

North West Transport Network

THE NEED FOR ACTION

- The north west transport network (NWTN) is unable to support existing demand. Future regional and local travel demand will exceed the network's capacity, affecting accessibility, amenity, lifestyle and economic productivity.
- Congestion on the NWTN is projected to have an annual cost of \$859 million by 2041.
- Poor access, comfort and connectivity of public and active transport to, through and within north-west Brisbane creates an unsustainable and excessive reliance on private vehicles.
- Current transport options do not meet diverse community needs with respect to cost, coverage and accessibility, contributing to social exclusion and isolation.
- The NWTN needs to be responsibly transformed to address travel demand growth in a way that is sustainable and protects the liveability of Brisbane's north-west.

FUTURE DETAILED BUSINESS CASE SCOPE

- 1 North West Motorway** between Carseldine and Airport Link, with a potential motorway extension to the Western Freeway at Indooroopilly (to be investigated further in a detailed business case).
- 2 Bus rapid transit (BRT)** connecting the Northern Busway at Kedron with Aspley in the north, delivered in conjunction with the North West Motorway (the BRT would be further supported through the provision of new high frequency cross-town bus services centred around Cherside, thereby addressing the radial deficiencies of public transport in north Brisbane).
- 3 North west active transport route** connecting Windsor and Wilston to Everton Park and Stafford Heights.
- 4 Biodiversity corridor and community assets** ensuring protection of large sections of the North West Transport Corridor (NWTN) as an extremely valuable environmental area for future generations to come.

