

# Transport Affordability Amendment Bill 2026

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As a resident of a rapidly growing outer metropolitan area, I experience firsthand how limited public transport options continue to shape commuting choices in South-East Queensland. In suburbs such as Mount Cotton, Victoria, and across the Redlands, many commuters remain reliant on private vehicles because services are infrequent, indirect, or unavailable. With ongoing population growth, congestion on major arterial routes into Brisbane has become an increasingly persistent challenge affecting productivity, environmental quality, and community wellbeing.

Maintaining the 50-cent public transport fare is a practical and effective measure to support households facing cost-of-living pressures and to encourage greater public transport use. However, fare affordability should be complemented by improvements in service frequency, network coverage, and travel time competitiveness. Expanding dedicated bus lanes on major corridors, improving park-and-ride capacity, expanding safe cycling infrastructure, and accelerating the transition to clean, low-emission public transport fleets would strengthen system performance and increase local community uptake.

As Brisbane prepares for the 2032 Olympic and Paralympic Games, sustained investment in accessible, frequent and efficient public transport—especially in outer growth areas—should be treated not as an event-driven upgrade, but as essential long-term infrastructure for congestion relief, cleaner air, improved liveability, and lasting quality-of-life benefits for communities across Brisbane and its surrounding suburbs.

## References

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