



# BRISBANE METRO

**Our Plan for a Reliable, Safe and Integrated Public Transport Network**

**A Tim Nicholls-led Liberal National Government will support and facilitate the Brisbane Metro project to relieve public transport congestion in South East Queensland.**

## The Problem

South East Queensland's public transport network is in crisis under Anastacia Palaszczuk. Rail commuters are left stranded at stations or packed onto crowded trains while buses are stuck in traffic on congested city streets or the Victoria Bridge.

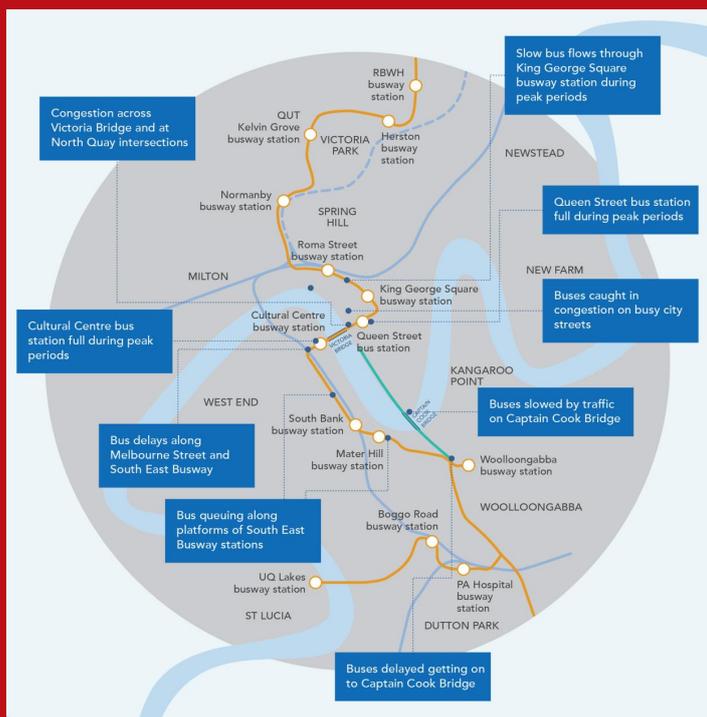


Figure 1: Brisbane's bus challenges

The last time our buses and trains were this bad Anastacia Palaszczuk was the Transport Minister under Anna Bligh.

Labor's solution has been to cut more than 1800 train services each month from the timetable which has caused deep-seated damage to commuter confidence. Labor has offered no solution to Brisbane's bus congestion, instead actively working to stop progress on the Brisbane Metro project.

The Palaszczuk Labor Government's legacy with public transport is cuts, confusion, buck-passing and packed services.

Queensland is stagnating, the community is crying out for leadership and we have a government stuck in neutral.

South East Queensland commuters are facing another two years of public transport pain because of this inexperienced do-nothing Labor Government.

## Our Record

The LNP has a strong track record of putting commuters first and focusing on making our public transport frequent, affordable and reliable.

**When Anastacia Palaszczuk was Anna Bligh's Transport Minister, fares went up 15% year after year.**

**It was the LNP that put the brakes on those fare hikes and in 2014 actually cut fares across Queensland for the first time by 5%.**

**The LNP also introduced the incredibly popular and successful *Free Trips After Nine* policy.**

Under the LNP, Queensland Rail became the best-running rail network in the country – 96% of services ran on-time – and put on an extra 3000 weekly bus and train services.

We introduced 15 minute off-peak services to 44 stations around the Queensland Rail network so commuters could turn up and go. We also fixed dangerous level crossings with upgrades at Telegraph Rd, Bracken Ridge and Robinson Rd, Geebung.

**The LNP turned our public transport network around with the first increase in patronage in more than five years.**

# BRISBANE METRO

## Our Real Plan

The LNP supports the Brisbane Metro project to ease bus congestion in Brisbane.

**A Tim Nicholls-led LNP Government will contribute \$20 million worth of state government land in Eight Mile Plains and South Brisbane to ensure the Brisbane Metro is delivered.**

The LNP will also invest \$10 million to explore extensions to the Brisbane Metro project – a project which addresses the bus congestion crippling Brisbane's roads and public transport.

**Future stages of the project could see extensions of the Metro lines to Springwood, Coorparoo and Cherside.**

The LNP's commitment plans for the future and allows for more Brisbane commuters to benefit from more frequent public transport services.

The LNP will also expand bus services across South East Queensland so that everyone benefits from the Brisbane Metro. The Metro will replace millions of kilometres of bus services – which can be reallocated across South East Queensland to bust congestion.

Brisbane Metro will run over 21 kilometres linking Eight Mile Plains, RBWH and UQ Lakes busway stations using existing Busway infrastructure.

The project upgrades 18 existing Busway stations, converts the Victoria Bridge into a pedestrian and public transport bridge and builds a new underground Cultural Centre station.

Brisbane Metro will provide high frequency services as often as every 90 seconds between Roma Street and Mater Hill and will boost busway capacity by up to 22,000 passengers per hour.

**Brisbane Metro is a city-changing project – an LNP Government will ensure appropriate approvals are in place to start construction and will invest in more bus services to work with the Brisbane Metro once it is operational.** Benefits include:

- high-frequency services every three minutes in peak periods on weekdays, with a metro every 90 seconds between Roma Street and Mater Hill busway stations
- high-frequency services every five minutes on weekdays between the peak periods, providing a high level of convenience and reliability for passengers throughout the day
- 21 kilometre dedicated route servicing 18 stations
- upgrades to 17 existing stations, including ticketing improvements to speed up boarding
- interchange opportunities at 11 locations
- improved CBD amenity through reduction of buses on streets

- improved journey times and more reliable services
- allows metro to use the existing busway along with other regular bus services
- connects key health, education, knowledge and entertainment hubs, and
- fixes key bottlenecks at the Cultural Centre, Victoria Bridge and North Quay.

## Frequently Asked Questions

### Who will this project benefit?

Two-thirds of public transport users in Brisbane are bus users with more than 76 million passenger trips taken in 2015-2016. The Brisbane Metro will benefit both commuters along the existing busway network as well as allowing for more services for commuters in other parts of the city.

The South East Busway corridor is one of the most critical public transport corridors, with up to 12,000 passengers in the AM peak. Brisbane Metro will offer these passengers frequent turn-up-and-go services.

The Metro will replace some existing buses which will be redirected to provide more services across South East Queensland.

### Why is this needed?

Brisbane faces significant constraints to its bus network which services two-thirds of public transport trips.

Since 2008, the Cultural Centre Busway station has been over capacity, resulting in longer travel times, congestion and unreliability of services over the past 10 years.

Key parts of the busway network, including Buranda, Mater Hill and South Bank stations are also suffering from congestion and the CBD's bus stops and routes are at capacity.

### Does this replace the need for Cross River Rail?

Brisbane Metro solves a transport bottleneck that has been at capacity since 2008, and will reduce congestion that currently chokes Brisbane streets. It will also allow more bus services to be put back into South East Queensland.

Cross River Rail isn't required until 2026 at the earliest. Labor have based their project on the number of train passengers doubling over the next 10 years (compound growth of 6.9%). However, the reality is passenger numbers have dropped by 10 million people over the last 8 years.

The growth in public transport passengers doesn't match Labor's projections. Infrastructure Australia has said the existing network may have capacity until 2036. Labor still hasn't released the full business case for Cross River Rail. If it stacks up, they should release it.