

Question on Notice

No. 525

Asked on Thursday 15 March 2007

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

QUESTION:

- (1) How is his department working to improve public transport services for the residents of the northern Gold Coast?
- (2) Does his department have any programs in place to replace and install bus shelters on the Gold Coast?

ANSWER:

I thank the Honorable Member for the Question.

(1) The Beattie Government's investment in public transport is unprecedented in Queensland history. In 2006/07, the Government will spend over \$700m providing train, bus and ferry services in South East Queensland (SEQ). With fare revenue covering less than a third of this cost, the Government's investment represents a massive subsidy to provide frequent, reliable and affordable services.

In addition, TransLink has produced the *TransLink Network Plan* (TNP), which includes \$695m over ten years for bus service and infrastructure improvements across the region.

In the two years since the Government introduced TransLink, providing one ticket for trains, buses and ferries and standardising fares across all TransLink operators, patronage in south east Queensland has increased by 22.5%. This equates to an additional 27 million journeys that are being made by public transport – significantly reducing traffic congestion and pollution.

The Beattie Government made an election commitment to provide a \$60m boost to bus services in Brisbane, Logan and the Gold Coast. The extra funds will provide at least 75 new accessible buses on routes with the highest passenger demand.

On 15 May 2006, TransLink made major enhancements to the Gold Coast Highway services. A key feature of the enhancements was to introduce the new route 700 high-frequency service, which operates around the clock along the Gold Coast Highway between Coolangatta and Southport. Route 700 is Australia's best all-night bus route with a 30 minute service frequency 24 hours a day, seven days a week.

In January 2007, TransLink implemented weekend services on three bus routes in the Eagleby/Beenleigh areas and also provided additional bus services from the Logan Hyperdome to Brisbane, to address overcrowding issues in the Logan area.

On 24 March 2007, TransLink in conjunction with the Gold Coast City Council (GCC), implemented weekend and public holiday services on 14 services throughout the Gold Coast.

In late 2007, TransLink plans to spend \$5m restructuring the inland services in the Gold Coast region. The upgrade is expected to deliver the base network including hourly weekend services and expanded service coverage into developing and existing un-serviced or under serviced residential areas and employment/activity centers.

The Queensland Gold Coast has demonstrated a clear commitment to long term planning for the Gold Coast passenger rail line.

The *South East Queensland Infrastructure Plan and Program* includes additional infrastructure to cater for patronage growth requirements. In October 2006 a second track was completed between Ormeau and Coomera.

Current projects include:

- Helensvale to Robina duplication - construction underway, expected completion August 2008.
- Salisbury to Kuraby third track - construction underway, expected completion early 2008.

Future Projects include:

- Extension of the Gold Coast rail line from Robina to Varsity Lakes (Stage 1) – construction to commence mid 2007 completion expected August 2009.
- Extension of the Gold Coast line from Varsity Lakes to Elanora (Stage 2) to be completed by 2011/12.
- Gold Coast Rail Extension from Elanora to Coolangatta - anticipated delivery by 2018.
- Coomera to Helensvale duplication - anticipated delivery by 2010/11.
- Kuraby to Kingston third track anticipated delivery by 2010/11.
- Salisbury to Park Road fourth track anticipated delivery by 2018/19.

In addition to this planned infrastructure, four new three car trains have been allocated to the Gold Coast for 2007. One existing three-car shoulder peak service will be upgraded to six car service. One new six car service will be introduced on the shoulder of the morning and afternoon peak and 1 existing suburban three car train will be upgraded to a three car inter-urban train suited for longer distances. These are all scheduled for implementation in May 2007.

Further to this, two additional peak-hour six car services will be provided in early 2008.

(2) The Station and Stop Infrastructure Improvement Grant program (SASIIG) is a Queensland Government initiative, administered by TransLink. The SASIIG program provides capital grants funding to local government authorities across South East Queensland for the improvement of current and future bus stop environments.

The program provides funding of \$10m over a four year period from 2004 - 2007. This funding is on a 50/50 basis with each council.

In the Gold Coast region TransLink has funded \$715 000 on bus stop infrastructure improvements during the period 2004 - 2007.

The Gold Coast Council currently has a program of works that encompasses approximately 105 bus stop sites that have been earmarked for new bus shelters over the next 12 months. All of these works will be 50% funded by the Queensland Government.

