

**Priority Group A**

These bus lanes are a very high priority and realistically should be rolled out between now and early-to-mid 2023. They have minimal disruption during ‘construction’, require limited civil works and planning, and have the potential to significantly increase service reliability.

<b>Project</b>	<b>Description</b>	<b>Type</b>	<b>Routes</b>
<b>Coronation Drive (Auchenflower)</b>	Inbound left lane from Booth St to Cribb St. The bus/transit lane should have never been removed and is years overdue for reinstatement. More bus routes need to be truncated at Indooroopilly and Toowong too. See Section 6.4 below.	24/7	411, 412 BUZ, N413, 415, 416, 417, 425, 430, 433, 435, 444 BUZ, 445, 450, 453, 454, 460, 471, Toowong Depot
<b>Bridge Street/ Honour Avenue (Chelmer)</b>	Northbound bus right turn (buses only) from Graceville Station (tree clearance may require lane markings to be shifted slightly eastwards) to Regatta St lights (with B-Light). This should include new bus only cut through from Bridge St, right turn onto Honour Ave, with Honour Ave and Bridge St intersection to be signalised. This is to allow buses to skip the bottleneck of regular queues of traffic along Honour Ave and Wharf St into Indooroopilly.	24/7	105, 106, 108, 599, Any buses from Sherwood Depot
<b>Gympie Road (Chermside)</b>	Outbound left hand right turn lane onto Hamilton Road. Turning right onto Hamilton Rd is agonisingly slow, and can take upwards of 3 light cycles (nearly 10 mins)! This is independent of the Northern Transitway and needs to be implemented ASAP.	24/7	330 BUZ, 333 BUZ, N339, 340 BUZ, 370, 599
<b>Hamilton Road (Chermside)</b>	Eastbound left lane between Zenith Rd and (just before) Gympie Road. Traffic banks up the hill from Gympie Rd intersection and buses can take upwards of 10 min to get through the intersection. Allowing buses to jump the queue will significantly increase reliability. Traffic here is worst around school times and weekend mornings.	6am-7pm, 7 days	325, 335, 338, 340 BUZ, 353
<b>Stanley Street (East Brisbane)</b>	Inbound left lane between Caswell St and Wellington Rd (with a ‘B-Light’ bus jump to join with the “Woolloongabba Busway Portal” improvements listed below).	6am-7pm, 7 days	184, 184, 210, P211, 212, 214, 215, 220, 230, 235

<b>Wynnum Road/ Lytton Road (East Brisbane)</b>	Both directions left lane between Norman Creek and Salstone St. Such a congested corridor requires much better bus services and bus priority to encourage a mode shift away from cars. Bus priority (potentially in the form of bus lanes or transit lanes) needs to be implemented east of Norman Creek too in the near future (most appropriately in conjunction with a bus network reform).	24/7	P216, P221, N226, 227, P228, 230, P231, 232, 235, P236
<b>Fairfield Road/ Cornwall Street (Fairfield)</b>	Inbound left lane from Princess St (or Stimpson St if lane widths allow) to Annerley Rd.	24/7	104, 105, 107, 108, 109, 196 BUZ, Sherwood and Willawong depots
<b>Ann/Wickham St (Fortitude Valley)</b>	<u>Ann St</u> : Inbound left lane between Skyring Tce and Warner St (with James St Bus Jump moved to Warner St intersection), including investigations to remove Valley Island stops to reduce bus and traffic conflict and extend bus lanes to Queen St intersection.  <u>Wickham St</u> : Outbound left lane between Brunswick St and Knapp St (northern side). Note that 7am-7pm bus lane already along Wickham St between Turbot St and Brunswick St which should be changed to 24/7.	24/7	60, 300, 302, 305, 306, 322, 393, 470 (plus other routes through Fortitude Valley and buses to/ from Eagle Farm depot)
<b>Wickham Street (Fortitude Valley)</b>	Outbound second from right lane approaching Skyring Tce intersection covert to bus only right turn lane. Can take multiple light cycles for 60 to turn right onto Skyring Tce. There does not need to be 3 straight ahead lanes here with such a short merging period on northern side of intersection. This merge only causes further delays back down Wickham St and leads to cars blocking the intersection.	24/7	60
<b>Earl Street (Greenslopes)</b>	Outbound left lane from Cornwall St to Juliette St. Traffic regularly banks up from M3 SB on-ramp in PM peak hour, causing lengthy delays for OB services. Car parking lane can easily be converted to PM peak bus lane.	3pm-7pm, weekdays	114, P119, 120 BUZ, 121
<b>Juliette Street Busway Portal (Greenslopes)</b>	Westbound right lane between Earl Street (or Norman Creek bridge) and busway portal. This allows buses direct access onto the busway without having to wait in vehicle queues wrapping around onto Juliette St from the M3 NB on-ramp.	6am-10am, weekdays	114, P119, 120 BUZ, 121, P173, P179, 180 BUZ, 181, P189, P205, P208

<b>Kelvin Grove Rd (Kelvin Grove)</b>	Lane configuration amended approaching Normanby bus portal so buses use the Hale St SB on-ramp (left lane instead of second-from-left lane as per present) to access the new bus lane skipping the College Rd queues (often upwards of 10 mins to get from Kelvin Grove stop to Normanby Station!).	24/7	325, P343, P344, 345 BUZ, N345, 351, 357, 359, 372, 390
<b>Cribb Street (Milton)</b>	Southbound left lane (then left-hand right turn lane) between Railway Terrace and Coronation Drive.	6am-7pm, 7 days	425, 430, 435, 444 BUZ, 450, 453, 454, 460
<b>Countess Street (Petrie Terrace)</b>	Southbound left lane between College Rd and Roma St (including the left-hand right turn lane from Musgrave Rd into Countess St and new 'Normanby' bus stop on Countess St on-ramp).	24/7	350, 352, 379, 380, 381
<b>Milton Road (Petrie Terrace)</b>	Outbound left lane between Upper Roma Street and Hale Street off-ramp.	24/7	425, 430, 435, 444 BUZ, N449, 450, 453, 454, 460, 470, 475, buses to Toowong Depot
<b>Mt Gravatt-Capalaba Rd (Upper Mt Gravatt)- State Owned</b>	Westbound left lane between just before Tyron Street and Logan Road.	6am-7pm, 7 days	174, P179, 180 BUZ
<b>Montague Road (West End)</b>	Northbound left lane between Vulture St and Jane St. Especially on Saturdays during market times, Montague Rd is heavily congested causing significant bus delays.	6am-7pm, 7 days	60, 192
<b>Woolloongabba Busway Portal</b>	Stanley St inbound right lane and outbound lanes between Wellington St and Woolloongabba busway station. General traffic should be banned on outbound lanes and from turning right from Stanley St into Main St. Regularly takes buses over 10 mins to get from Lisburn St to Woolloongabba Station in the AM Peak.	24/7	61, 174, 175, 184, 184, 200 BUZ, 204, 210, P211, 212, 214, 215, 220, 230, 235
	Ipswich Road inbound left-hand straight-ahead lane on approach to Stanley St intersection for turn into busway.	24/7	100 BUZ, 110, 113, 115, 117, 124, 125, 172, 203

**Priority Group B**

These bus lanes are high priority and realistically should be implemented by the start of 2024 school semester. They are expected to have some disruptions during construction and require more planning to provide well investigated outcomes. They are generally for longer sections of road than Priority Group A, hence the additional time for implementation.

Project	Description	Type	Routes
<b>Ipswich Road (Annerley)</b>	Both directions left lane between South St and Waldheim St (inbound) and Junction Tce (outbound). Includes a 'B-Light' for buses at Annerley Rd intersection inbound.	6am-7pm, 7 days	100 BUZ, 110, 112, 113, 115, 116, 117, 124, 125
<b>Jubilee Terrace (Bardon)- State Owned</b>	Southbound left lane between Belmont Cres and Accession St. Traffic regularly banks back all throughout the day (particularly weekends) from the Bardon bottleneck, meaning that high frequency 61 and long-winded Great Circle Line (plus any future key cross-town link replacing the GCL) are heavily impacted by this congestion.	6am-7pm, 7 days	61, 377, 598
<b>Moggill Road (Chapel Hill)- State Owned</b>	Inbound left lane between Ashburton St and Burbong St (with B-Light at Burbong St intersection)	6am-10am, weekdays	430, 431, 432, 433, 435, P443, 444 BUZ, 445, 446
<b>Captain Cook Bridge (City)- State Owned</b>	Outbound left lane between Gardens Point Rd and near Ellis St (investigate possibility to be second from left lane and have a 'crossing section' for general vehicles to get to/from Alice St on-ramp and Vulture/Stanley St off-ramp as seen in Sydney <a href="#">here</a> ).	24/7	134, 155, 161, 340 BUZ, many peak hour express services and not-in-service buses
<b>Kingsford Smith Drive (Hamilton)</b>	Both directions left lane between Schneider Rd and Cooksley St. Given the high volume of bus traffic (particularly to/from Eagle Farm depot), it is disappointing from BCC that bus lanes weren't put in with the project.	24/7	300, 302, 303, 304, 305, buses to/ from Eagle Farm Depot
<b>Northern Transitway (Kedron)- State Owned</b>	Changes: Make 24/7 operational. Gympie Rd is a <b>major arterial road</b> , with its purpose being to move people, not a storage facility for private vehicles. Allow inbound buses to jump straight across from bus lane into Busway portal at Sadlier St (similar arrangement to Truro St portal northbound). Improvements to outbound priority between end of bus lanes (near Norman Dr) and Chermside Interchange need improving (in conjunction with an interchange upgrade).	24/7	77, 330 BUZ, P331, P332, 333 BUZ, 335, N339, 340 BUZ, P341, 370, 598, 599

<p><b>Moggill Road (Kenmore)- State Owned</b></p>	<p>Inbound left lane between Rafting Ground Rd and Princeton St. Traffic regularly banks up from Kenmore and Indooroopilly well into the shoulder peak. It is noted that the Kenmore roundabout is being replaced with traffic signals soon, with delays to bus services still needing to be properly mitigated.</p>	<p>6am-10am, weekdays</p>	<p>430, P443, 444 BUZ, 446</p>
<p><b>Brunswick Street (New Farm)</b></p>	<p>Both directions left lane between Barker St and Roberston St.</p>	<p>6am-7pm, 7 days</p>	<p>195, 196 BUZ, 199 BUZ</p>
<p><b>Enoggera Road/ Kelvin Grove Road (Newmarket/ Kelvin Grove)</b></p>	<p>Both directions left lane between Samford Road and Normanby Busway Portal.</p>	<p>6am-7pm, 7 days</p>	<p>325, P343, P344, 345 BUZ, 351, 357, 359, 360, 361, 364, 372, 373, 390</p>
<p><b>Lutwyche Road (Windsor)</b></p>	<p>Both directions left lane between Truro St portal and Federation St portal. This ‘missing link’ needs to be completed by the opening of the Northern Transitway to provide bus priority all the way from Chermside into the CBD and beyond. Gympie/Lutwyche Road is already one of the City’s highest patronage bus corridors and will only continue to grow, identified as a <a href="#">Selected Transport Corridor</a> with a number of growth nodes in the City Plan. In the medium term, this should be full grade separated busway with a major rail interchange at Windsor. See Section 6.3.</p>	<p>24/7</p>	<p>77, 321, P332, 333 BUZ, 334, N339, 340 BUZ, 370, 375, 376, 379</p>

**Priority Group C**

These bus lanes should be implemented by the start of the 2025 school semester to complete Brisbane’s preliminary bus lane network. They are likely to require more detailed planning (and potentially need public consultation), have longer ‘construction’ periods, or are less urgent than other bus corridors.

<b>Project</b>	<b>Description</b>	<b>Type</b>	<b>Routes</b>
<b>Beaudesert Road (Calamvale – Parkinson)</b>	Both directions left lane between just south of Illaweena St and Compton Rd. Installed as part of ongoing and proposed widenings of Beaudesert Rd to 6 lanes ahead of the 2041 Bus Priority Corridor target in the <a href="#">SEQ Regional Plan</a> .	24/7	138, 140 BUZ, P141, 145, 150 BUZ, 153, N154
<b>Captain Cook Bridge (City) State Owned</b>	Inbound left lane between Stanley St on-ramp and Margaret St off-ramp (Gardens Point Rd). It appears that Vulture St bridge modifications are likely to be required to properly incorporate a bus lane into the Stanley St on-ramp and Riverside Exp.	24/7	134, 155, 161, 340 BUZ, many peak hour express services and not-in-service buses
<b>Old Cleveland Rd (Coorparoo - Carina)</b>	Both directions left lane between the Eastern Transitway (Narracott St) and Langlands Park Busway portal. Old Cleveland Rd is one of Brisbane’s busiest and most patronised bus corridors, with the Eastern Busway being watered down from full grade separation to a mere 200m of bus lanes. This is extremely disappointing and requires interim bus lanes connection Carindale Interchange to the busway at Langlands Park in the short term until a more long-term solution is chosen (note: we don’t believe full grade separated busway is the answer along here).	24/7	61, 200 BUZ, P201, 203, 204, P206, P207, 209, P217, 222 BUZ (plus other Redlands services)
<b>Calam/Mains Rds (Sunnybank Hills - Mt Gravatt)</b>	Both directions left lane between Compton Road and busway portal. Mains Rd is another one of Brisbane’s highest patronage bus corridors and still has so much more potential to grow.	24/7	115, 122, 123, P129, 130 BUZ, N130, 131, 132, 135, 136, P137, 139, 140 BUZ, P141, 145, P151, 152, 598, 599
<b>Boundary Street/ Melbourne Street (West End)</b>	Following closure of Victoria Bridge to cars, convert between Vulture Street and Cultural Centre Station into a green corridor (bus, pedestrian and cycle only street). Separated bus lanes, bike lanes and footpaths provide safe and efficient transport routes, with more public space available for adjoining businesses to use, turning the area into a clean, green, efficient and productive use of public infrastructure.	24/7	60, 196, 199