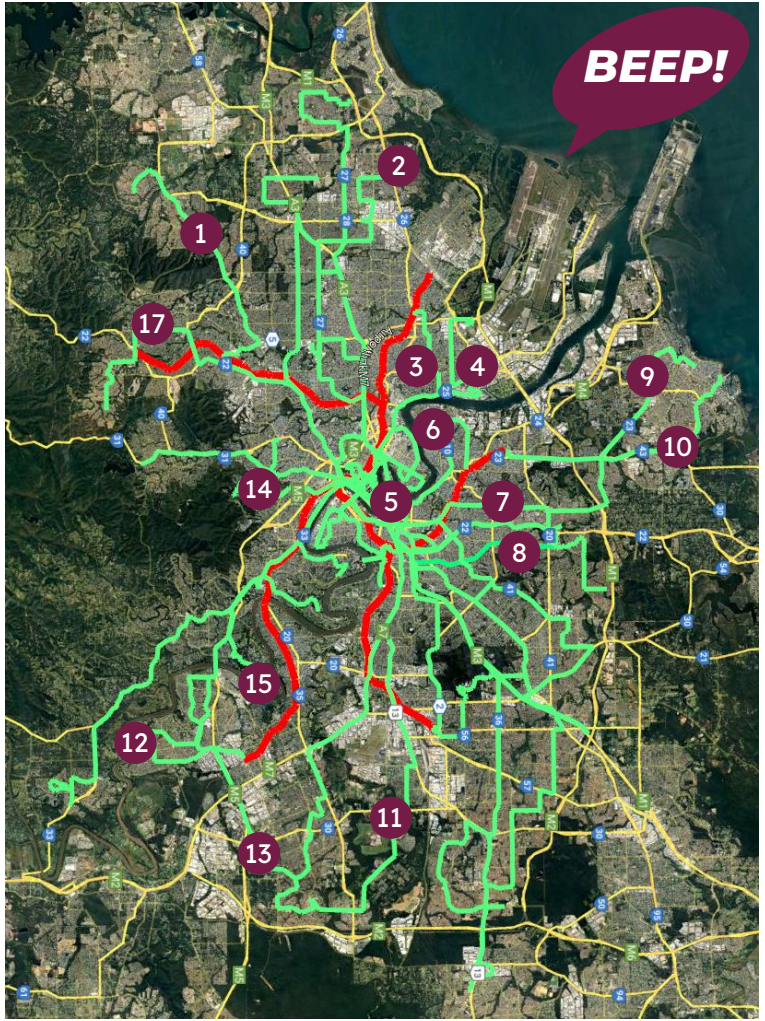
Recommendations.

1-Increase 369 to help Eatons Hill, Albany Creek, McDowall and Everton Park, via Old Northern Rd.

2-Increase 325 to help Grange, PCH, Geebung, Taigum and Boondall, via Webster Rd and Newman Rd.

3-Increase 300 to help Hamilton, Ascot, Clayfield and Toombul, via Kingsford Smith Drive and Kitchener Rd.

4-Provide a new direct route to link the CBD Hamilton North Shore, Doomben and Skygate via Kingsford Smith Drive and Nudgee Rd.



Brisbane

5-Provide a new direct route to link Wooloongabba, Kangaroo Point and RBWH via the Storey Bridge.

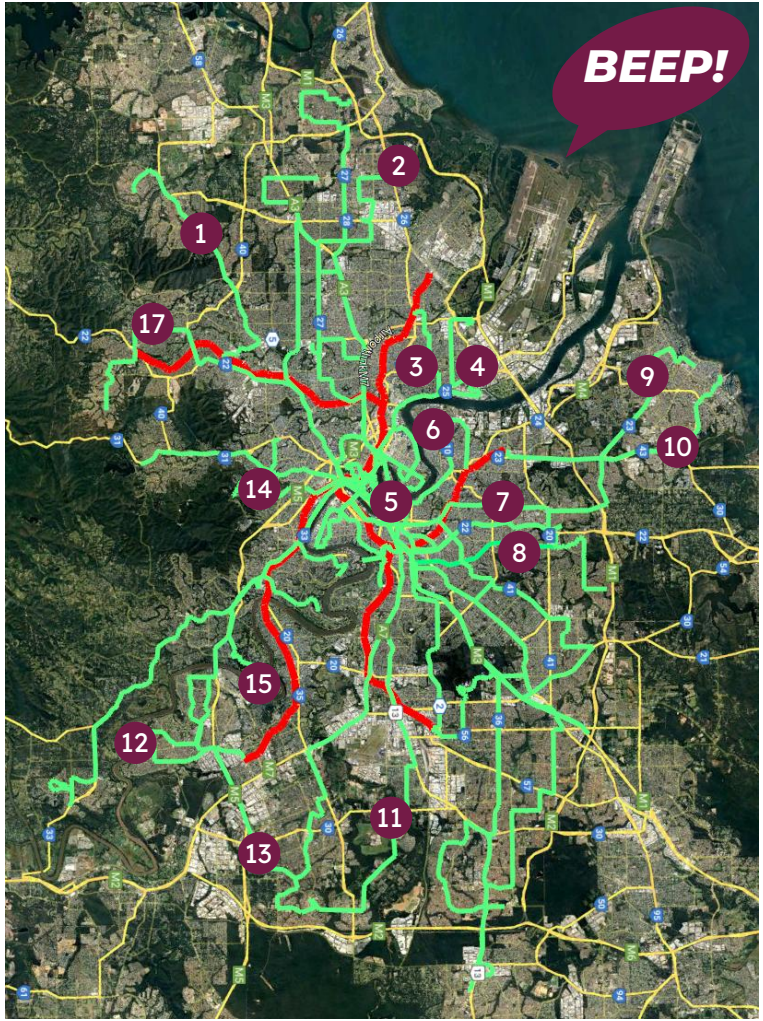
6-Increase the 330 and combine with the 325 to help East Brisbane, Hawthorne, Bulimba and Balmoral via Riding Road

7-Increase the 210 to help Norman Park, Seven Hills and Carina, via Stanley Rd

8-Increase the 205 to help Camp Hill and Carina Heights, via Winstanley Rd.

9-Increase the 225 to help Wynnum, Wynnum West, Tingalpa and Belmont, via Wynnum Rd and Belmont Rd.

10-Provide a new direct route to link Manly, Manly West, Tingalpa and Cannon Hill, via Manly Rd.



Brisbane

11-Increase the 110 to help Moorooka and Acacia Ridge, and extend to Pallara, Heathwood and Forest Lake.

12-Increase the 450 to help Jindalee, Mt Ommaney, Westlake, Middle Park and Riverhills. Extend to Darra, and straighten the route.

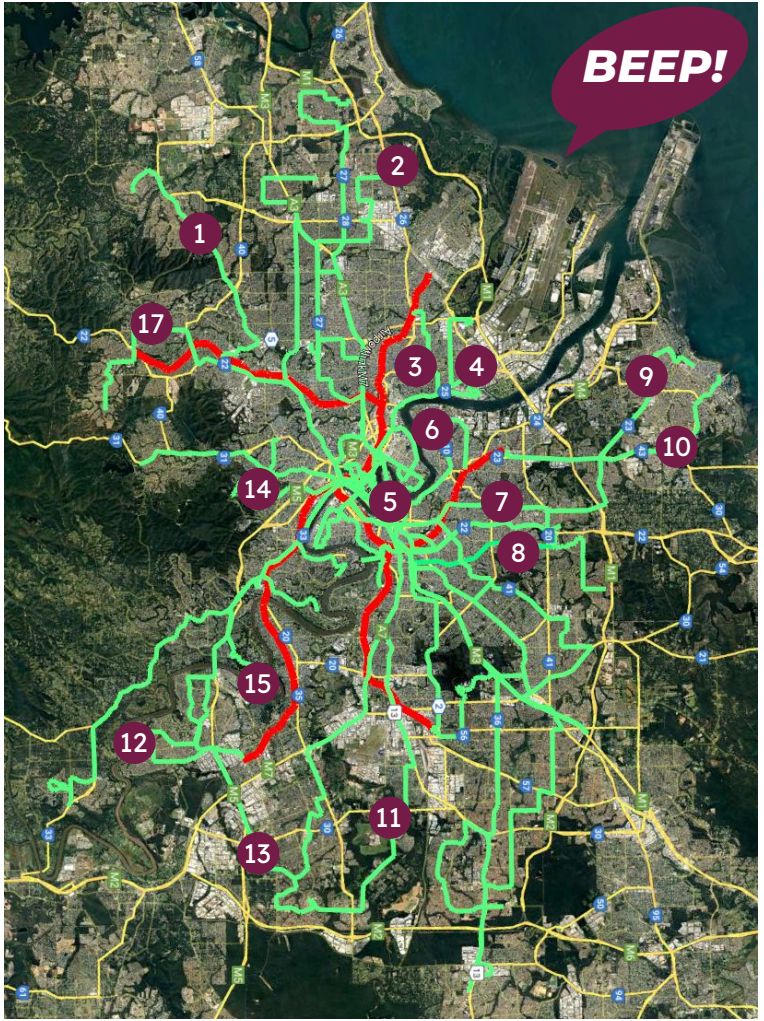
13-Suppelment part of the 460 between Forest Lake and Indooroopilly to help Richlands, Jamboree Heights, Mt Ommaney and Jindalee.

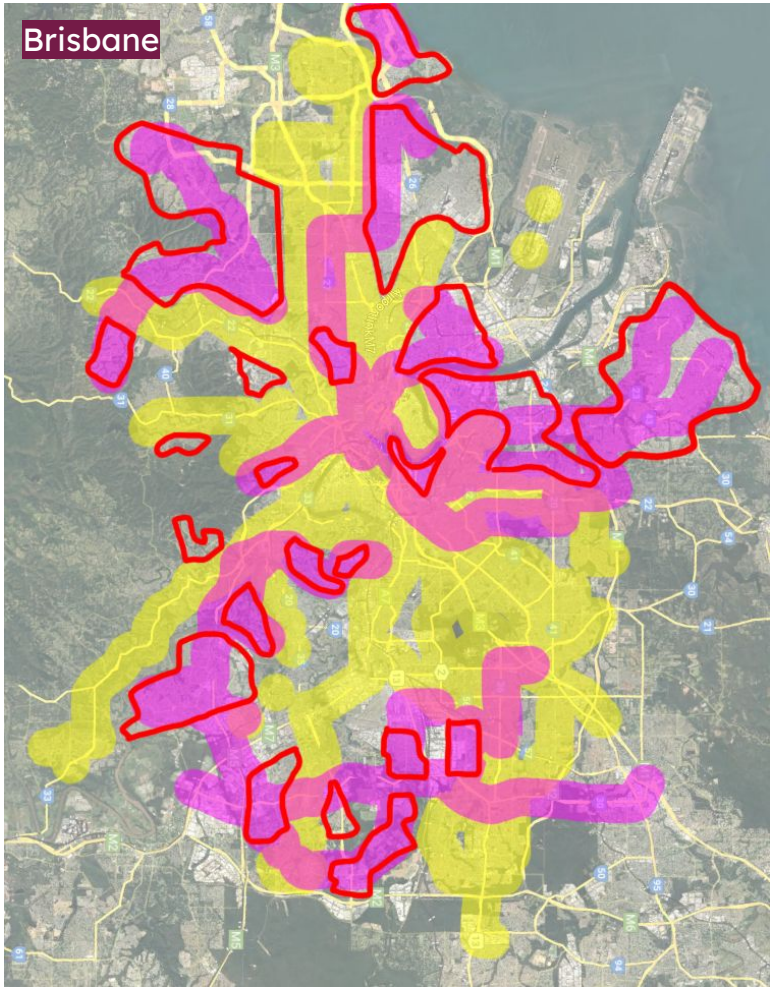
14-Increase the 475 to help Rainworth and Rosalie, via Rainworth Rd

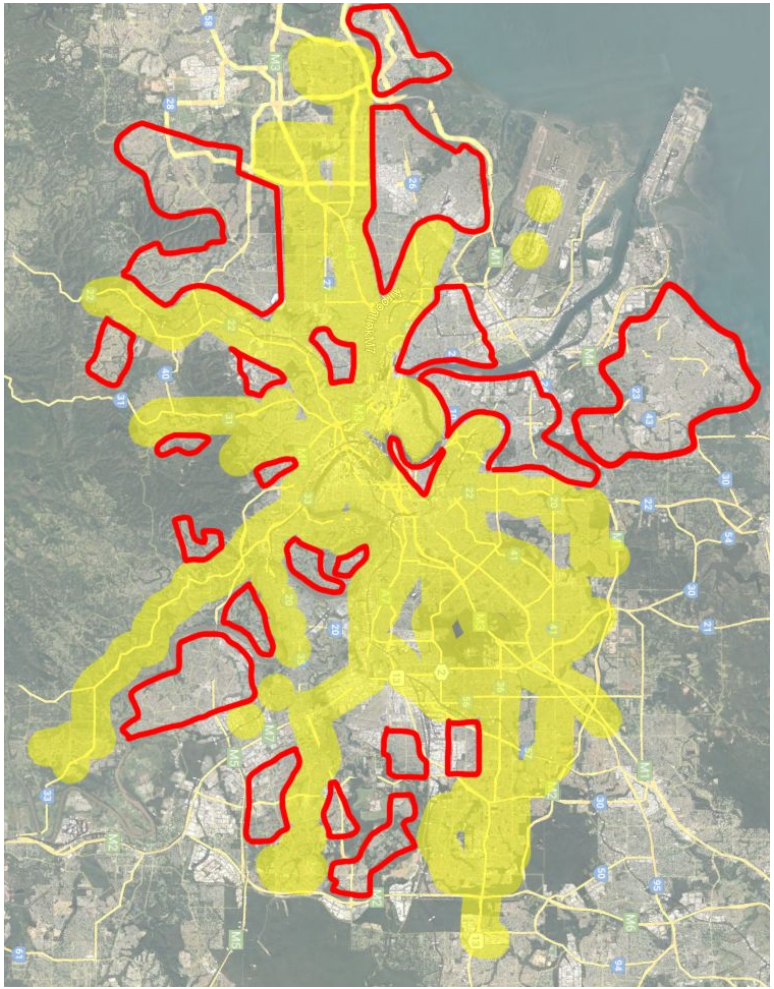
15- Provide a new frequent feeder route linking Fig Tree Pocket, Indooroopilly and Long Pocket.

16- Provide a new frequent feeder route linking Upper Kedron, Ferny Grove, Arana Hills, Brookside and Mitchelton.

*Note. Improved coverage for the Nudgee and Banyo and Sandgate communities to be provided by increasing frequency on the Shorncliffe line







BEEP!

Left: Residents within 800m of a high frequency route (in yellow). Built up areas not covered outlined in red.

Right: The increase in residents within 800m of the frequent network (in purple).

Smart Link - Cross Suburb Services

In addition to the high frequency networks proposed for each part of SEQ, broader cross suburb "Smart Link" services would provide high frequency connections between communities, linking multiple bus routes, train lines and busways. This unlocks hundreds of possible additional journey combinations.

These routes aim to address a common complaint passengers have with public transport in Greater Brisbane: the need to travel into the CBD and back out again to get between adjacent suburbs.
This network takes aspects of existing cross town routes like the Great Circle line and updates them to be more reliable and connect more destinations.

Proposed Routes-

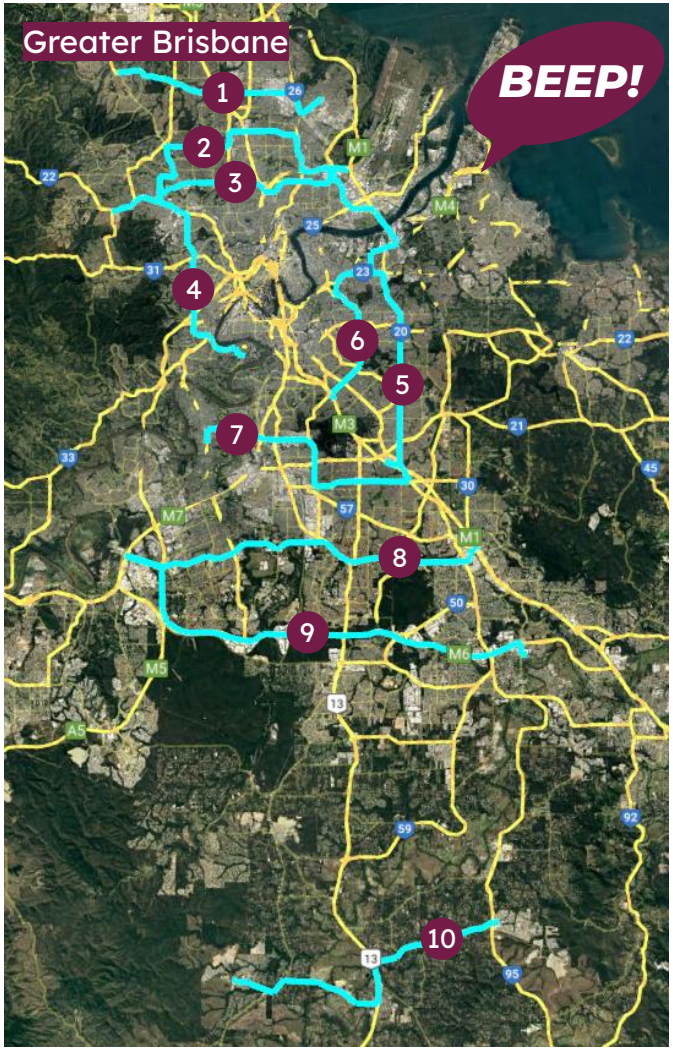
1- Albany Creek, Aspely to Banyo via Albany Creek Rd, Robinson Rd and St Vincents Rd.

2-Brookside, PCH, Chermside to Toombul, via Rode Rd and Hamilton Rd

3-Keperra, Brookside, Stafford City, Kedron Brook, Eagle Junction and Skygate, via Samford Rd, Stafford Rd and Junction Rd.

4- Brookside, Ashgrove, Toowong and UQ St Lucia, Via Metroad 5

5-Toombul, Cannnon Hill, Carindale, Mansfield and Upper Mt Gravatt, via the Gateway Bridge, Creek Rd and Newman Rd



Smart Link - Cross Suburb Services

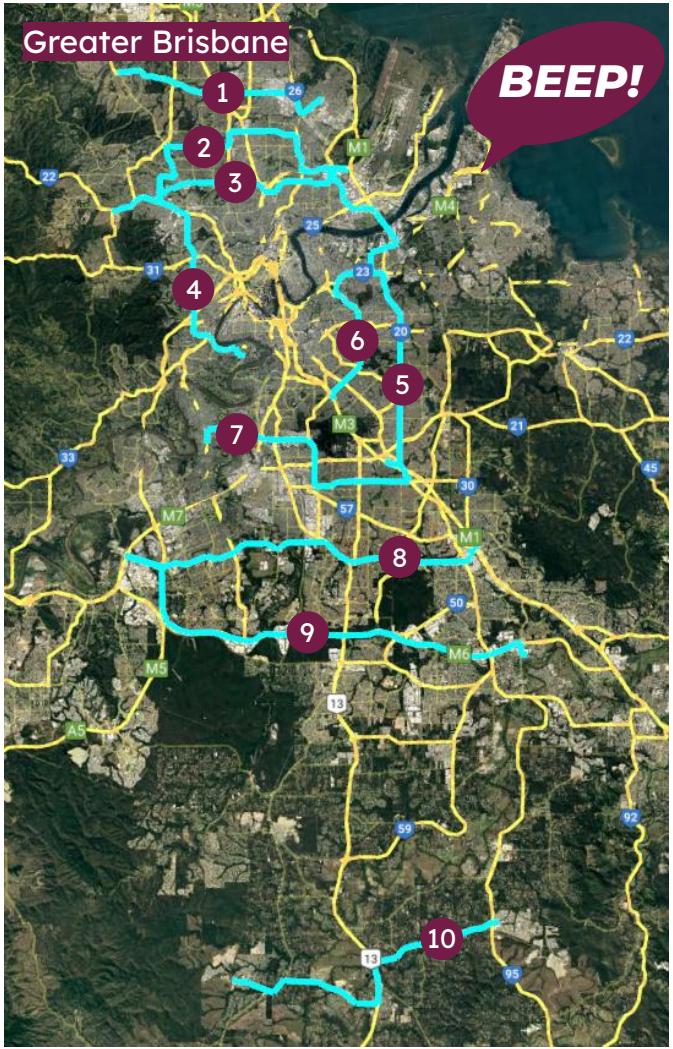
6-Cannon Hill, Morningside, Seven Hills, Camp Hill and Holland Park West, via Oateson Skyline Drive, Boundary Rd and Holland Rd

7-Corinda, Brisbane Markets, Coopers Plains, Sunnybank and Upper Mt Gravatt, via Sherwood Rd and McCullogh St

8- Wacol, Richlands, Inala, Calamvale and Springwood, Via State Route 30.

9-Southern Orbit. Wacol, Richlands to Loganlea, via the Logan Motorway. This route would provide a rapid connection between Ipswich, Logan and the Gold Coast, without the need to go via Roma St.

10-Flagstone, Jimboomba and Yarrabilba, via Cusack Lane and Cable Camp Rd



Regional Queensland

Regional cities represent some challenges in terms of designing high frequency bus networks.

Low density, relatively shorter travel distances in town and low congestion gives less of an incentive for public transport usage.

In these cities, good, safe active transport infrastructure has an important role to play for those choosing an alternative to the car.

Nevertheless, the following pages show possible designs for trunk routes that can form the basis of the public transport network in each regional city. Note that other lower frequency services weaving into housing estates, and on demand transport options would complement these trunk routes.

As a rule, the trunk routes have been designed to follow major arterial roads, and spaced out evenly to avoid double-up where possible. Routes are designed to efficiently service city centers, major shopping complexes, regional university campuses, base hospitals and airports.

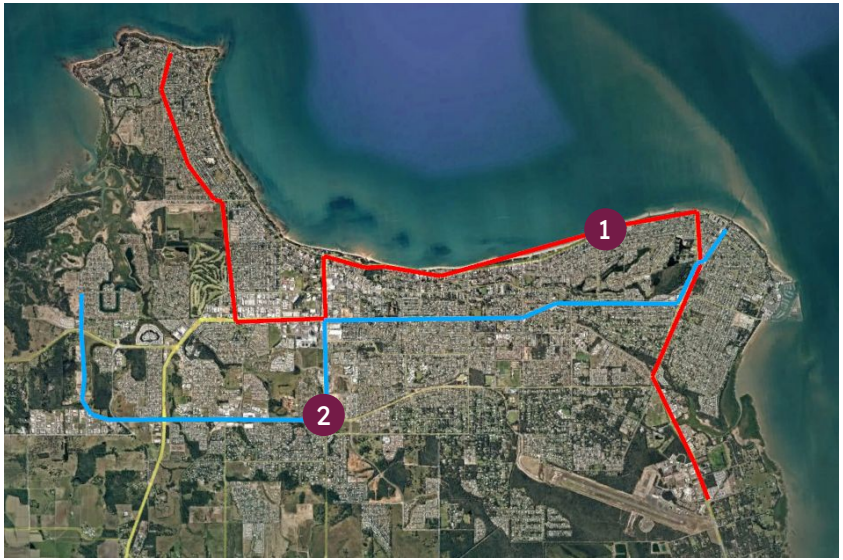
High frequency bus services have the strongest potential in the largest regional cities, such as Townsville and Cairns, which already experience traffic congestion and have undergone major road expansion projects.

A crucial first step for all regional cities is to ensure all buses are operating 7 days a week, from 7am to 7pm.

BEEP!

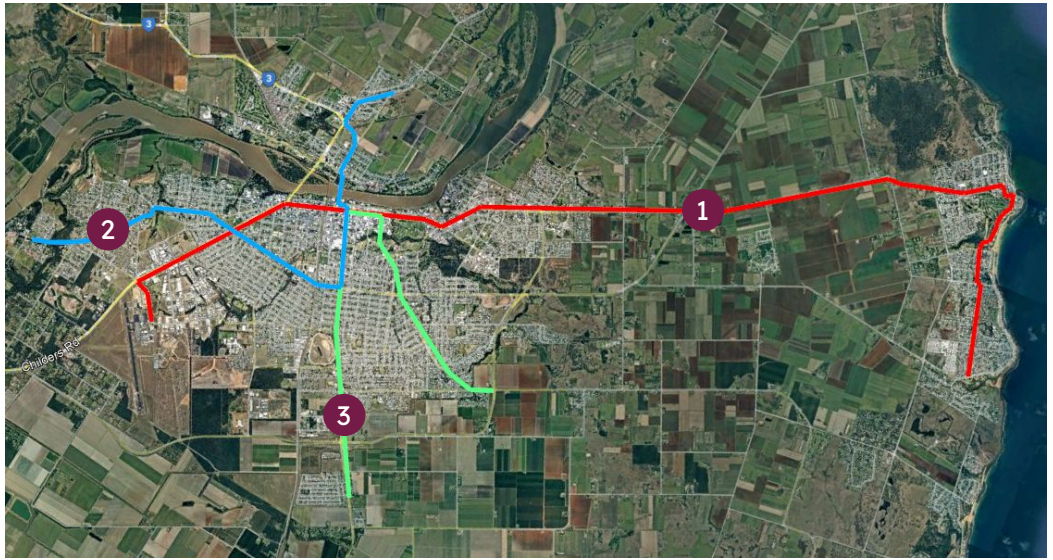
Hervey Bay

1 - Point Vernon to Airport via Scarness
2- Urangan to Eli Waters via Hospital



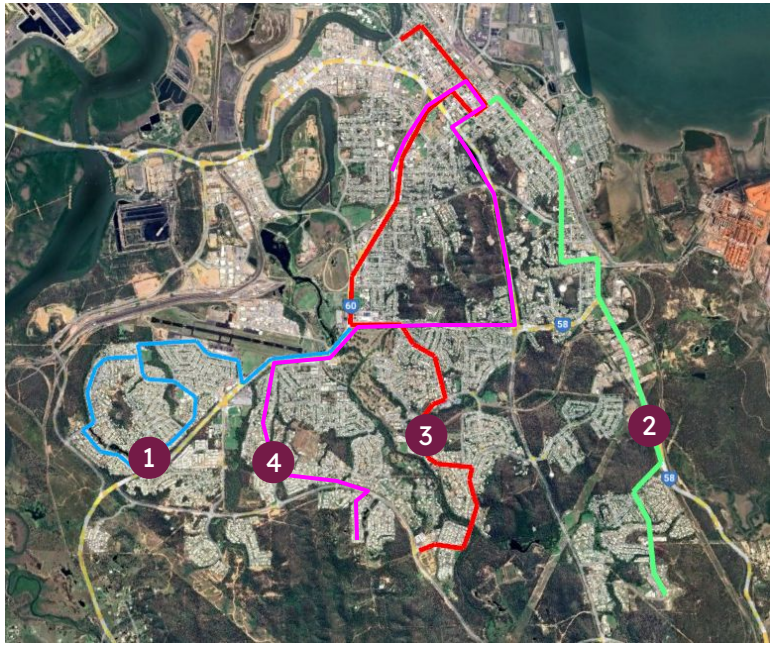
Bundaberg

1- Bargara to Airport via Hospital
2- Avoca to Bundaberg North
3- Avenell Heights to Kepnock via Bundaberg Central



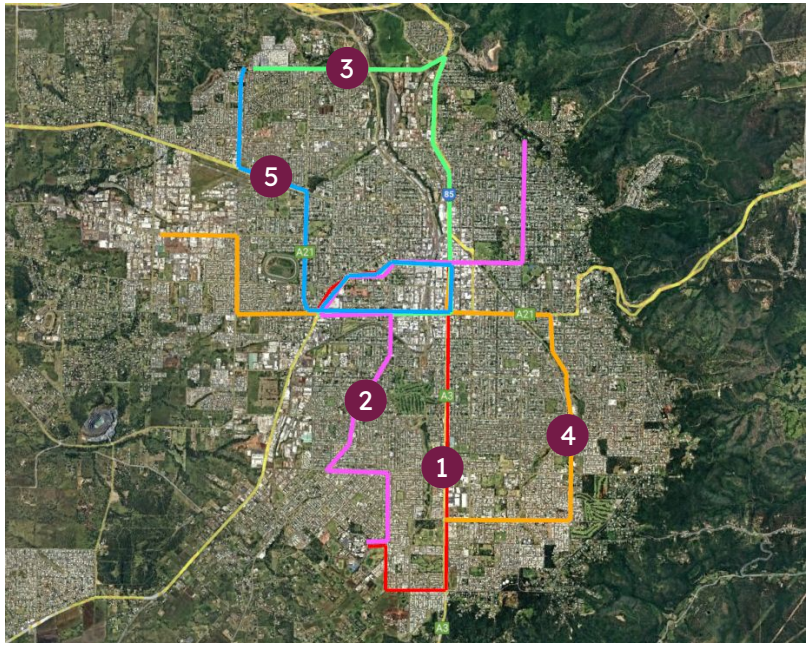
Gladstone

1- Clinton to Gladstone Central
2- Glen Eden to Gladstone Central
3- Kirkwood to Gladstone Central via Kin Kora
4-New Auckland to Hospital via Sun Valley & Gladstone Central



Toowoomba

1-USQ to Toowoomba City via Ruthven St
2-USQ to Mt Lofty via Drayton Rd & Mary St
3-Wilsonton Heights to Toowoomba City via Hogg St & Ruthven St
4-Glenvale to Kearneys Spring via Taylor St & Mackenzie St
5-Wilsonton Heights to Toowoomba City via Greenwattle St & Tor St



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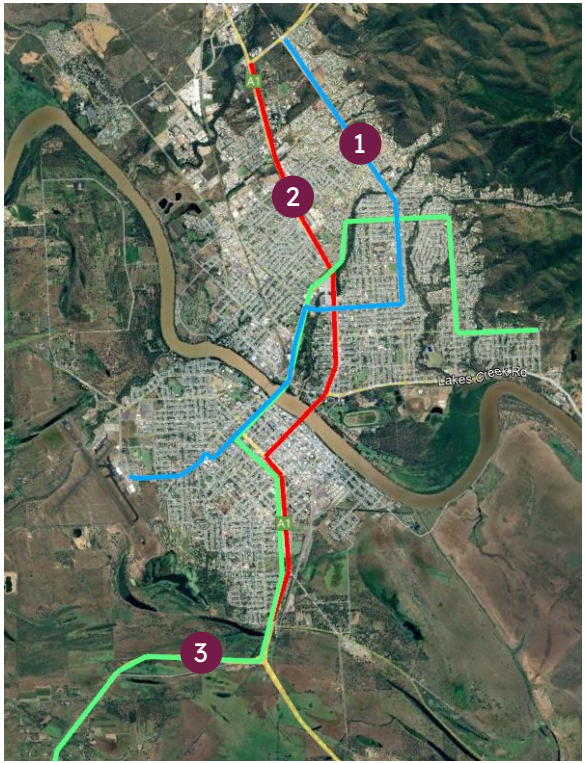
Mackay

1- Shoal Pt to Airport via Mackay City & Hospital
2-Ooralea to Andergrove via Mackay City & Hospital

Rockhampton

1- Norman Gardens to Airport via Hospital & Norman Rd
2- CQU to Allenstown via Bruce Highway
3- Gracemere to Koongal via Kerrigan St & Thozet Rd

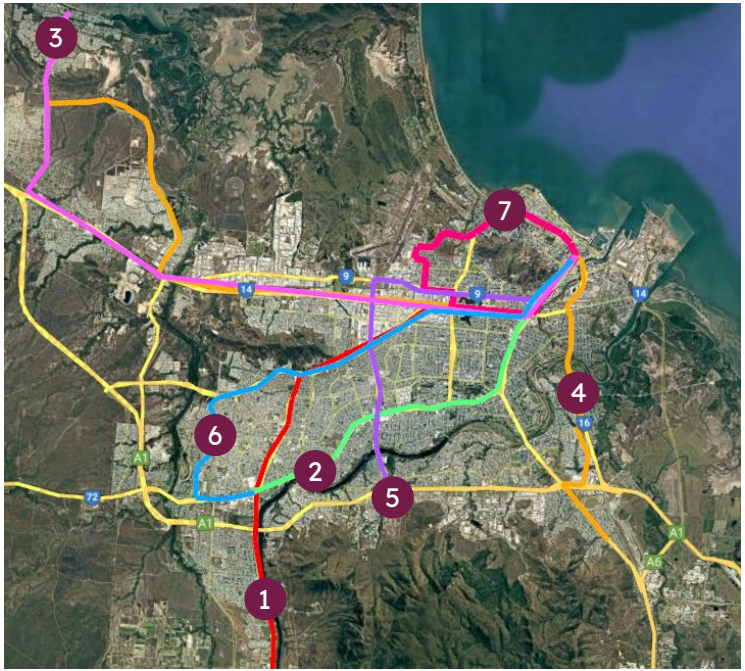


Cairns

1- Palm Cove to Redlynch via Cairns City
2- Edmonton to Airport via Cairns City
3- Whitview to Moorabool via Cairns City

Townsville

1- Kelso to Townsville City via Thuringowa Drive
2- Thuringowa to Townsville City via Ross River Rd
3- Bushland Beach to Townsville City via Mt Low Parkway
4- Burdell to Wulguru via North Shore Blvd & Abbott St
5- JCU/Hospital to Townsville City via Nathan St
6- Thuringowa to Townsville City via Kern Bros Drive & Dalrymple Rd
7- Castle Hill “superloop” via North Ward, Strand, Airport, Castletown & Stadium.



RAIL Back On Track