

Question on Notice

No. 365

Asked on 21 April 2026

MR J MARTIN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON B MICKELBERG)—

QUESTION:

With reference to record petrol prices, the Prime Minister's encouragement of greater use of public transport during the fuel crisis, and noting that the Mains Road transport corridor is one of the busiest corridors in outer-suburban Brisbane with Routes 130 and 140 already carrying high passenger volumes through the South-East Busway—

Will the Minister advise (a) whether the Government plans to extend Brisbane Metro or deliver a Bus Rapid Transit (BRT) service along the Mains Rd corridor, consistent with the investment already committed to the Sunshine Coast's "The Wave" BRT project, (b) whether any assessment has been undertaken of increasing frequency or infrastructure on Routes 130 and 140 to meet growing demand along this corridor and (c) what strategies the Crisafulli LNP Government has to promote public transport uptake in high-density, multicultural outer-suburban corridors like Stretton?

ANSWER:

I thank the Member for the question.

The Crisafulli Government is committed to supporting Queenslanders through the delivery of frequent, reliable and affordable public transport.

- (a) The corridor referred to by the Member already operates as a high-capacity, high-frequency public transport corridor, with in-bound bus priority, transit lanes and bus priority treatments on the state-controlled section north of Kessels Road and at the intersection of Mains Road and Kessels Road. These inbound transit lanes continue south on the Brisbane City Council (BCC) controlled section of Mains Road.

A business case, led by BCC, will investigate the expansion of the high-capacity Metro system.

- (b) Routes 130 and 140 are established high-frequency bus services operating throughout the day between Stretton and Browns Plains and the Brisbane CBD, using the shared Mains Road and South East Busway corridor. These services are supported during peak periods by additional routes (131, 137 and 141) which operate during times of highest demand to provide extra capacity and maintain high levels of service at common stops along the corridor.

High-capacity vehicles are deployed across these services, significantly increasing the overall passenger carrying capacity. Together, service frequency, peak period supplementary routes and vehicle capacity provide a strong level of public transport provision for customers travelling along Mains Road.

Patronage data is regularly assessed to ensure services continue to meet demand.

- (c) The Crisafulli Government encourages public transport uptake in high-density outer-suburban corridors, such as Stretton, through a combination of service provision, affordability measures and network-wide planning initiatives.

These include the delivery of frequent and reliable public transport services, supported by high-capacity vehicles and supplementary peak-period services, with ongoing monitoring of patronage and service performance to inform operational planning.

Affordability is a key element of encouraging public transport use. That is why the Crisafulli Government made 50 cent fares permanent across all Translink services, reducing cost barriers and supporting increased participation in the public transport network.