

## Question on Notice

No. 587

Asked on 8 April 2007

MR NICHOLLS asked the Minister for Transport and Main Roads (MR LUCAS) –

### QUESTION:

With reference to the Government's public transport strategy and its application in the greater metropolitan area—

- (1) What are the current percentages of travel undertaken in the Brisbane area on an average weekday that is taken by private vehicle and public transport (reported separately)?
- (2) What were the percentages of travel undertaken in the Brisbane area on an average weekday that was taken by private vehicle and public transport in 1998 (reported separately)?
- (3) What targets have been set to decrease private vehicle usage and increase public transport use over the next 10 years (reported separately)?
- (4) What amount of funding has been allocated to achieve the established targets?

### ANSWER:

I thank the honourable member for the question and the opportunity to outline the Beattie Government achievements in relation to public transport and the cooperative relationship between the State Government and Brisbane City Council, of which he was a member, in improving services.

(1) and (2) Household travel surveys were conducted by Queensland Transport in the Brisbane Statistical Division in 1976, 1986, 1992, 2003-04 and 2006. Data from the 2006 survey is being analysed and results are not yet available. No survey was undertaken in 1998.

Public Transport and private vehicle mode share	
Mode	2003
Private Vehicle	80.3%
Public Transport	8.4%

Note: Totals do not add to 100% as walking and cycling modes were excluded.

(3) I refer the honourable member to the 1997 *Integrated Regional Transport Plan for South East Queensland (IRTP)*, released by Hon Vaughan Johnson, which set targets to increase the market share of travel by public transport.

The anticipated 6.0% growth in public transport patronage which informed the development of the *TransLink Network Plan 2004-05 to 2007-08*, has been exceeded in each year of TransLink's operation. This growth in public transport patronage is anticipated to positively impact public transport's mode share as outlined in the *IRTP*.

(4) The Queensland Government is encouraging people to replace private vehicle travel with public transport, in Brisbane and throughout South East Queensland, in a number of ways:

- Under the *South East Queensland Plan and Program 2006-2026 (SEQIPP)* the Queensland Government has committed \$9 billion from 2006-07 to 2014-15 for public transport infrastructure initiatives to ensure the future transport system has a greater focus on public transport and provides more travel choices. Investment in major public transport infrastructure by the Queensland Government, through *SEQIPP*, includes a number of major rail initiatives including:
  - \$310m on a third track between Corinda and Darra
  - \$320m on the Springfield passenger rail line
  - \$279m on additional tracks and upgrades for Ormeau to Coomera, Helensvale to Robina and Salisbury to Kuraby
  - \$330m on additional tracks for Coomera to Helensvale, Kuraby to Kingston and Salisbury to Park Road
  - \$300m on a southern extension of the rail line for Robina to Elanora
  - \$1.1b on the CAMCOS rail corridor from Beerwah to Maroochydore
  - \$550m on an additional rail line from Caboolture to Beerburrum to Landsborough
- The Queensland Government is also investing a further \$580 million to deliver 44, 3-car train sets by June 2011 targeted at providing extra services during peak periods.
- As part of the four year *TransLink Network Plan 2004-05 to 2007-08*, the Queensland Government has committed \$1.763 billion for upgrading rail and bus infrastructure, (including major public transport commitments outlined in *SEQIPP*), and improving bus stations, park n' ride facilities and bus stops across the South East Queensland network, including:
  - constructing the Inner Northern and Boggo Road Busways
  - planning and commencing construction of the Eastern and Northern Busways
  - planning the Gold Coast Rapid Transit Project.
  - upgrading Maroochydore, Indooroopilly, Brookside, Carindale, Aspley and Loganholme bus stations
  - providing additional signature stops on Gympie Road
  - expanding park n' ride facilities at key locations across the Network, including: rail stations at Burpengary, Morningside, Ferny Grove, Narangba and Petrie; and bus stations at Aspley, Moggill Road Kenmore and Chandler (with access improvement to the Sleeman Centre)

TransLink has also established and administers the Station and Stop Infrastructure Improvement Grant for the general improvement of bus stations and stops. The improvements include bus shelters, seats, bus indents and security measures.

- Through the *TransLink Network Plan* the Queensland Government will spend an extra \$695 million over the next decade providing additional bus services in South East Queensland
- Overall, in 2005-06 the Queensland Government, through TransLink, spent approximately \$628 million on contracted bus, rail and ferry services in South East Queensland. In the same period, fare revenue from these services was approximately \$198.8 million. The difference between these figures amounts to an annual subsidy by the Queensland Government, in 2005-06, of around \$429.2 million for improved public transport services across South East Queensland.
- In 2004-05 and 2005-06, the Queensland Government through TransLink, contributed a total of \$220.4 million to Brisbane Transport services. Approximately \$11.6 million annually was allocated to improve services through the provision of additional bus services, additional capacity and increased frequency of services to cater for demand.
- In the same period, Brisbane City Council contributed a total of around \$ 91.9 million.

- For the three years to the end of 2006-07, the State Government's total projected funding allocation for Brisbane Transport services will be approximately \$351.0 million, including \$23.6 million annually on-going for service improvements.
- Service improvements include: high frequency bus routes to Browns Plains, Carindale, Aspley, Parkinson, West End and the University of Queensland via the Eleanor Schonell Bridge; a peak period rocket to Wishart and Eight Mile Plains; weekend services to Kuraby, and the introduction and expansion of Nightlink services.
- The table below summarises increases in passenger journeys and in-service kilometres provided by Brisbane Transport from 2003-04 and 2006-07.

<b>BRISBANE TRANSPORT</b>	<b>2003-04</b>	<b>2004-05</b>	<b>2005-06</b>	<b>Forecast 2006-07</b>
Passenger journeys	46,341,534	51,978,793	57,962,310	62,328,803
% increase in passenger journeys over the previous year		12.16%	11.51%	7.53%
Total in-service kilometres	33,584,605	35,372,852	36,547,391	38,856,826
% increase in-service kilometres		5.3%	3.3%	6.3%

- In 2004-05 the total number of public transport trips in South East Queensland grew by 9.9% compared to the previous year. Patronage growth continued in 2005-06 with a total of 151 million trips being taken on buses, trains and ferries, resulting in annual growth of 11.5% compared to the previous year. This upward trend is continuing in 2006-07 with the total number of trips taken by public transport in South East Queensland, as at 31 March, 2007, exceeding the corresponding period in 2005-06 by 6.6%.
- Through the TravelSmart program, the Queensland Government is providing a further \$2.7 million from 2003-07 to encourage households, workplaces and schools to walk, cycle and use public transport to get to their destination.