

Question on Notice

No. 413

Asked on 24 March 2005

MR LEE asked the Minister for Transport and Main Roads (MR LUCAS)—

QUESTION:

Will the Minister outline the benefits to Indooroopilly Electorate residents of TransLink?

ANSWER:

I thank the Member for Indooroopilly for his question.

The Beattie Government is delivering better public transport infrastructure and services across South East Queensland (SEQ) as part of the TransLink Network Plan.

TransLink is now centrally planning all major routes, services, connections and infrastructure to help people reach their destinations more easily and more quickly, and to encourage people to leave their cars at home.

The TransLink Network Plan which the Premier launched for public consultation on 23 March provides a 10 year plan and detailed 3 year program of improvements to public transport services and infrastructure in SEQ.

The proposed service improvements in the Draft TransLink Network Plan represent an additional ongoing commitment of funding by State Government of up to \$38m annually.

Service improvements to be implemented in the Indooroopilly electorate are shown in Attachment 1.

Indooroopilly residents have also benefited from the first stage of a new integrated ticketing system and standardised fares, concessions, ticket types and zones across the region. Since July 2004 passengers now need only one ticket to take them wherever they want to go on participating buses, QR Citytrain and Brisbane City Council ferries, no matter which combination of modes they use to reach their destination.

Integrated tickets have resulted in a reduction in fares on many trips, particularly those involving a change of service operator or mode.

Since the introduction of TransLink on 1 July 2004, an extra 5.6m passengers have used public transport in SEQ compared to the same period last year. The first eight months surpassed expectations, with patronage up by 6.9% on the same period last year. More than 86m passenger trips were taken on TransLink services between July 2004 and February 2005.

On Brisbane Transport services, there has been growth in patronage in all areas since integrated tickets were introduced, with patronage in corridors where high-frequency services have been introduced increasing by up to 100% in twelve months.

The plan is being developed collaboratively with TransLink's business partners and key stakeholders, including State Government agencies, public transport operators, local Governments and members of parliament.

Households would have received a summary of proposed improvements in their local area via local newspapers, such as Quest newspapers. This will give users and non-users the chance to tell TransLink how to make public transport easier and more convenient for them.

ATTACHMENT 1

Service improvements in the Indooroopilly electorate by June 2007 include the following:

2004-5					
598 599	Great Circle Line		Allocate additional buses and adjust timetable to improve punctuality and maintain 30 minute frequency.	8/11/05	\$300,000
460	Forest Lake	City	Increase frequency during part of Saturday to every 30 minutes.	18/4/05	\$52,800
2005-6					
104	Corinda	Buranda	Curtail western end of route at Corinda train station and extend eastern end of service to Buranda busway–rail interchange.		\$55,000
105 107 108	Indooroopilly	City	Restructure the existing complex and circuitous network in Yeronga to make routes more direct, and introduce a peak-period Rocket (non-stop) service from Yeronga.		\$100,000
412	St Lucia	City	Increase service frequency to create a high-frequency route (at least every 10 minutes during peak periods and every 15 minutes off-peak).		\$700,000
460	Forest Lake	City	Increase frequency on Saturdays to every 30 minutes.		\$400,000
	Bowen Hills	University of Queensland	Introduce new cross-town route via the Inner Northern Busway to improve access to places en route and facilitate transfers to and from trains at Bowen Hills and buses at busway stations.		\$2,600,000

2006-7					
169	Garden City	University of Queensland	Introduce new cross-town route using Green Bridge, with connections to existing rail and bus services, and rationalise existing services affected by this network.		\$1,000,000
199	City	University of Queensland	Introduce new cross-town route using Green Bridge, with connections to existing rail and bus services, and rationalise existing services made redundant by this network.		\$500,000
209	Carindale	University of Queensland	Introduce cross-town route using Green Bridge, with connections to existing rail and bus services, and rationalise existing services made redundant by this network.		\$1,000,000
402	Toowong	University of Queensland	Augment route to meet increased demand for bus–rail connections to University of Queensland.		\$50,000
427	Chapel Hill	University of Queensland	Augment route to meet increased demand for bus–rail connections to University of Queensland.		\$60,000
428	Chapel Hill	University of Queensland	Augment route to meet increased demand for bus–rail connections to University of Queensland.		\$60,000
432	Kenmore	University of Queensland	Augment route to meet increased demand for bus–rail connections to University of Queensland.		\$75,000
444	Kenmore	City	Introduce new route and review existing routes in the Kenmore area to avoid excess total service provision.		\$650,000
453 454	Mount Ommaney	City	Introduce Saturday services (replacing route 450).		\$400,000
				Total	\$8,002,800