

Question on Notice

No. 1632

Asked on Thursday 30 October 2008

MR WEIGHTMAN ASKED THE MINISTER FOR TRANSPORT, TRADE, EMPLOYMENT AND INDUSTRIAL RELATIONS (MR MICKEL) —

QUESTION:

With reference to the upgrade to public transport services in the Redlands that commenced on 27 October 2008—

- (1) What time savings can residents travelling to and from Redland to Brisbane on buses now expect?
- (2) What feedback led to the development of the package?
- (3) How much funding was allocated to delivering these improvements?

ANSWER:

I am advised :

(1) The objectives of the Eastern region service changes were to address the ongoing increases in patronage, improve reliability and increase the frequency of services and meet the ongoing demand for reduced travel times.

As part of these improvements, TransLink implemented a revised stopping pattern for long haul commuter routes and other all day services between Capalaba and Brisbane's CBD. This action has reduced travel times by an average of 7mins and has improved reliability.

Route 250 is an extremely long service, in excess of 50 kilometres in length, and takes more than 120 minutes to complete. The new stopping patterns have been applied to this service such that it now travels all stops inbound between the origin and Carindale, then CityXpress stops only to Buranda (not all stops as they previously occurred), then all busway stations to Brisbane CBD direct, reducing the complete running time of the service to 105 minutes, saving passengers 15mins. TransLink also extended route 270 to travel from Capalaba to Brisbane CBD which also undertakes the same stopping pattern as route 250, offering passengers more travel choices. Route 270 operates during the morning and afternoon peak periods.

Routes 243, 251, 257, 265, 267, 271, 273 and 275 are limited stop commuter routes and now have the same stopping patterns travelling all stops between their origin and the Sleeman Centre, express to Buranda (not all stops as they previously did), then all busway stations to the Brisbane CBD.

The relatively small number of passengers requiring access to intermediate stops on these services must now transfer at express locations onto all-stops Brisbane Transport services.

The benefits of these changes are a reduction in travel times for the 95% of passengers who used these services to commute from the Eastern region to the central business district and improved service reliability.

(2) TransLink is continually receiving feedback from members of the community and local Members of Parliament's regarding the services in the Eastern region. All comments and suggestions are reviewed and where possible implemented. With delivery of any public transport changes there will always be constraints that will limit the extent of service changes, however, TransLink ensures that changes benefit the maximum number of passengers.

(3) The State Government, through the TransLink Transit Authority, invested approximately \$1 million for the package of service improvements which benefited the Eastern Region. The service improvements commenced on Monday, 27 October 2008.

The service improvements delivered enhanced connections between buses and trains, improved timetable reliability and service punctuality, more services to and from local activity centres and to and from Brisbane city; and new and improved infrastructure, such as additional bus stops and passenger information.

In addition to these changes the State Government, through the TransLink Transit Authority also implemented a package of service improvements for the Brisbane Region at a cost of \$4 million. These service improvements also commenced on Monday, 27 October 2008 and included two additional evening services on route 201 operating between Carindale Heights and the City and four additional outbound services on route 220 operating from the CBD to Wynnum in the evening peak.