CHAPTER

14

Ground Transport Plan

Ground Transport Plan

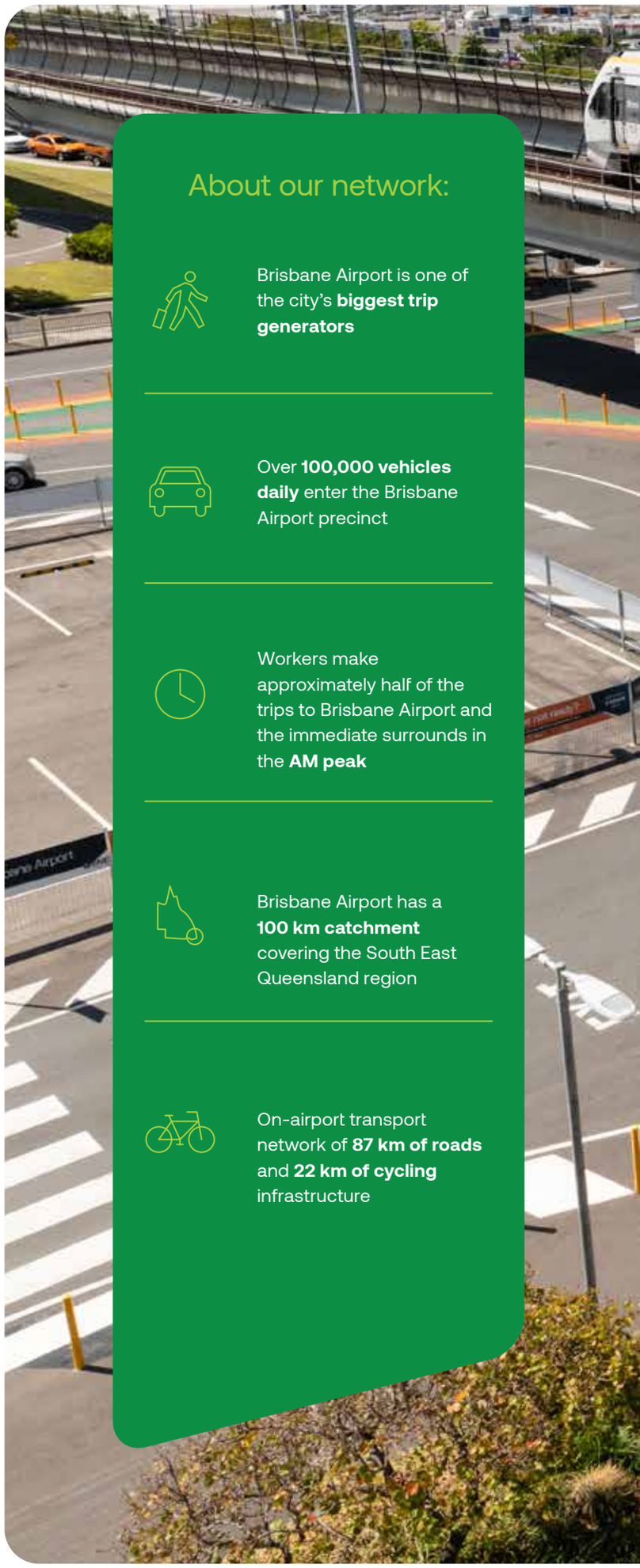
14.1 Introduction

The Ground Transport Plan directs the future development of the Brisbane Airport ground transport network, ensuring it can accommodate anticipated travel demand. It incorporates current and forecast aviation passenger growth and broader transport trends to meet the needs of passengers, operators, and businesses both now and in the future. The plan outlines a range of transport projects to support growth and provide more travel options for people travelling to and from Brisbane Airport.

The key themes of this Ground Transport Plan are centred around Accessibility, Sustainability, Multi-modal planning and Movement and place. Developing the Ground Transport Plan has involved understanding and accommodating the anticipated demand for ground transport and identifying infrastructure and non-infrastructure solutions.

As Brisbane Airport continues to grow, effective and collaborative planning is an essential and ongoing component of the continued delivery of safe, reliable and high-quality ground transport services and infrastructure.

With the rapid evolution of new technologies, new modes of transport and travel behaviours are difficult to predict, but the Ground Transport Plan has been designed to allow Brisbane Airport to continue to respond to new opportunities to improve connectivity and network resilience. Accordingly, a multi-modal planning approach has been adopted for the Ground Transport Plan to ensure that Brisbane Airport can remain adaptable to changing transport trends and more transport options can be provided.



About our network:

Brisbane Airport is one of the city's **biggest trip generators**

Over **100,000 vehicles daily** enter the Brisbane Airport precinct

Workers make approximately half of the trips to Brisbane Airport and the immediate surrounds in the **AM peak**

Brisbane Airport has a **100 km catchment** covering the South East Queensland region

On-airport transport network of **87 km of roads** and **22 km of cycling** infrastructure

Where are we going:

Planning for more trips on the network due to more flights, businesses and employees on-airport

Improving the on-airport transport network

Advocating for more **multi-modal transport options**

Collaborating for **improved regional transport connectivity**

14.2 Transport Context

How people currently travel to Brisbane Airport

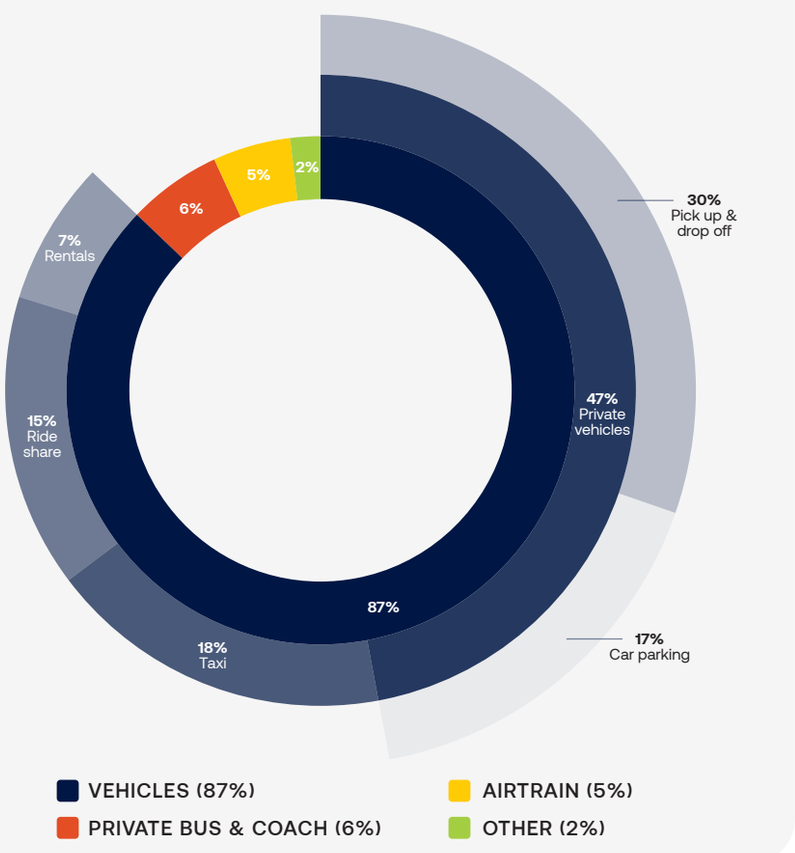
Brisbane Airport is a major trip attractor in South East Queensland and is strategically located in the Australia Trade Coast – North (ATC N) region, a major trade and development precinct. Every day, more than 100,000 vehicles enter the Brisbane Airport precinct carrying passengers to and from the terminals, airport staff and airport visitors.

There is a strong correlation between passenger numbers and demand on ground transport services and infrastructure. Analysis has been undertaken to understand the preferred mode of travel for people (both passengers and employees) coming to the airport.

Figure 14.1 provides the proportions of passengers using different forms of ground transport services on Brisbane Airport in an average day in 2024.

Figure 14.1 illustrates that private vehicles (including private car, taxi, rideshare or rental car) are currently the preferred travel mode to Brisbane Airport. Private vehicles, including those cars using car parking infrastructure, taxis and other ride-share vehicles, have a combined mode share of more than 85 per cent. This private vehicle mode share is driven by a lack of alternative transport modes for passengers, visitors and employees. Constraints and contractual restrictions around public transport provision and lack of integration with surrounding active transport networks limit travel options for passengers and staff travelling to Brisbane Airport.

FIGURE 14.1: BRISBANE AIRPORT PASSENGER MODE SPLIT IN 2024



Strategically Connected Precinct

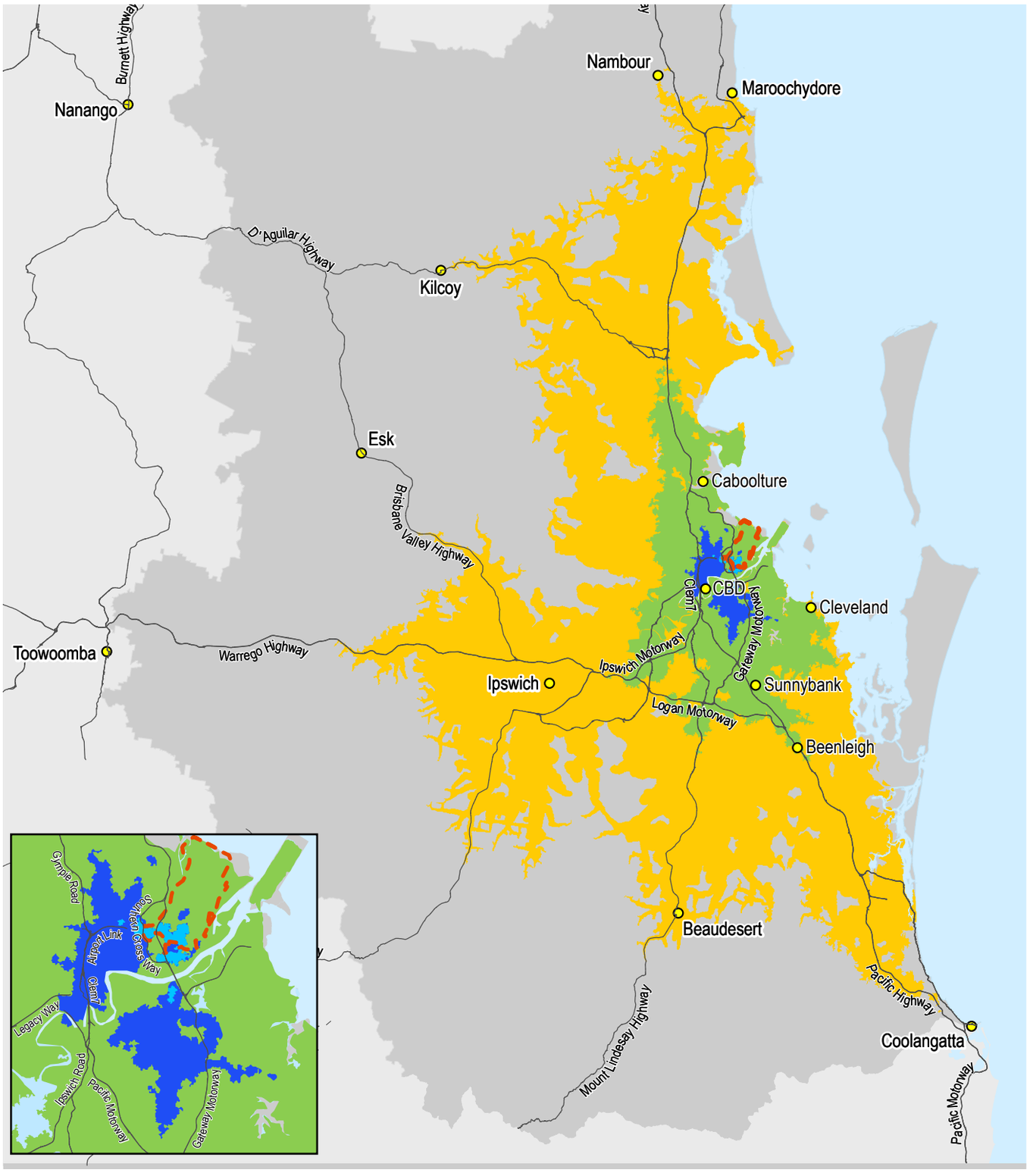
Brisbane Airport is strategically located within the South East Queensland road network (refer to Figure 14.2). These key roads provide excellent connectivity for both cars and freight, enabling access to the airport from across the region, including Greater Brisbane, the Gold Coast, the Sunshine Coast and inland areas.Primary access to the airport precinct is facilitated through two main points:

- Airport Drive via Southern Cross Way / Nudgee Road / East West Arterial Road interchange
- Gateway Motorway.

Brisbane Airport is Australia's most connected airport, offering access to 62 domestic and 33 international destinations, meaning ground transport trips are generated from across the South East Queensland region. The airport precinct, and the broader ATC North, is also a growing hub for businesses that generate local and regional trips. These factors, combined with the strategic road network's accessibility, are key drivers in growth for businesses, visitors and staff at Brisbane Airport.

Despite this growth, public transport access to the airport across the South East Queensland region remains limited. Enhancing public transport connectivity is a key objective for Brisbane Airport and will be crucial in supporting the sustainable growth of the precinct over the next 20 years.

FIGURE 14.2: CONNECTIVITY TO SOUTH EAST QUEENSLAND



Source – Queensland Government Statistician's Office – Population Projections 2023 Edition.

Future demand and connectivity

Passenger numbers through Brisbane Airport are expected to double over the next 20 years. In the coming five years, Brisbane Airport will need to accommodate this passenger, employee and business demand through non-infrastructure and infrastructure solutions like active transport infrastructure, bus services and facilities at Skygate, kerbside management, car parking and road network infrastructure. In parallel, Brisbane Airport is collaborating with State and Local Government agencies on improving public and active transport connectivity to its precincts across the region.

The Ground Transport Plan outlines Brisbane Airport's aspirations for a multi-modal transport network that provides the required road network capacity and incorporates public and active transport options in the future. It outlines current usage and operations of the various transport options, details of initiatives proposed in the next five years and an assessment of potential issues and opportunities arising over the next 20 years. In addition, the Ground Transport Plan aims to:

1. Outline optimisation and capacity improvement on the Brisbane Airport transport network in response to the expected demand
2. Focus on the importance of collaborative partnerships with State and Local Government agencies to work towards a seamless, multi-modal, and connected airport transport system.

Passenger numbers through Brisbane Airport are expected to double over the next 20 years, placing increased demand on ground transport infrastructure. To support this growth, Brisbane Airport is focused on enhancing connectivity, improving transport options, and ensuring a seamless journey. Collaboration with government, industry partners, and service providers will be key to delivering an efficient, sustainable, and passenger-friendly transport network.

With the expected demand growth over the next 20 years, Table 14.1 and 14.2 show the estimated vehicle demand and capacity of key roads. Brisbane Airport will continue to work collaboratively with Queensland Department of Transport and Main Roads (TMR) and Brisbane City Council on an appropriate and timely response to ensure road capacities meet future demands.

TABLE 14.1: FORECAST DAILY VEHICLE DEMAND

ROAD	LOCATION	DAILY VEHICLE DEMAND		
		2026	*2031*	*2046*
MORETON DRIVE	West of Nancy Bird Way	62,000	74,000	105,000
AIRPORT DRIVE	East of Lomandra Drive	45,000	54,000	77,000
LOMANDRA DRIVE	Between Qantas Drive and Airport Drive	26,000	30,000	33,000
GATEWAY MOTORWAY	Brisbane River	150,000	163,000	192,000
GATEWAY MOTORWAY	North of Southern Cross Way	105,000	118,000	147,000
SOUTHERN CROSS WAY	South of Airport Drive Interchange	68,000	71,000	76,000
KINGSFORD SMITH DRIVE	West of Southern Cross Way	53,000	57,000	65,000
EAST-WEST ARTERIAL	West of Airport Roundabout Flyover	85,000	101,000	132,000

Ground Transport Plan

TABLE 14.2: PEAK VOLUME TO CAPACITY RATIOS ON ROADS

ROAD	LOCATION	PEAK VOLUME TO CAPACITY		
		2026	*2031*	*2046*
MORETON DRIVE	West of Nancy Bird Way	49%	60%	74%
AIRPORT DRIVE	East of Lomandra Drive	41%	49%	61%
LOMANDRA DRIVE	Between Qantas Drive and Airport Drive	72%	75%	82%
GATEWAY MOTORWAY	Brisbane River	57%	62%	72%
GATEWAY MOTORWAY	North of Southern Cross Way	93%	96%	101%
SOUTHERN CROSS WAY	South of Airport Drive Interchange	75%	83%	94%
KINGSFORD SMITH DRIVE	West of Southern Cross Way	68%	76%	85%
EAST-WEST ARTERIAL	West of Airport Roundabout Flyover	83%	99%	116%

14.3 Progress and Partnerships

Ground Transport Improvements Since 2020

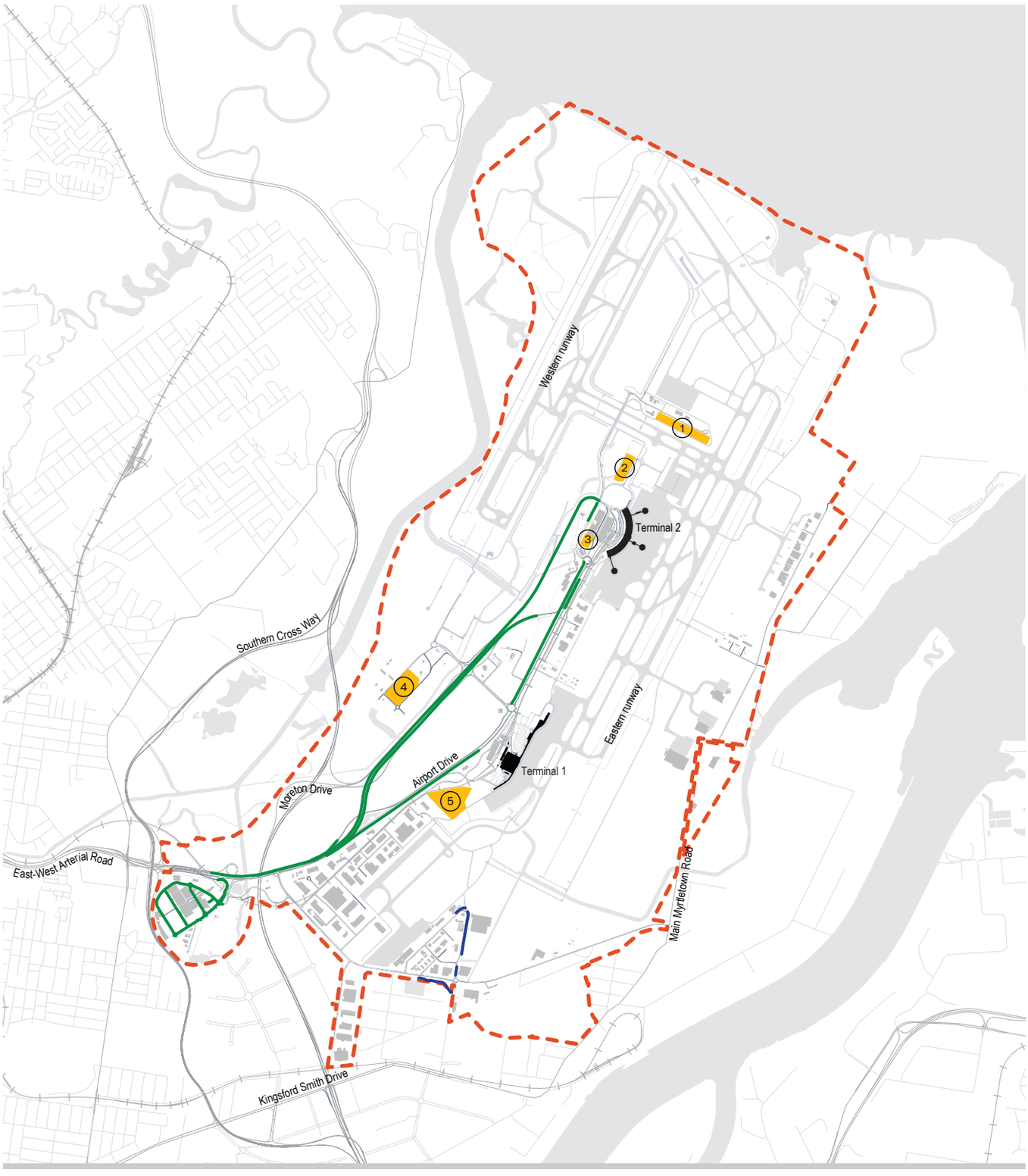
On the Ground Initiatives Delivered

Brisbane Airport has invested in a range of new projects described in Table 14.3 and mapped in Figure 14.3 to improve ground transport efficiency and maximise the efficient movement of people and freight at the airport.

TABLE 14.3: GROUND TRANSPORT IMPROVEMENTS SINCE 2020

STRATEGIC OBJECTIVE	INITIATIVE	DETAILS
SAFETY	Speed limit changes	**Speed limit changes** were implemented for the Skygate precinct, improving the amenity and safety outcomes for the precinct. Airport Drive and Moreton Drive speed limits were modified to improve consistency and safety. As a result, the safety and amenity along Airport Drive is also improved for active transport users.
	Skygate guideposts and Raised Reflective Pavement Markings (RRPMs)	**Guideposts and RRPMs** were implemented at the Skygate on-ramp to Airport Drive, improving delineation and safety.
	Shoulder guideposts	**Shoulder guideposts and reflective markers** were installed at Airport Drive and Dryandra Road to alleviate stopped vehicles and improve road safety.
	Skygate Pedestrian Upgrades	**Skygate Pedestrian Upgrades** – pedestrian priority crossings were installed at various locations, improving safety and connectivity. **Linemarking Update** – minor modifications to the network were implemented to improve traffic flow. **Speed cushions** – installed to improve driver compliance on approaches to priority pedestrian crossings at Skygate
ACTIVE TRANSPORT	Lomandra Drive Shared Path	**Shared Path (Da Vinci to Sugarmill)** has filled in a vital link to connect to the Brisbane City Council network on Sugarmill Road.
	Da Vinci footpaths Moreton Bay	**Footpaths** added with new developments and some high-traffic sections widened in the Da Vinci precinct.
	Cycleway: Schneider Road to Viola Place (Council initiative – under construction)	Brisbane City Council is constructing a **new shared path** from the Schneider Road underpass to connect to the existing bike lane and footpath at Viola Place on Brisbane Airport where there is a known gap in the Moreton Bay Cycleway.
CAPACITY	Car parking	**Hovea Street temporary staff car park** – completed at T2 in response to COVID-19, allowing staff to park near the terminal, instead of parking remotely and catching a staff shuttle bus. **P2 extension** – car park extension of existing P2, including delivery of secure personal mobility device (e.g. bicycle, e-scooter, etc.) storage facility. **Airpark Expansion** – to accommodate additional public parking demand as a result of the relocation of the T1 and T2 staff car parking. **Valet Storage** – additional parking areas at Qantas Drive and Acacia Street to accommodate increased demand for Valet Parking at T1 and T2 respectively.

FIGURE 14.3: GROUND TRANSPORT IMPROVEMENTS SINCE 2020



Ground Transport Improvements Since 2020

- Brisbane Airport

Upgrades since 2020 Master Plan

- Active Transport Upgrades
- Safety Related Upgrades
- Capacity Related Upgrades

1. Acacia Street Valet Storage
2. Hovea Street Temporary Staff Car Park
3. P2 Car park
4. Airpark Expansion
5. Qantas Drive Valet Storage

N

0 0.5 1 Km

Transport Planning

Since 2020, Brisbane Airport has also undertaken a significant amount of transport planning work. To inform the Ground Transport Plan and future development program, the Brisbane Airport Precinct Area Study (the Area Study) identified, and sought to resolve, four key problems:

- Road congestion to and through the precinct (road network permeability)
- Low public transport patronage to the precincts
- Future public transport demand exceeds capacity on key links (in the context of the broader South East Queensland public transport network)
- Active transport missing links to and through the precincts, reducing its viability as a transport option.

The Area Study subsequently investigated a range of multi-modal opportunities that could address these problems in the long-term. Transport modelling was undertaken to test the benefits of different opportunities.

Transport infrastructure interventions identified by the Area Study will have major benefits for the whole South East Queensland transport network, with initiatives improving both the capacity at Brisbane Airport and freeing up capacity on the strategic transport network. While Brisbane Airport will play a role in the planning and development of on-airport transport upgrades, Brisbane City Council and TMR will be key partners in the planning and development of initiatives for the broader transport network.

The Area Study and it's recommended initiatives formed the basis of the *Brisbane Airport Precinct Connectivity Strategy (The Connectivity Strategy)* and is outlined in following sections.

In addition to the development of the multi-modal *Connectivity Strategy*, other key transport planning initiatives completed since 2020 include:

- Development of the Brisbane Airport Active Transport Strategy and Action Plan
- Creation of a Movement and Place based road hierarchy to guide standards of future roads at Brisbane Airport
- Advocating to explore opportunities to improve public transport services to Skygate as a short-term solution to improve accessibility to the Brisbane Airport precinct
- Ongoing monitoring of opportunities to improve road safety on Brisbane Airport, including speed limit reductions in the precinct, targeted road safety audits, and traffic calming measures
- Creation of governance frameworks to more effectively collaborate with TMR and Brisbane City Council.

Collaborative Partnerships

Governance frameworks were established with TMR and Brisbane City Council in 2020. Following establishment and early engagement, the Brisbane Airport Transport Stewards Committee (BATS) was tasked with completing the Area Study and the Brisbane Airport Transport Executive Sponsorship Board (BATES) maintained oversight of the Study.

The Area Study was a joint project completed by the BATS Committee in 2022. Key outcomes of the Area Study project included updating strategic transport models to better reflect land demand generation and the identification of strategic multi-modal transport opportunities for the Brisbane Airport precinct. The Area Study has formed the basis of the *Connectivity Strategy* and subsequent planning work undertaken by Brisbane Airport.

After the finalisation of the Area Study, Technical Working Groups, governed by BATS, have also been formed for several Brisbane Airport led projects. These working groups have ensured that an ongoing collaborative, network approach is taken, and robust solutions are evaluated collectively with each project. Brisbane Airport intends to continue these collaborative partnerships to ensure a seamless and connected transport network is achieved.

CASE STUDY:
Collaborative Development of the *Connectivity Strategy*

The *Connectivity Strategy* was informed by the Area Study which was a joint, strategic transport planning study commissioned to identify multi-modal solutions to road congestion, active and public transport mode share, and freight efficiency in and around Brisbane Airport. The Area Study concluded in 2022 and was considerate of Brisbane Airport's function as a major trip attractor in South East Queensland. The work highlighted the functionality and performance of the airport transport network has implications on the performance of the surrounding State and Brisbane City Council transport networks. Accordingly, the Study Area extended beyond Brisbane Airport Precinct and captured key road, rail, bus and active transport corridors (refer to Figure 14.4).

The Study was guided by the BATS Committee, and BATS was the primary avenue of engagement and collaboration between the Brisbane Airport, TMR and Brisbane City Council. Representatives from Brisbane Airport Corporation, TMR (including Translink) and Brisbane City Council (including Transport for Brisbane) attended a series of workshops aimed at collectively defining the problems, shaping the strategic approach of the Area Study project, developing potential solutions, and reviewing and interrogating strategic transport modelling outputs to define a visionary multi-modal network for the Brisbane Airport area.

The project established a framework of ground transport initiatives that were actioned for further planning following the endorsement of the Area Study outcomes and will continue to form the backbone of transport planning activities at the Brisbane Airport over the next five years. Future ground transport initiatives proposed to be commenced over the life of this Ground Transport Plan are presented throughout Section 14.4.

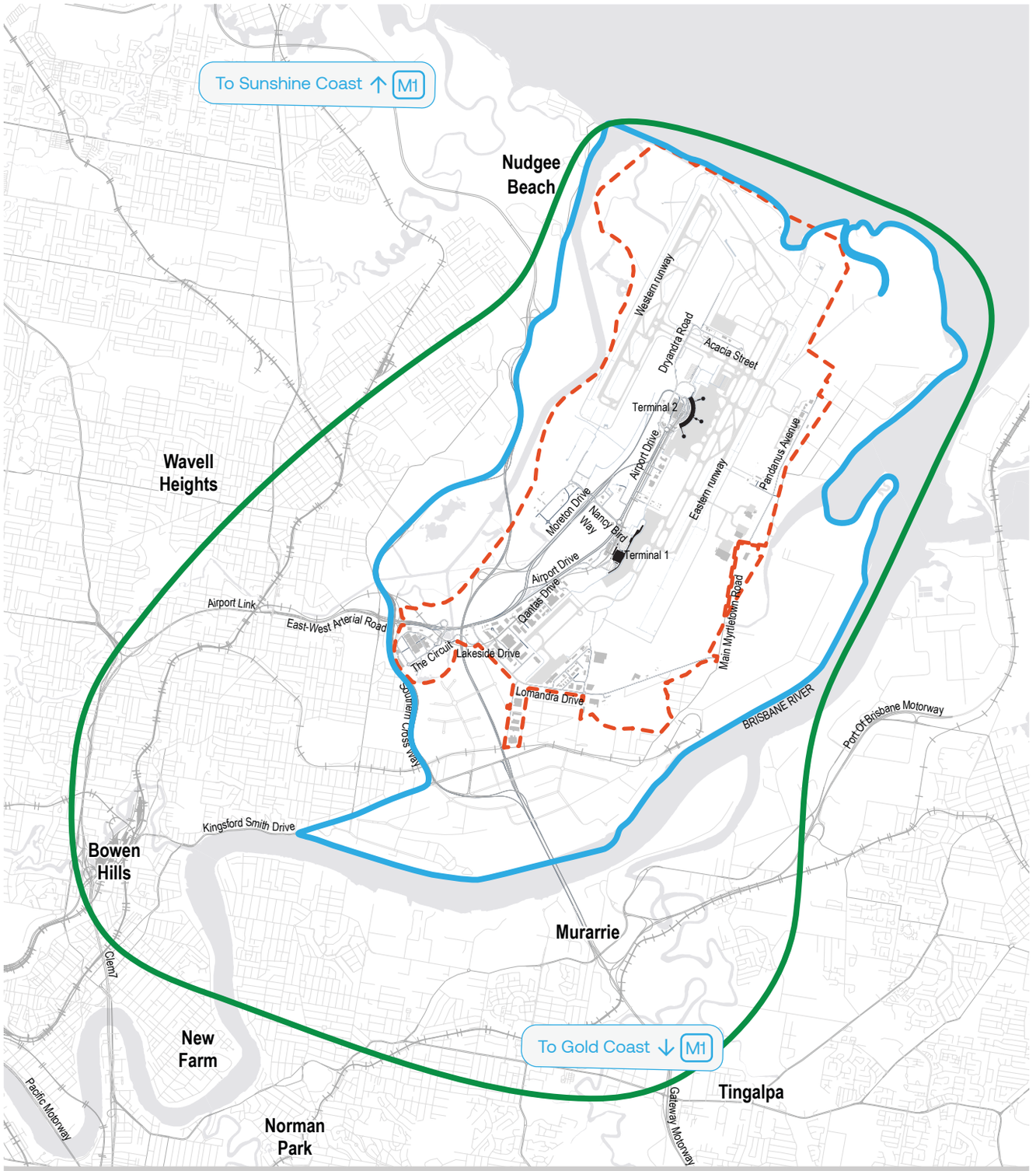
The success of the Area Study to inform the *Connectivity Strategy* has emphasised the strengths of the BATS and BATES governance framework as an effective ongoing engagement, consultation, and collaboration structure.

CASE STUDY:
Active Transport Strategy Technical Working Group

Following the success of the collaborative approach to delivering the Area Study, Technical Working Groups have been established for individual projects. The Brisbane Airport Active Transport Strategy and Action Plan, completed in 2023, was the pilot for how a Technical Working Group could inform project development and create a platform for project specific collaboration.

The Technical Working Group for the Strategy and Action Plan comprised of technical experts from TMR and Brisbane City Council. The inputs from this group were invaluable in developing Brisbane Airport's Active Transport Strategy and Action Plan, ensuring best practice active transport planning outcomes were achieved through the strategy. Subsequently, the Technical Working Group has been reconvened to progress Active Transport initiatives in the Action Plan.

FIGURE 14.4: BAPAS STUDY AREA



14.4 Ground Transport Plan

Transport Planning Objectives and Initiatives

The strategic transport planning through the Area Study, and subsequent development of the *Connectivity Strategy*, undertaken since the 2020 Master Plan has been consistent with a set of prevailing themes and objectives that have been carried through to this Ground Transport Plan. The themes, objectives and overarching initiatives are as follows:

THEMES AND OBJECTIVES

Movement and place

Network development considerate of the intended purpose of the corridor and the people who will use the space.

Multi-modal planning

Promotes multi-modal transport access and permeability to the Terminals and broader Airport precincts.

Sustainability

Development of sustainable transport modes and infrastructure.

Accessibility

New and existing transport infrastructure and services are safe, and accessible for all users.

OVERARCHING INITIATIVES

- Development of an **Active Transport** Strategy and Action Plan to provide safe and attractive Active Transport and last mile connections
- Advocate for a reduction in **Airtrain** fares and / or a bring-forward of the end of Airtrain exclusivity
- Advocate for the **North-East Busway** providing a high-quality Active Transport, Metro and Busway Services to Brisbane Airport
- Collaborate towards improving **Road Network** permeability, resilience and capacity for the road and freight network.

Active Transport Network

Active transport, including e-mobility, is rapidly emerging as a critical element to transport and recreation in greater Brisbane. With the recent delivery of major active transport bridges and connections, Brisbane Airport sees the opportunity to add to this growing regional connectivity.

The Strategy and Action Plan

As a commitment of the 2020 Master Plan, and a key initiative of the *Connectivity Strategy*, the Brisbane Airport Active Transport Strategy and Action Plan was completed in 2023. During its development, a public user survey received more than 500 responses in two-weeks. The insights from the survey were instrumental in the development of the Strategy and Action Plan, and identified that **Connectivity**, **Accessibility**, and **Safety** were three key areas of concern for users. Initiatives within the Action Plan align with these aspects to ensure that proposed solutions address the concerns that users experience on the current network.

The Action Plan is underpinned by four strategic pillars, and outlines infrastructure improvement initiatives to be progressed over short-, medium- and long-term timeframes. These initiatives will provide better accessibility, safety and connectivity to, through and within the airport precinct.

Figure 14.5 provides the current active transport network within Brisbane Airport, and the nearby Brisbane City Council and TMR active transport facilities.

Brisbane Airport recognises that to promote active transport as a viable option, particularly for commuters to Brisbane Airport, safe and accessible infrastructure is required. The Terminal Connection Bikeway and the Gateway Bikeway via BNE projects are initiatives within the Strategy and Action Plan and are examples of this approach.

Active Transport Vision

Walking, riding and rolling to, through and within Brisbane Airport is inclusive and a positive experience for everyone.

Pillar 01

Improve active transport connectivity.

Pillar 02

Targeted expansion of the active transport network.

Pillar 03

Provide facilities that support the use of active transport modes.

Pillar 04

Promote and encourage active transport for all users.

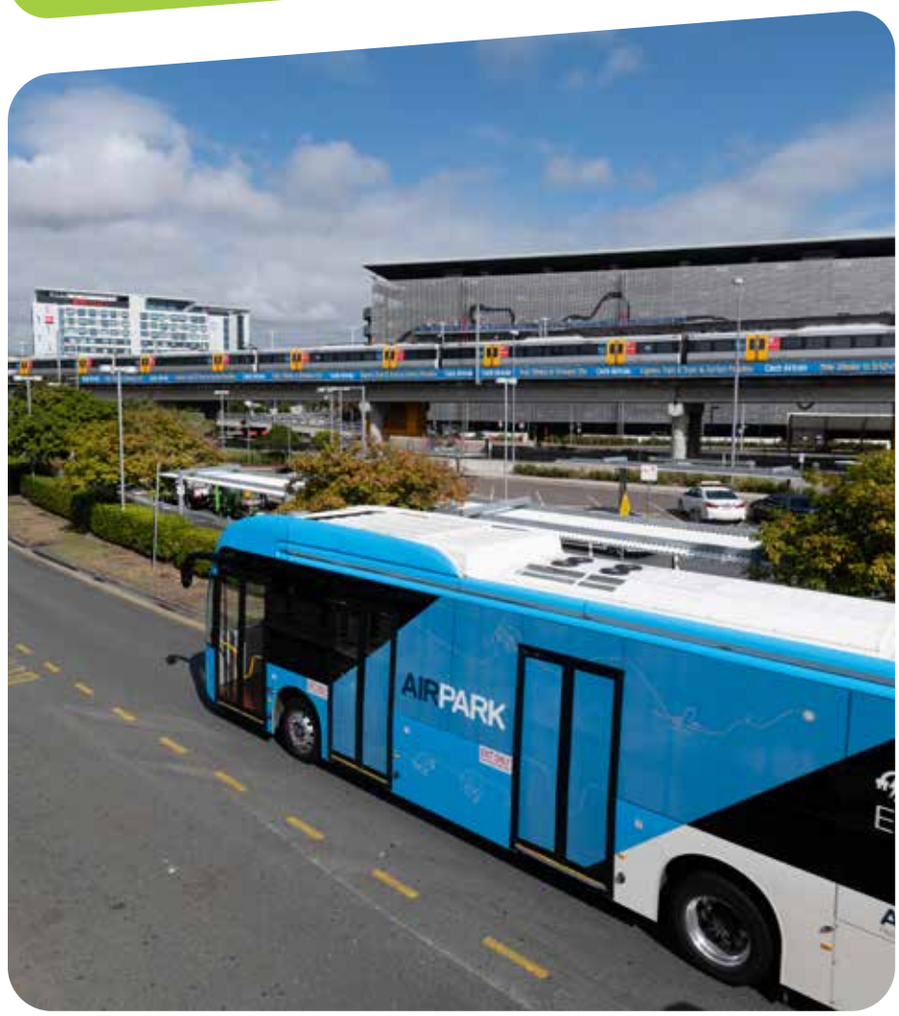
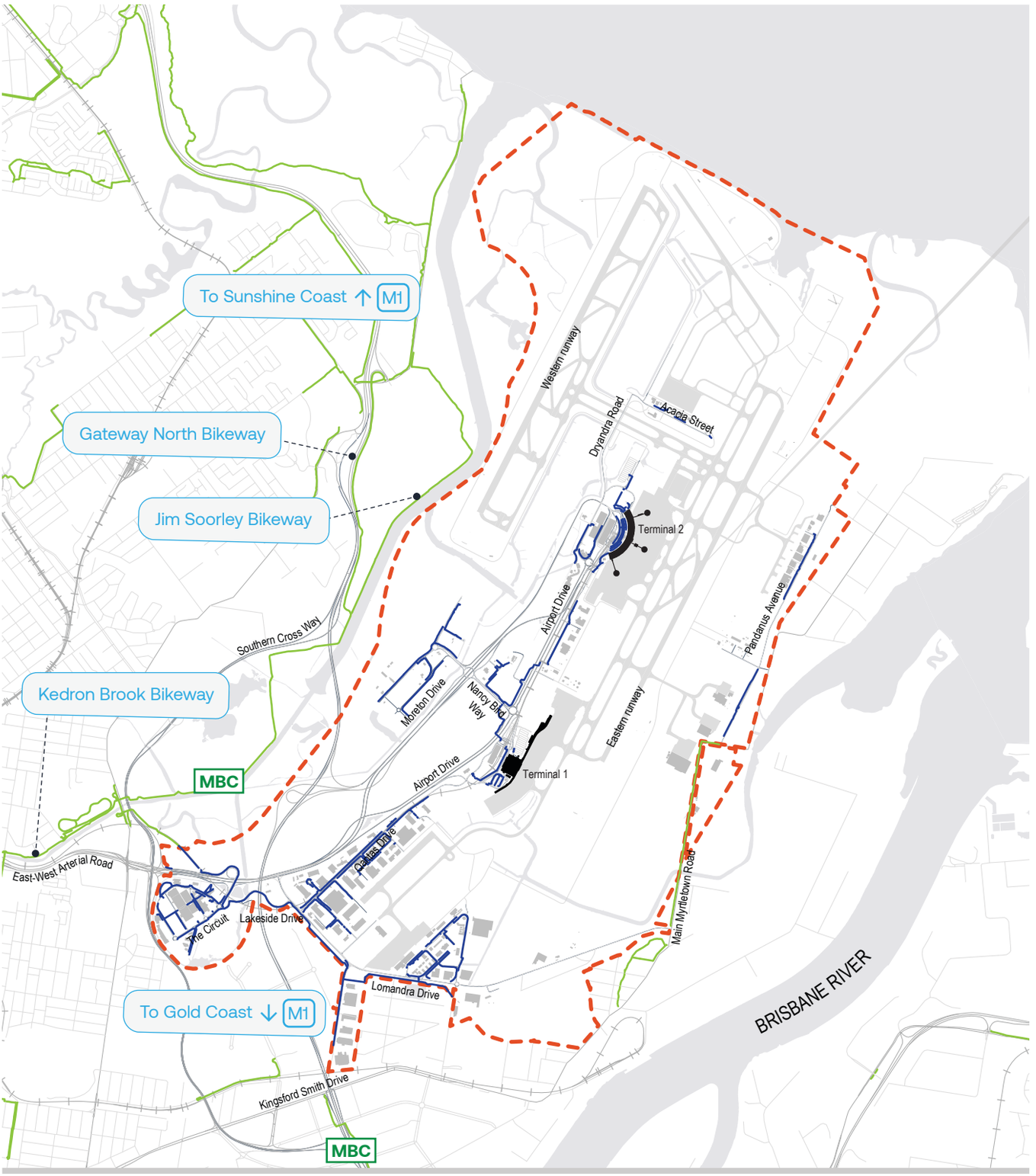


FIGURE 14.5: ON- AND OFF-AIRPORT ACTIVE TRANSPORT NETWORK



The Terminal Connection Bikeway project looks to address a missing link by converting an existing road lane to a separated, bi-directional bikeway. The project aims to improve rider safety on-airport, expand the active transport network with new paths and crossings, provide secure bicycle storage, and will encourage and promote active transport at Brisbane Airport.

The Gateway Bikeway via BNE was identified for the *Connectivity Strategy* to address one of the key gaps in the QLD State Principal Cycle Network. The primary, regional objective of the Gateway Bikeway via BNE project is to provide Airport connections from the existing Gateway Bikeway at Banyo (northern connection) and the Gateway Bikeway at Kingsford Smith Drive (southern connection). Brisbane Airport plays a vital connection role in-between, with the bikeway proposed to connect to the terminals and the Skygate retail precinct. This link will ultimately improve user safety by providing a fully connected network and encourage the use of active transport modes to, through and within the Brisbane Airport precinct. Brisbane Airport convened a Technical Working Group with TMR and Brisbane City Council officers to progress with the detailed planning of this overall link. Brisbane Airport acknowledges that a staged delivery approach is appropriate for this project and anticipates design and delivery of initial components in the next five years.

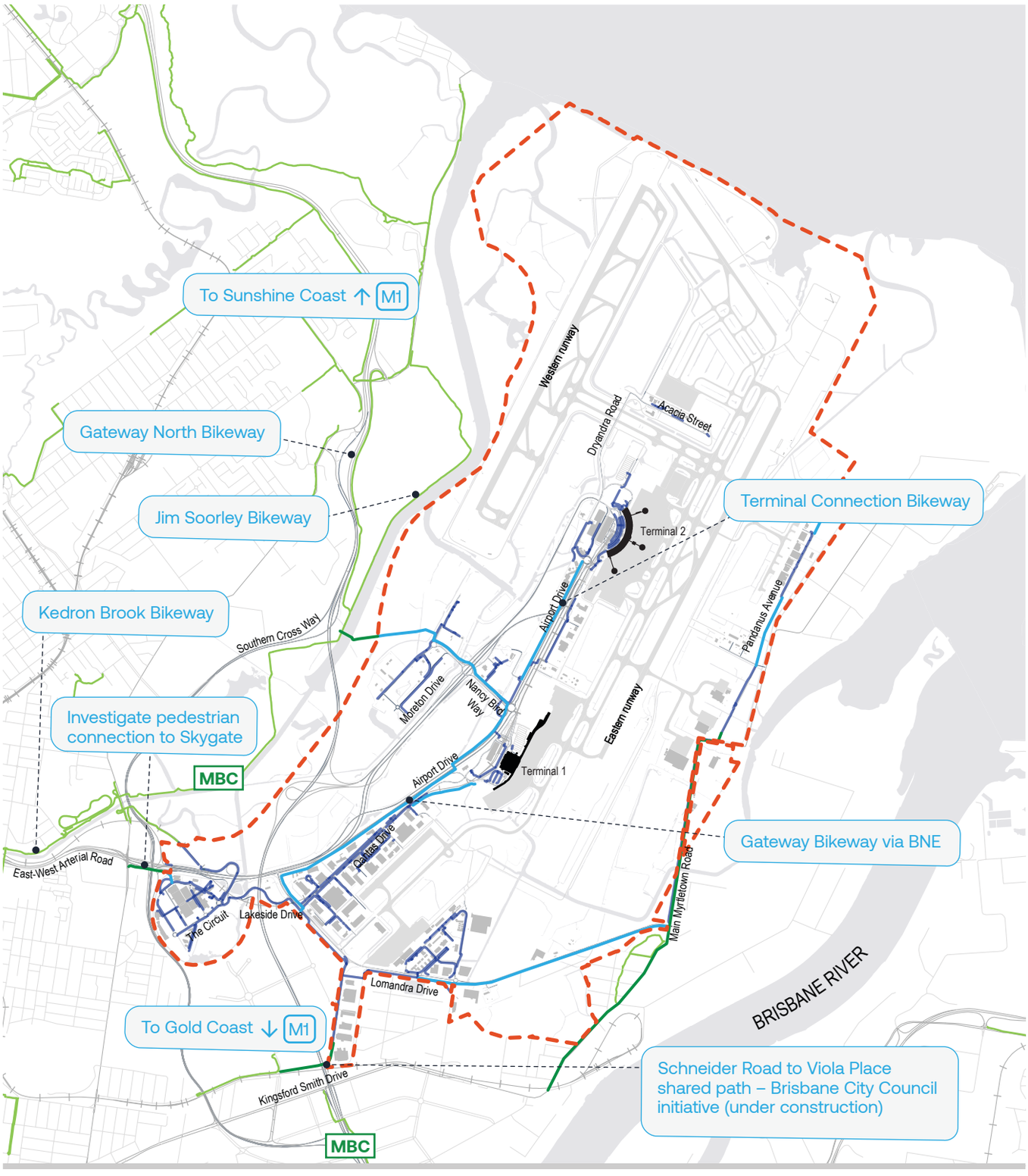
Initiatives over the Next Five Years

The following active transport initiatives are proposed over the next five years:

- Delivery of the Terminal Connection Bikeway that will connect to the secure bicycle parking at the T2 – P2 Extension, and delivery of a similar secure facility in the T1 Precinct
- Detailed design and delivery of elements of the Gateway Bikeway via BNE (from Lomandra Drive to the T1 precinct)
- Implementation of active transport counting devices at key locations
- Investigate opportunities with TMR and Brisbane City Council to provide a crossing at the Southern Cross Way interchange into the Skygate precinct
- Delivery of new active transport infrastructure associated with reconfiguration of the T1 precinct road network
- Design and delivery of end-of-trip infrastructure and associated connections within both terminal precincts
- Delivery of new active transport infrastructure associated with the Airport Industrial Park and Airport Central Precinct developments
- Collaboration with Brisbane City Council to ensure timely delivery of the Viola Place to Schnieder Road shared path (Brisbane City Council initiative)
- Organically grow the existing network through footpath and shared path provision when new commercial developments come online.

Figure 14.6 shows the strategic intent of the 20 year active transport plan, including off-airport connections. While infrastructure around the terminals and established precincts is planned for the short to medium term, future connections along Lomandra Drive are dependent on land development of the AIP precinct. Brisbane Airport acknowledges that the strategic connection across the Kedron Brook lies outside the Brisbane Airport boundary but has collaboratively been identified by the TWG as a strategic northern connection to the existing Gateway Bikeway.

FIGURE 14.6: FUTURE ACTIVE TRANSPORT NETWORK



Future Active Transport Network

- Brisbane Airport boundary
- Existing Paths (Brisbane Airport)
- Off-Airport Bikeways
- Proposed Brisbane Airport Upgrades
- Indicative Off-airport Upgrades
- MBC Moreton Bay Cycleway

N

0 0.5 1 Km

Public Transport Network

As Brisbane Airport grows, the requirement for genuine public transport options becomes more important to give commuters and travellers the option of more sustainable transport modes. The Area Study identified the need for an integrated public transport network. Subsequently, the *Connectivity Strategy* outlines a network that includes rail and bus services, improving connectivity across the South East Queensland Region. Figure 14.7 identifies the current public transport networks on and adjacent to Brisbane Airport.

Airtrain

Brisbane Airport is currently serviced by Airtrain, a privately owned, commuter rail line connecting to the South East Queensland Rail Network. Airtrain stations located at T1 and T2 are currently the only stations at Brisbane Airport. Airtrain has public transport exclusivity and fare control rights, with the fares being inconsistent with and higher than the broader public transport network.

Brisbane Airport will continue to advocate for the Queensland Government and Airtrain to improve rail services to the airport. A range of options exist, including the resolution of the Airtrain exclusivity, increased service frequency and expanded hours of operation, fare normalisation to align with the broader public transport network and infrastructure improvements (e.g. a new station at Skygate) to enable more public transport options to the Brisbane Airport precinct. Resolution of Airtrain fares and exclusivity are subject to negotiation between the Queensland Government and Airtrain.

Brisbane Metro, Bus and Transfer Services

In 2024, Brisbane City Council announced a proposal to extend the Brisbane Metro from the Royal Brisbane and Women's Hospital (RBWH) to Brisbane Airport (including DFO/ Skygate and the terminals). The extension of Brisbane Metro is supported by Brisbane Airport, with ongoing advocacy and planning being undertaken.

Brisbane City Council have proposed two options for the extension of Brisbane Metro, either through the AirportLink tunnel or through the conversion of the existing Doomben rail line into a busway. The rail conversion was investigated by the Area Study and is now an initiative in the Connectivity Strategy. Brisbane Airport recognises the significant opportunity presented by the Doomben option for enhanced bus connections to the airport precinct. This particularly would enable:

- Improved multi-modal network connectivity through integrating bus and rail services in the north-eastern suburbs
- Opportunities to integrate with the Northern busway corridor to Chermside
- Improved bus services to the airport precincts from suburbs across Brisbane through a dedicated busway corridor.

The Skygate precinct is currently serviced by one Translink bus route (Route 590), which connects Toombul to Garden City, via Skygate and other bus hubs like Cannon Hill and Carindale (refer Figure 14.7). Brisbane Airport is advocating for additional Translink bus routes to service the Skygate precinct as a short-term measure to improve public transport services to the broader Airport precinct while the present Airtrain arrangements are in place. Additional Translink bus services to Skygate are expected to transform the precinct into a public transport hub.

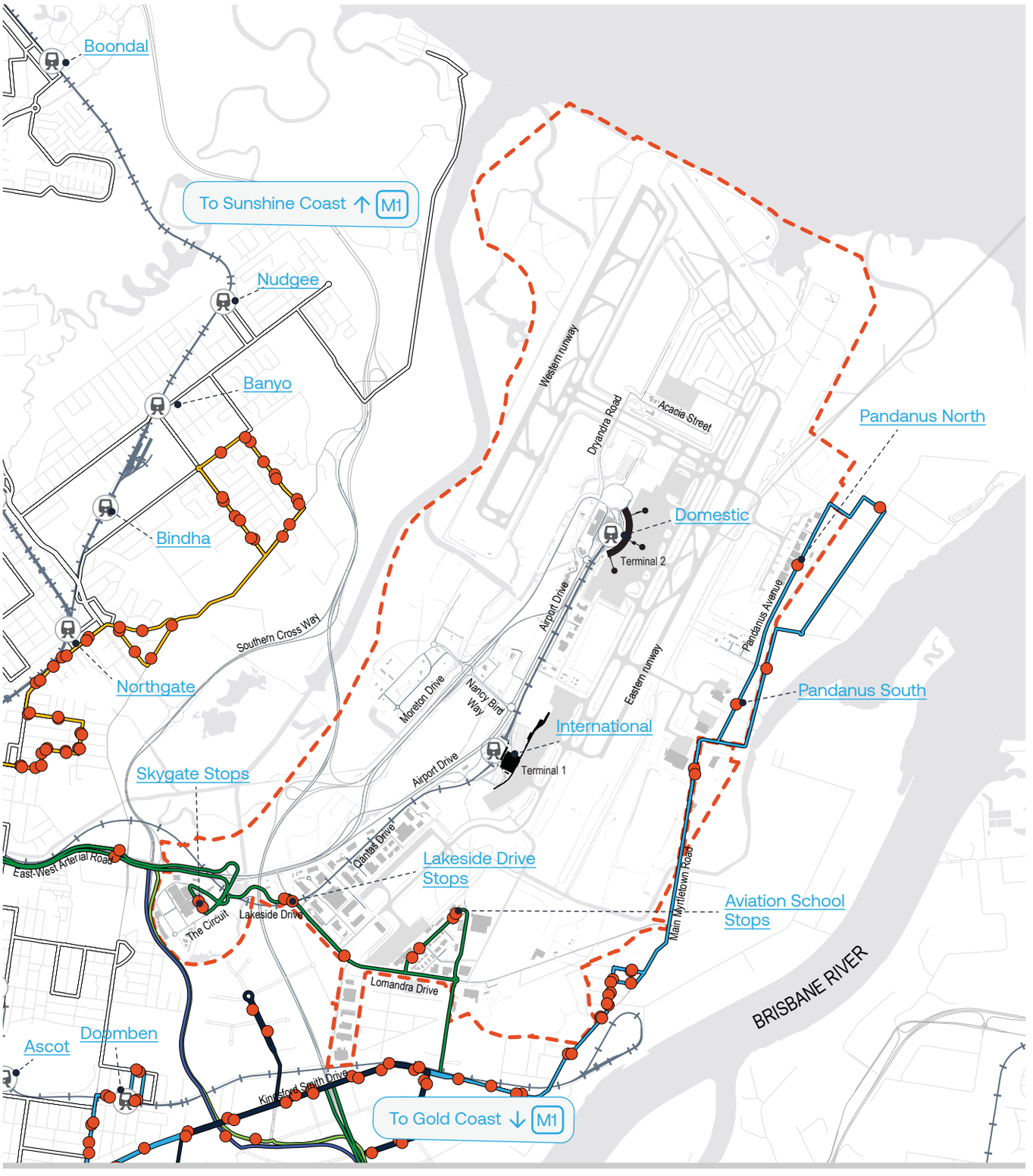
Complimentary transfer bus routes service the terminals, Skygate and Airpark (refer Figure 14.8). A fleet of electric buses service these routes which include:

- Terminal Transfer (every 10 minutes from 4 am – 1:30am)
- Skygate Loop (every 30 minutes from 6:30am to 6pm)
- Airpark Transfer (every 10 minutes from 3:30am, operates 24/7)
- Staff Shuttle (every 15 minutes in peaks).

CASE STUDY:
50 cent Public Transport fares and six month trial of 50 per cent discount for Airtrain

From 5 August 2024, the Queensland Government introduced 50 cent fares for public transport across the State. As a result, Skygate became one of the most popular stops on the Route 590, consistently having the second highest patronage on the route, including weekends. At the same time, a 50 per cent discount was introduced for the Airtrain, including for staff tickets. This resulted in an approximately 69 per cent increase in staff patronage, and almost 20 per cent increase in overall public patronage over the six-month trial. While 50 cent fares have continued, the Airtrain fares have reverted and increased since 10 February 2025.

FIGURE 14.7: BRISBANE AIRPORT PUBLIC TRANSPORT NETWORK



Brisbane Airport Public Transport Network

- Brisbane Airport boundary
- Railway Stations
- Translink Bus Stop

Bus Network

- 302
- 303
- 307
- 590
- 598
- 599
- Broader Network

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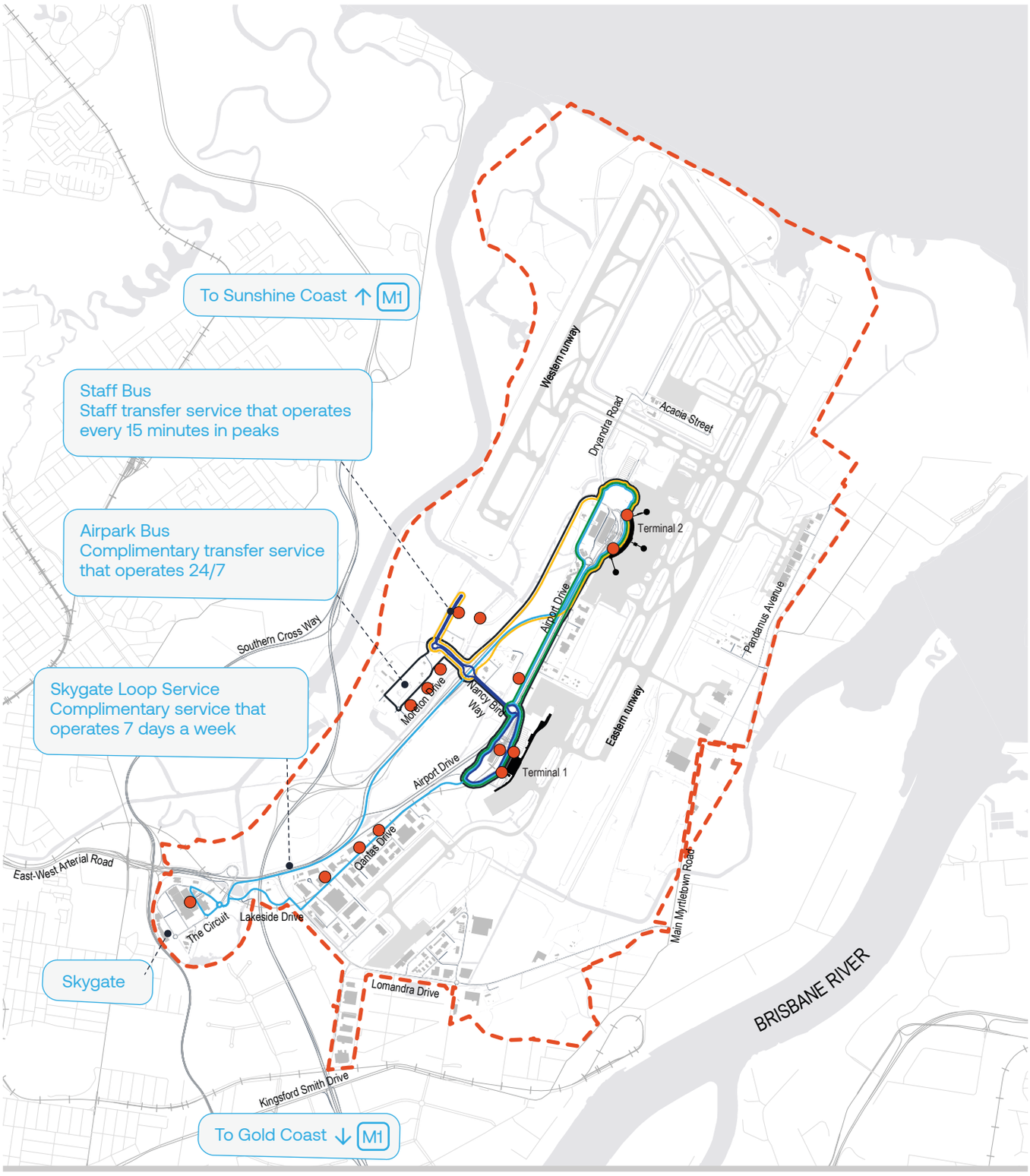
0 0.5 1 Km

FIGURE 14.8: BRISBANE AIRPORT BUS NETWORK



Brisbane Airport Bus Network

- Brisbane Airport boundary
- Brisbane Airport Bus Stop
- Airpark Bus
- Skygate Bus
- Staff Bus Terminal Two
- Staff Bus Terminal One
- Terminal Transfer Bus

Terminal Transfer Complimentary service operates every 10 minutes from 4am–1:30am, 7 days a week

N

0 0.5 1 Km

Initiatives over the Next Five Years

Ongoing advocacy for improved public transport will occur through the BATES and BATS forums and through ongoing collaboration with Brisbane City Council and TMR. In addition, Brisbane Airport will work in collaboration with Brisbane City Council for the Race to Gold rapid business cases for Brisbane Metro expansion.

The following public transport-oriented initiatives are proposed over the next five years:

- Design and delivery of infrastructure to support Skygate becoming a public transport hub, noting that Queensland Government (Translink) and Transport for Brisbane commitment is required.
- Undertake further detailed planning to identify and preserve a busway corridor (between Skygate and T3) that could support Brisbane City Council's proposal for Brisbane Metro expansion to Brisbane Airport.
- Advocacy and collaboration for a resolution to Airtrain exclusivity and fare structures.

In addition, in February 2025, Brisbane City Council's request for $50m to complete a Rapid Business Case for Metro Expansion was approved by the Federal Government. The timing and staging of the Brisbane Airport Metro Expansion will be guided by the outcome of the Business Case.

Brisbane Airport Corporation anticipates being engaged as a key stakeholder through a collaborative approach for the Airport Metro options.

Road Network

The primary access routes to the terminal precincts are via Moreton Drive and Airport Drive. These roads provide a direct connection to the external TMR and Brisbane City Council road networks, including the Gateway Motorway, Southern Cross Way and the East-West Arterial. Lomandra Drive is the primary connection for the southern, industrial and education precincts.

Facilitating more than 100,000 vehicle movements to the Brisbane Airport precinct every day, the road network currently performs reasonably well in peak periods (refer to Figure 14.9), but is expected to reach capacity and experience congestion without intervention. The Ground Transport Plan examines the road network both within and around Brisbane Airport to understand future traffic generation and predict capacity constraints. This analysis evaluates the performance of planned road network changes under forecasted traffic demand from aviation growth, development within the Brisbane Airport precinct, external development projects in the Australia Trade Coast – North, and general traffic growth of the surrounding road network.

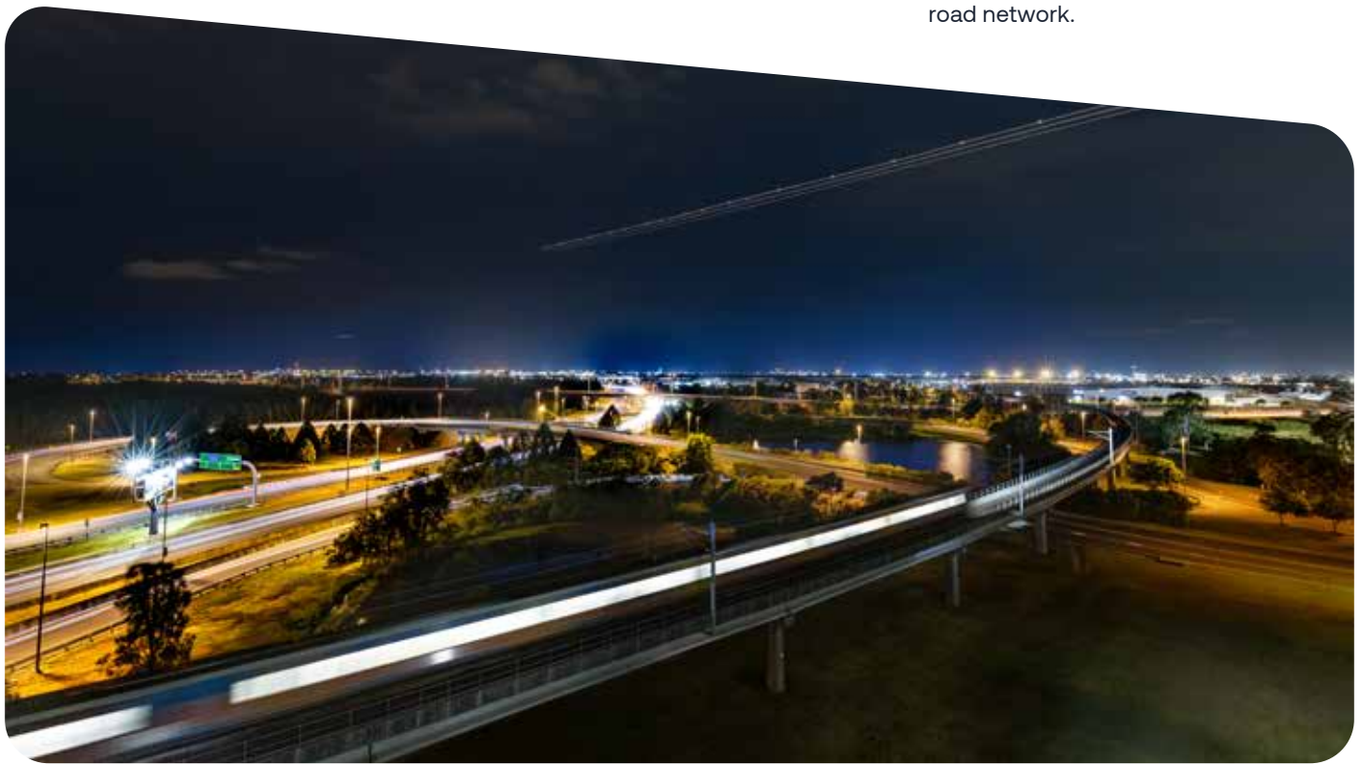
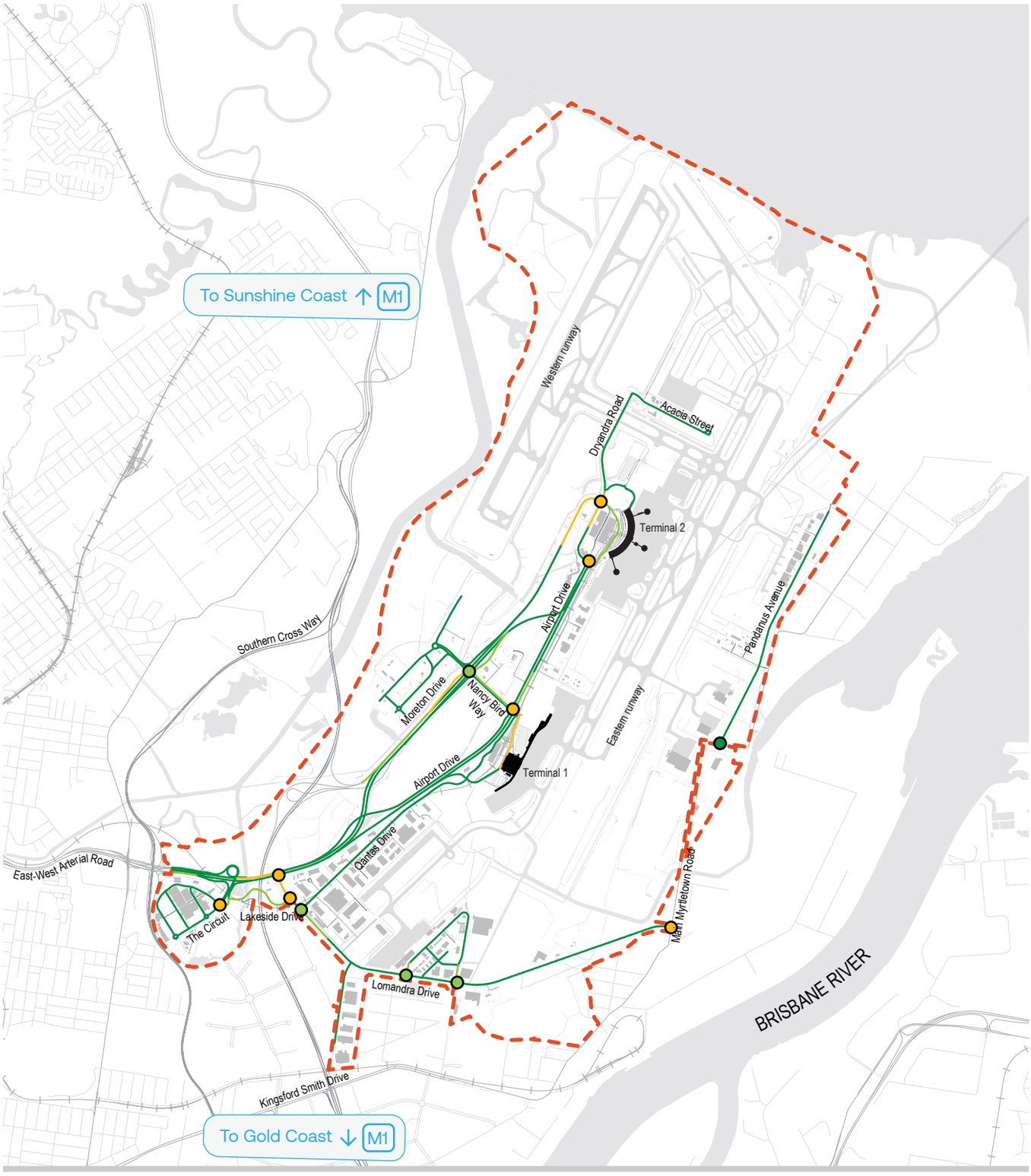


FIGURE 14.9: BRISBANE AIRPORT PEAK HOUR TRAFFIC



Brisbane Airport Peak Hour Traffic

Peak Hour Traffic Flow

- Traffic flowing freely or reasonably freely
- Constrained but constant flow below speed limit
- Approaching unstable flow
- Congested with demand exceeding capacity
- Brisbane Airport boundary

N

0 0.5 1 Km

A New Road Hierarchy

A Movement and Place framework has been established for Brisbane Airport's road hierarchy. The framework has now been adopted by many Australian transport authorities, including TMR. This framework broadly categorises roads based on their intended function (movement) and form (place). As new roads are constructed at Brisbane Airport, the framework will be applied, and a road or street type will be allocated based on the intended function of the corridor, which will guide the corridor's form.

Future Road Network

Analysis of the current and future (20 year) road network demand shows that road upgrades will be required to Lomandra Drive, Airport Drive and Moreton Drive. Road capacity upgrades, including kerbside allocations, prior to 2031 are expected for both terminal precincts and the broader road network (refer Figure 14.10). Brisbane Airport has commenced with analysis and concept design for road upgrades in the T1 precinct, which will also accommodate an expansion of public pick-up and drop-off areas (refer Section 14.4.5).

To ensure a permeable and resilient road network, Brisbane Airport recognises the need for targeted connections. The Schneider Road extension is proposed as a local connection to the external network to provide enhanced connectivity and resilience to the Skygate precinct. The Airport North connector via Dryandra Road is also proposed, ensuring network resilience for critical aero-medial infrastructure in the Airport North precinct, in addition to removing Airport North bound traffic from the T2 precinct.

New roads are also expected to be delivered to commence development of the Airport Industrial Park and Airport Central precincts. Opportunities for these roads to provide additional network resilience and permeability for those precincts will be explored through the appropriate planning and design stages.

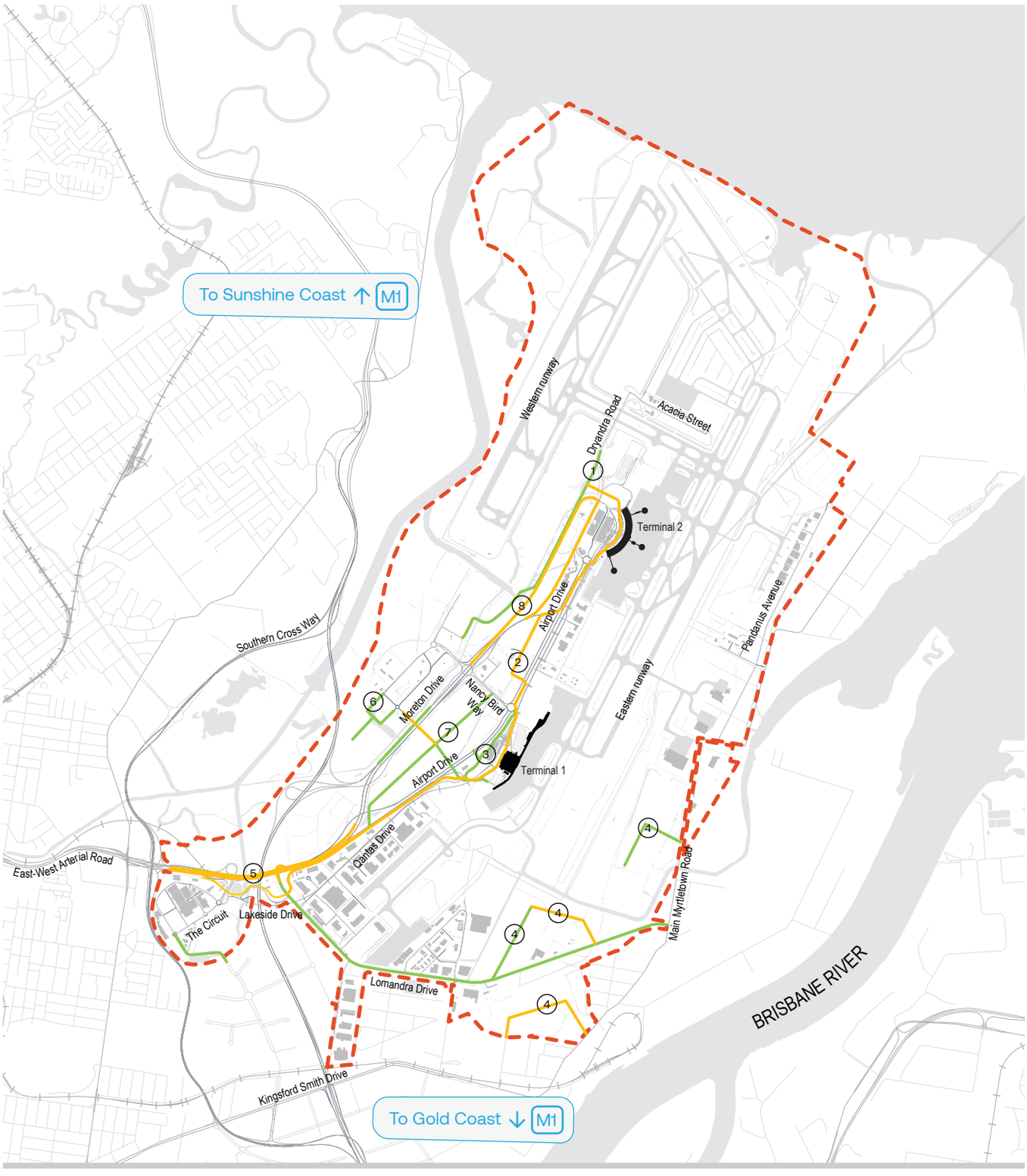
Brisbane Airport anticipates that the Moreton Drive southbound egress will require extension from Dryandra Road to the existing Moreton Drive in the longer term to ensure sufficient capacity for egress traffic from the T2 and T3 precincts. It is expected that the corresponding northbound carriageway will also require additional lanes.

Overall traffic demand and network performance will continue to be monitored and refined over the life of the Master Plan. An ongoing program of traffic modelling and analysis will ensure the timely delivery of key transport infrastructure upgrades, in line with commercial development and airport passenger growth.

The following road network initiatives are proposed over the next five years:

- Airport Industrial Park new roads and paths, and capacity upgrades along Lomandra Drive
- Airport Central Precinct new roads and paths, and intersections connecting to the existing road network
- Delivery of the Airport North access via Dryandra Road to provide network resilience for Airport North and reduce congestion at the T2 intersection, including necessary upgrades within the Central Parking Area precinct. This link could provide access to the T2 precinct from the CPA without the need to use Moreton Drive
- Design and delivery of the reconfiguration of the roads at T1, including the public pick up – drop off facility, and other kerbside products
- Continue planning and development of the Schneider Road extension, that will provide additional access and network resilience to the Skygate Precinct
- Progress road safety improvements, including installation of additional guardrail, targeted speed limit reduction if appropriate and traffic calming measures
- Investigate Intelligent Transport System technology to assist with monitoring the road network and enhancing operations
- Removal of a traffic lane northbound on Airport Drive to accommodate the Terminal Connection Bikeway
- Capacity upgrades to Nancy Bird Way and Moreton Drive to accommodate aviation growth
- Capacity upgrades to Airport Drive to accommodate aviation and commercial development growth, including the intersection of Airport Drive and Lomandra Drive
- Continue to partner with and advocate to State and Local government agencies in relation to the planning and delivery of upgrades to the surrounding TMR and Brisbane City Council owned road network, including roads such as Main Myrtletown Road and the Southern Cross Way interchange
- Investigate the requirement of additional road capacity upgrades to, from, and within the T2 / T3 precincts.

FIGURE 14.10: PROPROSED ROAD UPGRADES



Proposed Road Upgrades

- Brisbane Airport boundary
- Upgrades by 2031
- Upgrades by 2046

1. Airport North access via Dryandra Road
2. Indicative Mass Transit Corridor
3. Terminal 1 road upgrades
4. Indicative access roads in Airport Industrial Park
5. Airport Drive capacity upgrades
6. Indicative Central Parking Areas access roads
7. Indicative Airport Central access roads
8. Moreton Drive capacity upgrades

N

0 0.5 1 Km

Ground Transport Operations and Car Parking

Ground transport operations, including taxi, rideshare, private coach and limousines are supported by infrastructure across airport. This includes remote holding areas to manage peak demand on roads at the terminals, driver rest and refreshment areas and dedicated kerbside areas close to the terminals to enable convenient passenger pick-up and drop-off.

As noted in Section 14.2, rideshare and taxi remain popular modes to access Brisbane Airport and are expected to play a key role in the continuous passenger growth. Consequently, Brisbane Airport will continue to work with government and key stakeholders in monitoring and assessing changes to car usage, including the emergence of new vehicle technologies and the impacts that has to these two key segments. Recent performance assessments for ground transport operators concluded that infrastructure is performing adequately, though kerbside enhancements may be required at both T1 and T2 precincts.

With a forecasted growth in passenger numbers, the airport will continue to review performance in all areas and consider initiatives to maintain the high quality of services.

Public Car Parking

Brisbane Airport offers a range of parking facilities at T1 and T2, and in the Central Parking Area providing options for customers, visitors and staff.

The COVID-19 recovery period has provided the opportunity to evolve various parking products at T2, allowing Brisbane Airport to simplify parking products, better manage demand and enhance customer experience.

There has been a consistent growth in demand for parking at T1, a trend that has intensified in 2024, with international passenger numbers surpassing pre-COVID levels. In 2019, the detailed design of a second multi-level car park was completed following Major Development Plan approval. With the COVID-19 pandemic induced disruptions to international travel in 2020, this project was placed on-hold. Brisbane Airport has recommenced this project in conjunction with a refreshed precinct network solution (refer Section 14.4.4.2).

Staff Parking

Brisbane Airport provides several options for staff commuting to the airport, including a small amount of dedicated staff car parking at T1 and T2. A larger staff car park is located in the Central Parking Area (CPA) with staff shuttle bus connections to the terminals.

Terminal Staff Parking Consolidation

The location of the future T3 is currently occupied by two T2 staff car parks. These car parks will need to be relocated to the Central Parking Area as was the case before COVID to enable early civil works required to surcharge this area for T3. This consolidation and relocation will also include the T1 staff car park which currently occupies area required for the proposed T1 pick-up and drop-off facility.

Rideshare and taxi remain popular modes to access Brisbane Airport and are expected to play a key role in continuous passenger growth.

There has been a consistent growth in demand for parking at T1, a trend that has intensified in 2024, with international passenger numbers surpassing pre-COVID levels.

Ground Transport Plan

Parking provision in other precincts will continue to expand in line with ongoing development and the growing needs of staff.

As new facilities and commercial spaces emerge, ensuring adequate and accessible parking will remain a priority. This approach will support workforce mobility while complementing broader transport strategies aimed at balancing private vehicle use with sustainable alternatives.

Initiatives over the Next Five Years

Additional capacity for parking is expected to occur within the Terminal precincts and the Central Parking Area. Parking provision in other precincts will continue to grow in line with development and associated staff parking requirements. The following ground transport operations and car parking initiatives are proposed over the next five years:

- Delivery of the second multi-level car park at the T1 precinct, governed by the already approved Major Development Plan
- Relocating staff car parking at T1 and T2 to facilitate development works at the terminal precincts including both airside and landside functions. This will be accompanied by an appropriate uplift in staff buses
- Road upgrades including kerbside reconfiguration to facilitate demand growth at T1 and T2
- Continue ongoing program of works for the Airpark expansion project and investigations to accommodate future transport technologies at Brisbane Airport car parking provision
- Development and delivery of a third multi-level car park and ground transport solution at the T2 / T3 precinct, to accommodate kerbside operations for T3 and car parking demands
- Investigate an integrated ground transport centre / car park at T1
- Investigate opportunities to provide supporting charging infrastructure for electric vehicles, particularly for ground transport operators
- Evaluation of car parking provision and parking management at the Skygate precinct.

Freight

Brisbane Airport's industrial, commercial and freight land uses have been expanding and landside demand for trips associated with these land uses is anticipated to increase accordingly. Brisbane Airport is a major attractor for freight vehicle trips, not just to the Airport for air freight, but from industrial and commercial land uses within the Airport precincts. Brisbane Airport anticipates the industrial precincts in the south of Brisbane Airport to grow over the next five years and generate more inter- and intra-precinct trips, and onto the broader, off-airport network.

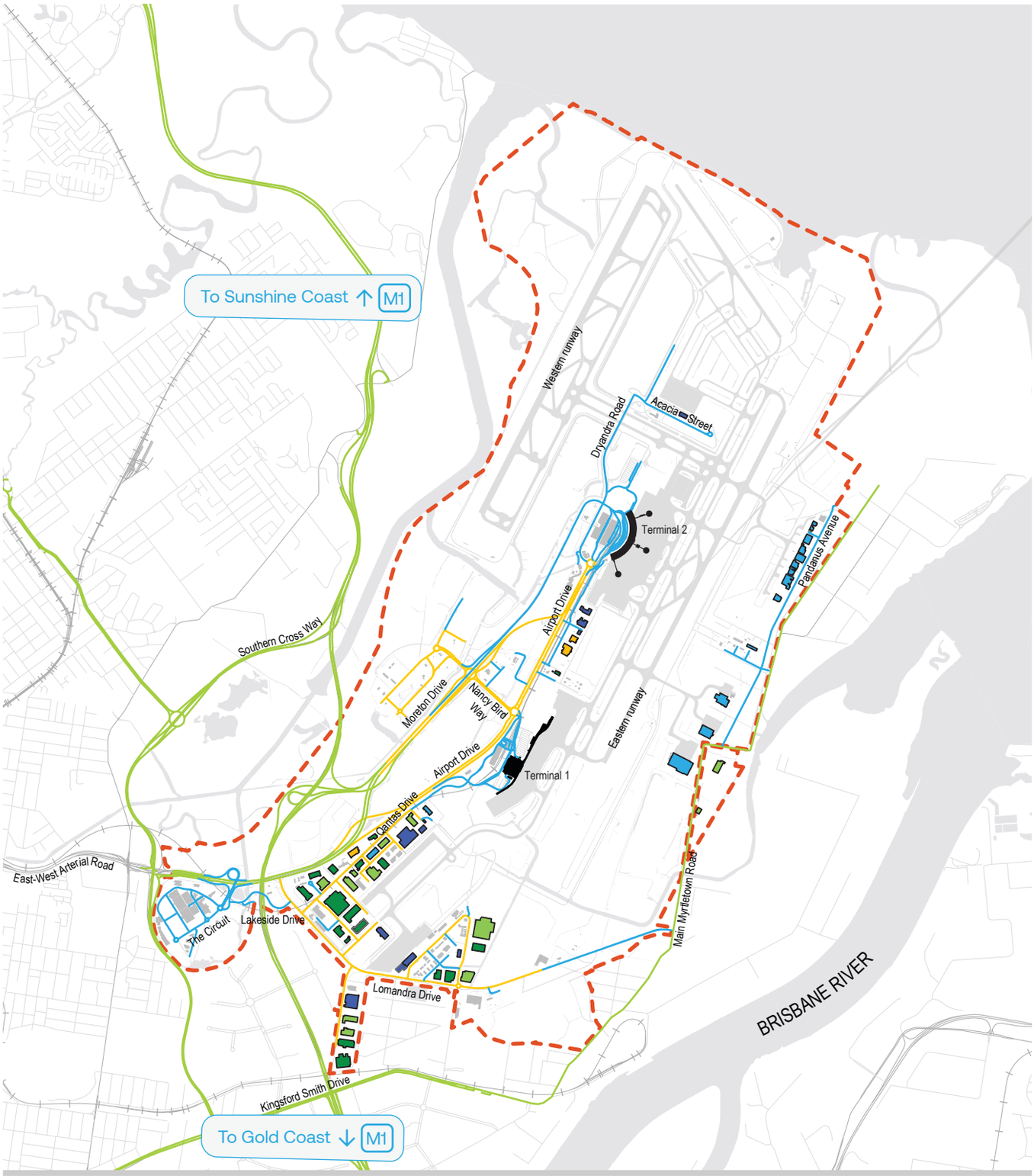
The freight network within the Brisbane Airport precincts is relatively permeable and provides for B-Double trucks to access the industrial land uses that are in the south-west (refer Figure 14.11). Brisbane Airport has commenced collaboration with Brisbane City Council regarding an assessment of the existing freight network's suitability for A-Double trucks to use the on-airport heavy vehicle network. A-Double trucks have a larger capacity than B-Doubles, enabling the potential for more efficient freight movements.

Brisbane Airport and the Australia Trade Coast North precinct, are critical to the performance of the broader Brisbane and regional road network. Approximately 12 per cent of all trips in the network in morning peak hours are freight trips, and most of those trips are self-contained to the Australia Trade Coast North Precinct. Therefore, a significant proportion of freight trips are not using the road network external to the Australia Trade Coast North. Accordingly, appraisal of the freight network's performance at Brisbane Airport environment is critical for the efficiency of the internal and external road network will continue to take place over the next five years. This will position BAC well to ensure that the network is appropriate for the level of freight demand anticipated in the future. Freight considerations will be included as roads earmarked for upgrade proceed through their respective project life cycles.

The freight network within the Brisbane Airport precincts will be enhanced by initiatives identified in the Future Road Network (refer Section 14.4.4.2). Figure 14.11 sets out the current freight network on and adjacent to Brisbane Airport.

Brisbane Airport is a major attractor for freight vehicle trips, not just to Brisbane Airport for air freight, but from industrial and commercial land uses within Brisbane Airport precincts.

FIGURE 14.11 BRISBANE AIRPORT FREIGHT NETWORK



Brisbane Airport Freight Network

- Brisbane Airport boundary
- Multi Combination Route (Brisbane Airport Corporation Access PermitRequired)
- Multi Combination Route (Permit Issued By Others)
- No Access To B-Double

Freight Warehouse

- General Warehousing
- Logistics
- Aviation Freight
- Aircraft Maintenance
- Food Manufacturing

N

0 0.5 1 Km


DOMESTIC
Brisbane Airport