



Better PUBLIC TRANSPORT



A Tim Nicholls-led Liberal National Government will deliver a better public transport network for Queensland that is reliable, safe and convenient.



The LNP's 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 3,000 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 Road, Bracken Ridge and Robinson Road, Geebung.

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



Fares down 5%

on public transport for the first time ever

3,000 extra services

across the south east bus and train network



15 min off peak services

to 44 rail stations



Free trips after 9

across the go card network

96% of rail services on time





Labor Fails

South East Queensland's public transport network is in crisis under Anastacia Palaszczuk. Taxpayers are paying more for fewer services under Labor. 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.

Rail Fail

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 1,800 train services each month from the timetable which has caused deep-seated damage to commuter confidence.

The Queensland Rail Commission of Inquiry revealed Labor's two failed transport ministers couldn't fix the cultural rot at Queensland Rail where the unions call the shots.

This is evident in the delayed roll-out of the New Generation Rollingstock trains – a modern fleet of trains the LNP ordered for Queensland commuters. While the first of these trains should have begun service, union demands have forced Labor to retrofit cubby-holes for train guards rather than having them interacting with passengers throughout the train.

All the while there is no confidence that driver shortages and train cancellations won't plague the 2018 Gold Coast Commonwealth Games.

Train Driver Shortage

Under Labor's watch Queensland's rail network was thrown into chaos as train crew rosters couldn't be filled. This train driver shortage is a result of outdated union agreements which prohibit external applicants from being recruited as drivers – and Jackie Trad has no plan to change these arrangements.

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

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.

Transport in Chaos

Similarly, inaction by the Palaszczuk Labor Government has caused chaos in the taxi and rideshare industry and drivers, passengers, owners and operators have had enough.

After months of doing nothing Labor embarked on multiple reviews rather than consulting the industry about its future. Making up policy on the run caused serious passenger safety issues which had to be rectified by the LNP and the Palaszczuk Labor Government had to be dragged kicking and screaming to start getting industry assistance payments to those who needed it.

Uncertainty and unfair treatment of the industry has hurt small businesses across the state.

Source: Courier Mail 27/03/17

Queensland Rail fail: Taxpayers foot bill for staggering cost of overhaul

DERAILING THE BLAME TRAIN

Source: Courier Mail 08/02/17

“We're struggling, no use lying to people saying everything is good”

Source: Labor MP Bruce Saunders
Triple M Fraser Coast 31/07/17

Queensland Rail fail: Train driver jobs remain closed shop

Source: Courier Mail 09/09/17

LNP Plan

The LNP's real plan to build a better public transport network will:

1. Restore **reliability** to our rail network, returning train services cut by Labor
2. Restore **accountability** by freezing Queensland Rail executive bonuses
3. Provide a **comfortable** journey for the daily commute
4. **Invest** in congestion-busting public transport infrastructure
5. Support a **safe and fair** taxi and rideshare industry
6. Make public transport **affordable** for our senior citizens



Restore reliability to our rail network, returning train services cut by Labor

Commuters have lost confidence in Queensland Rail. The Palaszczuk Labor Government has overseen a period where every customer satisfaction measure for trains decreased – not to mention the worst reliability rating in five years.

Our real plan to restore reliability to our rail network will:

1. Recruit more drivers
2. Get them trained faster
3. Get train services back on track

The LNP will stand up to the rail unions and allow Queensland Rail to recruit external driver applicants.

Labor's promise to allow for external applicants is hollow and gives the unions the right to demand internal recruitment.

We will fast-track the sectorisation of train crew, allowing trainee drivers and guards to get to work on particular corridors sooner. This means train crew will be trained on particular lines and routes – 'sectors' – instead of having to be trained across the whole network. The current processes take up to 12 months to train a driver, this will speed up the driver training program.

We will ensure passengers are more clearly informed about issues on the rail network so they don't get stranded at the station. The language used by Queensland Rail needs to be plain and simple – rather than using rail jargon or bureaucrat-speak – and faster so that passengers can make alternative plans when there are issues on the network.

Transparency and accountability are critical to restoring passenger confidence in our rail network. The LNP will ensure there is timely and clear communication to passengers about network disruptions.

We will immediately appoint an independent verifier and mediator to get the New Generation Rollingstock units in service. The new trains are not being properly

tested by Labor and the unions are holding them ransom. Passengers deserve to have new carriages on the network – this will allow Queensland Rail to put on more train services and will ensure we can meet the timetable for the 2018 Commonwealth Games.

Actions to get our trains back on track:

- Implement a **full and permanent** external recruitment process at Queensland Rail
- **Fast-track** the sectorisation of crew training – getting more drivers behind the controls quicker
- **Overhaul** communication with passengers, introducing plain language and faster responses when there are issues on the network, and
- **Appoint an independent verifier and mediator** within 100 days to get the New Generation Rollingstock trains on the network to deliver more services for passengers now and for the Commonwealth Games.



Restore accountability by freezing Queensland Rail executive bonuses

The LNP will also **freeze Queensland Rail executive bonuses** until rail services improve.

It's unacceptable for Queensland Rail management to be receiving bonuses while 1,800 services have been cut each month and on-time running is the lowest in years.

The LNP will hold Queensland Rail executives to account. Bonuses will be frozen until commuters are getting the service they deserve.

In 2016 the Palaszczuk Labor Government paid out \$286,000 in executive bonuses.



Provide a comfortable journey for the daily commute

The LNP will trial a change to allow commuters to bring coffee and other non-alcoholic drinks onto their train and selected bus services. Drinks must have lids.

This is a sensible change which will allow passengers to enjoy a coffee on their way to work and on their way home to their families.

The LNP will trial the policy for twelve months to ensure that it is working to create a better experience for passengers.

We will encourage local businesses to create jobs by exploring opportunities to set up coffee carts or kiosks at train stations.

This is a long overdue change which will bring Brisbane and the south east up to passenger expectations.





Invest in congestion-busting public transport infrastructure

The LNP understands that a good road network and public transport links are required to bust congestion and reduce the time spent on the daily commute.

That's why we funded the Moreton Bay Rail Link (now Redcliffe Peninsula Line) to provide more train services to a growing area, fixed dangerous level crossings with upgrades at Telegraph Road, Bracken Ridge and Robinson Road, Geebung and built Park'n'Ride commuter parking facilities at The Gap and Carindale.

The LNP will deliver the congestion-busting infrastructure Queenslanders need.

Brisbane Metro

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

An 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 Chermside.

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

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:

- Reduces the number of buses in the CBD
- Relieves bus congestion on the Victoria Bridge and the busways
- Faster travel times and reliable 'turn up and go' services, and
- Connects growing employment, health, education and cultural hubs.



Sunshine Coast Rail Duplication

The LNP will build the duplication of the Sunshine Coast rail line from Beerburrum to Nambour, beginning with stage 1 from Beerburrum to Landsborough. This duplication will allow an increase in peak capacity of up to 25 per cent from Nambour and 100 per cent between Landsborough and Elimbah.

The upgrade will provide more than 150 extra weekly services, improve transport reliability for more than 330,000 Sunshine Coast residents and take congestion pressure off the Bruce Highway between the Coast and Caboolture.

The 40 kilometre line between Beerburrum and Nambour is currently a single line with poor alignment which results in limited services and often considerable delays.

Track congestion creates bottlenecks, with competing freight and passenger trains making services less reliable.

The LNP has committed a \$300 million contribution to stage 1 of the upgrade. An LNP Government will seek to partner with the federal coalition to deliver this much-needed public transport project for the Sunshine Coast.

An LNP Government will also resume planning for the second stage of the project, upgrading the line between Landsborough and Nambour.

Benefits:

- Enable an increase in the number and frequency of passenger and freight services
- Reduce public transport travel time between the Sunshine Coast and Brisbane
- Improve rail network access
- Increase track capacity and reliability, and
- Reduce pressure on the Bruce Highway by encouraging public transport usage.



Very Fast Train Business Case

The LNP will progress a \$2.5 million business case for a South East Queensland Very Fast Train network linking the Gold Coast, Brisbane, Sunshine Coast and Wide Bay. This network could be extended to Toowoomba and the Darling Downs to support a growing region and a major agricultural hub.

We need to plan for the future growth in the state's south east – this proposal will open up new employment opportunities, enable Queenslanders to move to regional centres while still commuting to the capital and ease crippling congestion on the Pacific Motorway and Bruce Highway.

Major regional cities including Bundaberg, Gympie, Maryborough and Toowoomba will benefit along with Brisbane, the Lockyer Valley and the Gold and Sunshine Coasts by increased connectivity from a Very

Fast Train proposal.

A Very Fast Train network would help realise a 30-minute city concept for South East Queensland – getting commuters home from work sooner.

The LNP's business case will also consider emerging technologies, such as Hyperloop, in progressing high-speed rail for South East Queensland.

In 2017 the LNP wrote to the Federal Coalition seeking support for this study from the Federal Government's *Faster Rail* initiative which is encouraging studies just like this.

Where will the stations go?

There have been no sites or corridors set aside for a project like this in the South East Queensland Regional Plan. That's why it's so important to get a business case started so we can identify possible routes and stations.



Support a safe and fair taxi and rideshare industry

After listening to passengers, drivers, owners and operators, the LNP believes the government's efforts with the personalised transport industry should be refocused to stand up for the industry.

The Independent Commissioner

The LNP will establish a statutory Personalised Transport Commissioner and consolidate all personalised transport functions within the Department of Transport and Main Roads into a new Office of Personalised Transport.

The new statutory Personalised Transport Commissioner will:

- be responsible for the licensing and registration of vehicles, drivers and operators within the personalised transport industry and ensure proper affiliation and co-ordination between these parties
- liaise closely with the Motor Accident Insurance Commission (MAIC) to set Compulsory Third Party insurance premiums for personalised transport vehicles and be able to review personalised transport vehicle classes with MAIC
- recommend safety standards and regulatory changes to the Minister, including in relation to safety cameras and vehicle identification
- advise the Minister on the future of the personalised transport industry
- advise the Minister on opportunities to reduce the regulatory burden on all industry participants to ease the pressure on fares
- be responsible for independently endorsing legislative changes to the industry and consulting on draft changes
- direct transport officer enforcement of personalised transport regulations
- be required to publish an annual report of official activities, and
- facilitate and improve integration with the public transport network.

The Commissioner will act as an ombudsman for the industry and a source of independent advice for the Minister.

The Ministerial Council

To ensure industry voices are always heard by the Government, the LNP will establish a Personalised Transport Ministerial Council, consisting of the Minister, Commissioner, industry and stakeholders. This will give industry a regular opportunity to raise issues with the Minister and contribute to future direction of policy.

THE LNP WILL ENSURE:

- safe transport for passengers
- reduced red tape for cheaper fares
- respect for owners, operators and drivers and a fair playing field
- certainty and stability for businesses



Make public transport affordable for our senior citizens

The LNP knows we have to make public transport affordable. That's why in 2012 we halved Annastacia Palaszczuk's unfair 15% fare hikes and in 2014 we reduced public transport fares by 5%.

The LNP will replace the current *One, Two, Free* seniors public transport concessions with **free off-peak bus and rail travel** for Queensland senior go card holders.

This will mean many of the 20 million senior public transport trips made each year will be free.

The LNP is committed to tackling the rising cost of living. Under this policy seniors could save around \$720 in public transport costs a year.

The free seniors off-peak travel applies on Translink bus services, Queensland Rail services and G:link Gold Coast Light Rail services:

- weekdays 8.30am–3.30pm and 7pm–6am the next day
- weekends all day, and
- state-wide public holidays all day.

The free travel will not apply to ferries or Air Train travel at this time.

THE LNP'S POLICY COULD SAVE SENIORS AROUND \$720 A YEAR!

(Cost of Living Report – Special Edition: The cost of living and age pensioner households, Issue 4 – QCOSS)





To learn more about Our Plan visit
betterqueensland.org.au