



Public transport is a basic service, but in Queensland it is too expensive, too slow and too unreliable. This forces more people to drive, makes traffic worse and parking harder, increases stress and costs us money.

The Greens believe that a family shouldn't have to pay more to catch a bus into the city or the shops than it costs to drive. Travellers shouldn't have to plan hours in advance just to travel two suburbs over.

The Greens want a future where anyone can walk down the road and pay \$1 to catch a bus without having to check a timetable. We have a plan for:

- \$1 flat fares anyone, anytime, anywhere
- Free public transport for kids
- "Turn up and go" high-frequency buses on every major road
- Three extra Green Bridges
- Safe, separated bike lanes
- A Minister for Public Transport and a single public transport authority
- Strong support for Cross River Rail
- Clean, quiet, cheap electric buses
- Include Tweed Shire Council on the Translink network

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UNIVERSAL \$1 FLAT FARES

The Greens would radically simplify and reduce fares for all Queenslanders to cut the cost of living, cut traffic congestion and encourage more people to use public transport. Fares for travel within each zone would be \$1 per trip for

Zones would be abolished within local government areas. Existing zones would be dramatically expanded so all of Brisbane falls within a single zone. Three other zones would include multiple local government areas (LGAs) as illustrated below.

The fare for travel within each zone would be \$1 per trip for everyone, any time of day, and free for under-18s. The existing discount of half-price after 8 trips would continue.

Our plan would radically simplify the existing system. Peak and off-peak would be abolished. There is very little evidence that the existing discount helps shift commuters away from peak times, so this would have a limited impact.

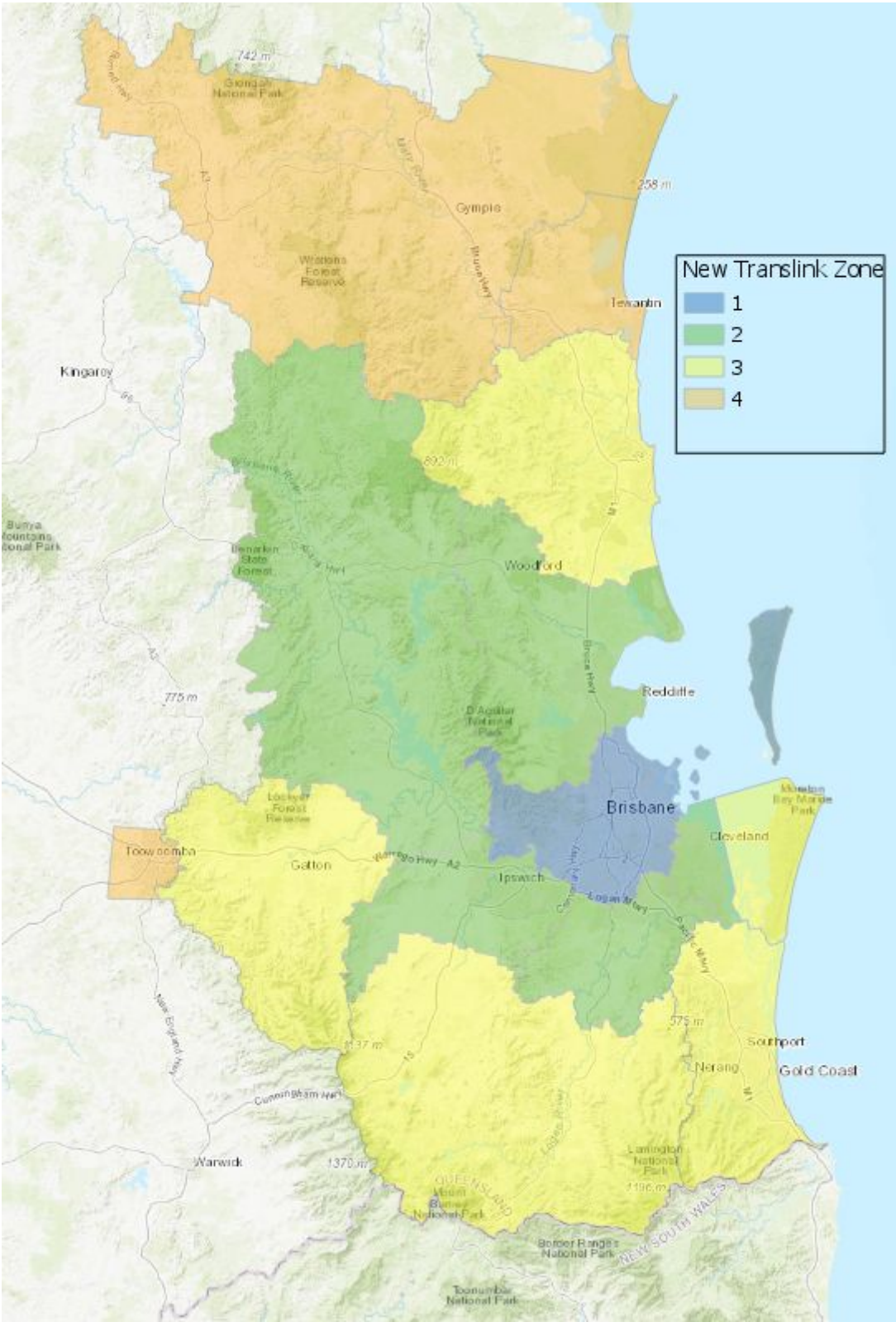
The distinction between concession and adult fares would also be abolished, since everyone would pay a single cheap price. People would be freed from the pointless and sometimes complex bureaucracy that comes with linking public transport discounts to concession cards and student cards.

Our plan would save an average commuter about 70%. Long-distance commuters would save more than \$3,000 per year.

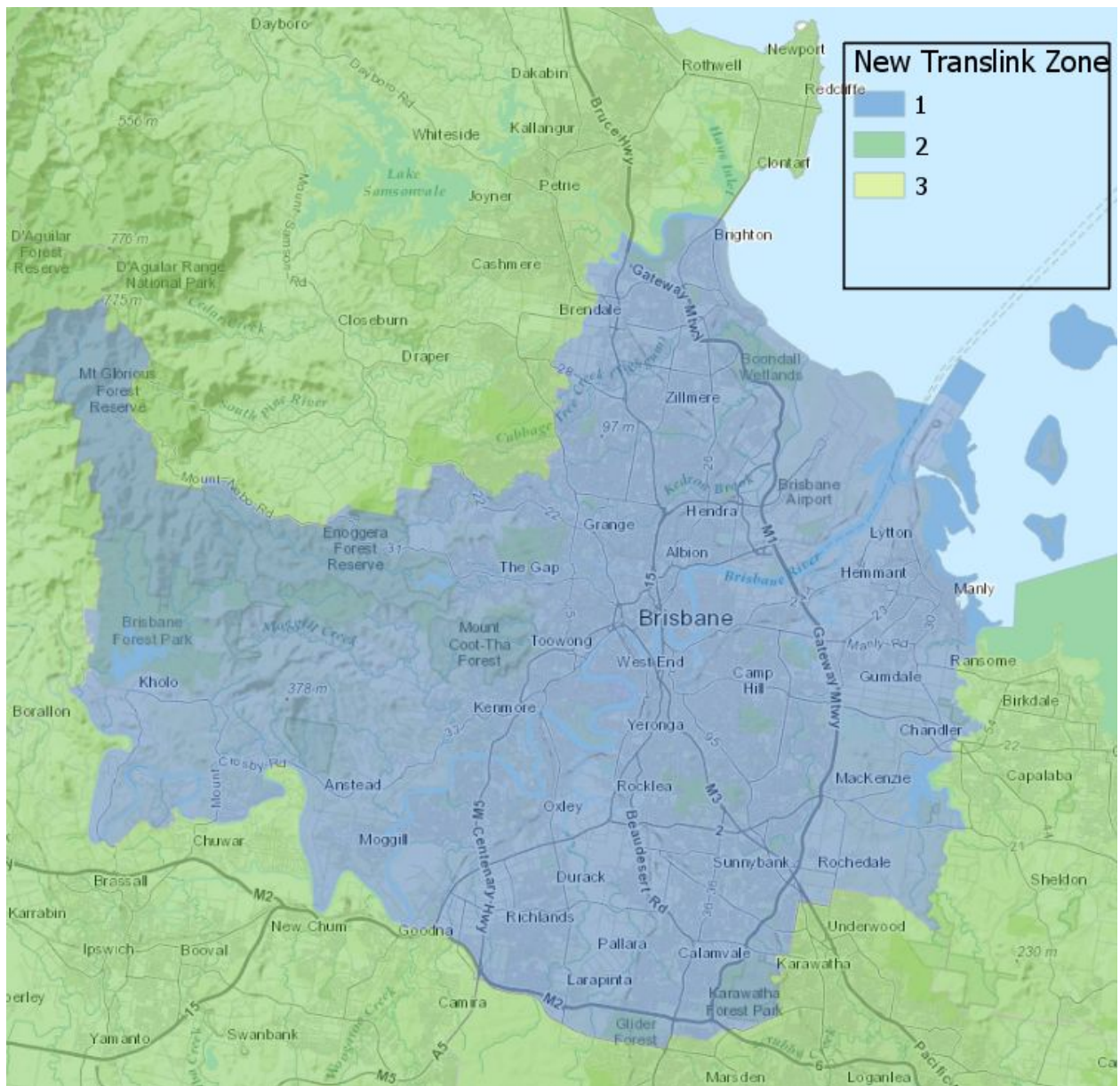
The zones would be simplified and expanded as follows:

- Zone 1: Brisbane
- Zone 2: Redlands, Logan, Ipswich, Somerset, Sunshine Coast, Moreton Bay
- Zone 3: Gold Coast, Scenic Rim, Lockyer Valley,
- Zone 4: Noosa, Gympie, Toowoomba

Proposed New Zone Map



Brisbane Area Map



For an **adult** in South East Queensland, the new fare structure would be:

New zones	Equivalent existing zones (approximate)	New flat fares per new zone travelled	Existing fares* (peak / off-peak)	Savings* (vs existing peak / off-peak)
1	1-2	\$1.00	Existing zone 1: \$3.20 / \$2.56 Existing zone 2: \$3.90 / \$3.12	Existing zone 3: \$2.20 / \$1.56 Existing zone 4: \$2.90 / \$2.12
2	3-4	\$2.00	Existing zone 3: \$5.97 / \$4.77 Existing zone 4: \$7.85 / \$6.28	Existing zone 3: \$3.97 / \$2.77 Existing zone 4: \$5.85 / \$4.28
3	5-6	\$3.00	Existing zone 5: \$10.32 / \$8.26 Existing zone 6: \$13.09 / \$10.47	Existing zone 5: \$7.32 / \$5.26 Existing zone 6: \$10.09 / \$7.47
4	7-8	\$4.00	Existing zone 7: \$16.28 / \$13.02 Existing zone 8: \$19.32 / \$15.46	Existing zone 7: \$12.28 / \$9.02 Existing zone 8: \$15.32 / \$11.46

* Each new zone is roughly comparable to two existing zones. For example, the proposed Zone 1 (Brisbane) covers roughly the existing zones 1 and 2. Existing fares and savings are shown for two existing zones per new proposed zone.

FREE PUBLIC TRANSPORT FOR KIDS

Almost all Queenslanders under the age of 18 are either in school, TAFE, university, or other education. It makes no sense to charge kids for public transport. The Queensland Greens would make public transport free for all Queenslanders under 18 years old.

Free fares could be implemented as part of the currently planned new ticketing system, or on the current *go-card* system. For non-gated travel such as bus, light rail, and ferry services, a school ID card would be accepted for travel.

The estimated total cost of our plans to make public transport cheaper is **\$216 million per year**, including \$160 million per year for \$1 fares and \$56 million per year for free travel for under-18s. The Greens have already announced plans to make property developers and big mining companies pay their fare share which would raise more than \$4 billion every year. Costings for this policy are below.

This is a small amount compared to pointless road-widening projects like Lytton Rd and Kingsford Smith Drive. Widening Kingsford Smith Drive will cost \$650 million to save drivers just 60 seconds per trip. The Lytton Rd project will cost \$115 million just to widen a 700-metre stretch of road, both despite strong evidence that widening roads encourages driving and increases traffic congestion.

Examples -

- A resident commuting from **Coorparoo** in Brisbane (currently zone 1) the CBD five days per week would save \$19.80 per week. Currently they pay \$28.80 per week, but under the Greens plan they would pay just \$9. This would be a yearly saving of \$950.40.
- A resident commuting from **Mt Gravatt** in Brisbane (currently zone 2) the CBD five days per week would save \$26.10 per week. Currently they pay \$35.10 per week, but under the Greens plan they would pay just \$9. This would be a yearly saving of \$1,252.80.
- A student living in **Ferny Grove** in Brisbane (currently zone 2) and commuting to university and their casual job four days per week travelling off-peak half the time would save \$6.04. Currently they pay \$14.04 per week, but under the Greens plan they would pay just \$8 per week. This would be a yearly saving of \$289.92.
- A family of five travelling from **Darra** in Brisbane (currently in zone 2) to South Bank for a Saturday family outing would save \$17.84. Currently they would pay \$21.84 for two adults and three kids, but under the Greens plan they would pay just \$4, including free travel for their kids.
- A resident commuting from **Landsborough** or the **Gold Coast** (both currently zone 5) the Brisbane CBD five days per week would save \$65.88 per week. Currently they pay \$92.88 per week, but under the Greens plan they would pay just \$27. This would be a yearly saving of \$3,162.24.

“TURN UP AND GO” HIGH-FREQUENCY BUSES

The Queensland Greens would simplify Brisbane’s bus network to create simple, high-frequency bus routes along every major road. Under our plan, all Brisbane residents would be able to “turn up and go”. Instead of checking the timetable, commuters would be able to rely on getting a bus anytime.

Our plan would make public transport a much more viable option for many thousands of residents. Every major road corridor would have a frequent bus services running every 5-10 minutes between 5.30am and 11.30pm, 7 days a week.

By streamlining duplicate or redundant routes and reorganising the bus network, we can provide frequent and reliable services in more areas without losing any existing existing corridors. In some cases this will actually reduce the total cost of providing the service.

Fixing the network is cheap, because most of the improvements are achieved through reorganisation. In particular, duplicated routes are rationalised - for example, on Gympie Road, Given Tce or the South-East Busway. Gympie Road has 12-14 buses an hour even late at night. Some of those services would be diverted so that currently underserved corridors can get frequent services. Some long routes between outer suburbs and the CBD would be reconfigured to feed into train or busway stations.

Simplifying the network in busy corridors means we can replace standard buses with higher capacity buses in peak periods. That allows the network to provide the same number of seats with fewer services at lower total cost.

Primary corridors (on major roads) would be simplified to have a single, all day frequent service with both citybound and cross-town services intersecting to produce a connected and frequent network. All existing stops would still be served, with secondary services provided at a lower frequency and span of hours.

This structure would provide accessibility to less mobile members of the community (such as retirees, parents of very young children, or people with a disability), while providing a fast, frequent, connected network on the major corridors for moving large numbers of more time-poor but mobile people such as full time workers and university students.

The following corridors are some which would have new frequent services between 5.30am and 11.30pm, 7 days per week:

- Musgrave Road, Red Hill
- Stewart Road, Ashgrove
- Wardell Street, Enoggera
- South Pine Road, Everton Park
- Old Northern Road, Albany Creek
- Zillman Road, Ascot
- Kingsford Smith Drive, Hamilton
- Wynnum Road, City to Tingalpa
- Wondall Road, Manly West-Wynnum
- Vulture Street/Stanley Street, East Brisbane
- Chatsworth Road/Winstanley St, Greenslopes-Carindale
- Logan Road, Stones Corner - Mt Gravatt
- Beaudesert Road, Acacia Ridge
- Kadumba Street, Yeronga

The Greens plan would also upgrade and simplify services on the Gold Coast and Sunshine Coast where similar improvements can be made.

For example:

Given Tce in Paddington, and Musgrave Road in Red Hill are currently serviced by eight different bus routes stopping at different places and following a confusing series of routes. Commuters sometimes have to run between stops to catch the next bus. The existing and proposed bus services are below:

Existing Network	Buses per hour	
Corridor	8am Monday	8pm Sunday
Given Tce, Paddington (375, 385, 61 - Maroon Glider)	17	9
Musgrave Road, Red Hill (350, 352, 379, 380, 381)	14	3
Total	31	12

Proposed Network	Buses per hour	
Corridor	8am Monday	8pm Sunday
Given Tce, Paddington (385 upgraded)	17	6
Musgrave Road, Red Hill (350 upgraded)	14	4
Total	31	10

THREE NEW GREEN BRIDGES

The Greens would cut traffic congestion, make public transport quicker and open up our city by building three new Green Bridges.

- A new pedestrian and cycle bridge from Ferry Road in **West End** to **Toowong** railway station would:
 - Connect inner-south residents with a train station and major shopping centre; with links to the University of Queensland and Centenary Suburbs, and by train as far as Ipswich and Springfield;
 - Allow safe, separated cycle access to the Bicentennial and Centenary Bikeways;
 - Connect west side residents with Orleigh Park and the entertainment, dining and cultural hub of West End;
- A new bus, pedestrian and cycle bridge from Commercial Road in **Teneriffe** to Oxford Street in **Bulimba** would:
 - Connect eastern suburbs residents directly to the inner-north;
 - Reduce congestion on Lytton and Wynnum Roads by allowing eastern suburbs residents to travel to the CBD quicker by bus than by car;
 - Enable cyclists to avoid dangerous roads and travel safely to the CBD via the New Farm-Newstead Bikeway;
 - Allow public transport connections between the inner-North and Morningside railway station.
- A new pedestrian and cyclist bridge from **Kangaroo Point** to **Eagle St in the CBD** would create easy walking and cycling connections between these two areas of the inner-city.

The Greens support current plans to transform Victoria St bridge into a Green Bridge, but adequate space for cyclists and cargo-bikes must be provided.

The cost of these bridges would be

- \$105 million for West End to Toowong and
- \$200 million for Teneriffe to Bulimba.
- \$60 million for the Kangaroo Point to CBD bridge,

The Greens would pay for this investment in vital public infrastructure by making sure property developers and mining companies pay their fair share. A full costing is below.

SAFE SEPARATED BIKE LANES

Safe, separate bike lanes will take pressure off our congested roads and improve quality of life. The Greens would more than double existing State government cycling funding, with \$150 million over 5 years funding for safe, accessible cycling infrastructure. Current State government spending on cycling infrastructure is currently \$61 million over 4 years.

Many people want to ride to work or university but are worried about injury and only 19% of Brisbane cyclists are women, the lowest of all capital cities. Barrier-separated bike lanes in the CBD would allow cyclists to ride safely to within two blocks of any location in the city in safety. This proposal would cost \$6 million and use less than 0.5% of car parking spaces in the CBD.

The Greens would build bike infrastructure including:

- A network of safe barrier-separated bike lanes in the CBD;
- Safe barrier-separated bike lanes along major cycling routes such as:
 - Eleanor Schonell Bridge to Lady Cilento Hospital along Annerley Rd, to connect with the proposed Gabba to Goodwill Bridge bikeway along Stanley St.
 - Brisbane Northside to the CBD along Kedron Brook Rd
 - Buranda to Coorparoo through Stones Corner
 - Vulture St, from West End to Woolloongabba
- Complete the riverside bikeway missing link from Mowbray Park, East Brisbane to Dockside, Kangaroo Point.
- Safe, separated bike lanes on other major roads, including in regional Queensland

STRONGER PUBLIC TRANSPORT LEADERSHIP

At the moment, public transport is managed between a number of agencies, including BCC, state-managed Queensland Rail and Translink. This is overseen by the minister for Transport, which includes air services and broader transport infrastructure.

The Greens would appoint a minister for Public Transport. This minister would have ultimate responsibility for all public transport infrastructure and services across the state. Victoria currently has a Minister for Public Transport, Jacinta Allen.

The Greens would create a new Public Transport Authority for Queensland (PTAQ) reporting directly to the Minister for Public Transport. This authority would deliver public transport services for Queensland urban areas, including those currently in TransLink's service area (South East Queensland, Cairns, Mackay, Toowoomba), and QConnect areas including Townsville and other regional centres. PTAQ would have responsibility for the provision of public transport services as well as for the tendering and acceptance of new infrastructure, rolling stock, and vehicles.

This model is based on the Perth (Public Transport Authority of Western Australia) and London (Transport for London) systems.

PTAQ would have the following divisions with the indicated responsibilities:

- Strategy and Planning - long term strategic planning, including development of new infrastructure at the conceptual stage (for example, once the need for a new rail line was determined, this would be delivered by the specialised Rail Infrastructure division)
- Customer Service - ticketing, fares, public consultation, publicity and customer service
- Rail Infrastructure - network provision and maintenance and infrastructure delivery (eg Cross River Rail), coordination with freight operators and infrastructure (eg Inland Rail Brisbane section)
- CityTrain - suburban and interurban train operations and stations
- TravelTrain - long distance passenger operations and stations
- Bus Infrastructure - Busways and bus stations operations and infrastructure (e.g. Brisbane Metro planning, busway expansion), delivery of green bridges
- Bus operations - operations of bus services, including timetabling, tendering of service provision, and governance, plus consultation with local government around local bus stops
- School services - provision of school bus services and oversight and governance of private operators
- Ferry services - operations and infrastructure of ferry services, including Brisbane River and Moreton Bay services, and water taxis
- Light rail operations and infrastructure

If carefully implemented, PTAQ could have little or no increase in operating costs over existing arrangements as it would replace or incorporate the following organisations (including some organisational savings):

- Queensland Rail
- Translink
- QConnect
- Parts of the Department of Transport and Main Roads

Cutting noise and air pollution with clean buses

The Greens would gradually roll over our State's bus fleets to clean, quiet electric vehicles. For State-government funded purchases and starting with the next new order, all bus purchases will be electric. Charging stations supplemented with solar panels at each route terminus for buses would be progressively rolled alongside the roll out of the electric bus fleet.

This could be achieved gradually, one route at a time, as older buses are retired. Many urban buses only travel around 200 km per day, so with overnight charging they could run easily all day with small top-ups.

Running electric buses is significantly cheaper with much less maintenance required, and far lower fuel costs. Over 10 years, the Greens estimate that this policy would be totally cost-neutral.

Strong support for Cross River Rail

The Greens plan includes strong support for Cross River Rail, which is a vitally important project for our future. It will mean more frequent and reliable trains, especially for people in the suburbs. The LNP's stance against Cross River Rail is irresponsible and short-sighted, and in the Parliament the Greens will support funding and delivery of the project with appropriate safeguards for those directly affected.

Include Tweed Shire Council on the Translink network

Residents on the Gold Coast cannot use *go-card* on services just across the NSW border. The Greens would create a State government taskforce to include Tweed Shire Council on the Translink network, allowing seamless travel between Coolangatta and Tweed Heads. This could be achieved with a small extra investment from the NSW government or the Tweed Shire Council.

COSTINGS

The Greens' plan is fully costed and funded by our plans to make big mining and property development corporations pay their fair share. We've already announced plans to raise \$4 billion per year over the next 5 years which we'll use to build a future for all of us. Below are detailed costings of the *Better, Cheaper Public Transport* plan.

Cheaper fares			
Free fares for under 18s		Monthly	Annual
Total trips		12,000,000	144,000,000
Under 18s trips		3,000,000	36,000,000
Current fare revenue		\$4,680,000	\$56,160,000
Lost fare revenue		-\$4,680,000	-\$56,160,000
Projected fare revenue for under 18s in Greens proposal		\$0	\$0
Revenue impact		-\$4,680,000	-\$56,160,000

\$1 flat-fares		Monthly	Annual
		12,000,000	144,000,000
Over 18s trips		9,000,000	108,000,000
- Full Fare Peak		2,250,000	27,000,000
- Full Fare Off Peak		2,250,000	27,000,000
- Concession Peak		2,250,000	27,000,000
- Concession Off Peak		2,250,000	27,000,000
Current fare revenue		\$23,692,500	\$284,310,000
Lost fare revenue		-\$14,692,500	-\$176,310,000
Projected revenue in Greens proposal		\$9,000,000	\$108,000,000
Projected revenue in Greens proposal after patronage increase		\$10,350,000	\$124,200,000
Revenue impact		-\$13,342,500	-\$160,110,000

Total revenue impact from cheaper fares		-\$18,022,500	-\$216,270,000
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Assumptions

- Commuters take an average of 12 million trips per month across the State, including the Translink and qConnect networks
- 50% of trips are adult, 50% are concession (including 25% seniors, students, unemployed and others and 25% children).
- Adult trips are 50% peak and 50% off-peak
- Currently, the overall average fare for concession card holders is a two-zone peak fare @ \$1.95 per trip
- Currently, the overall average fare for adults is a two-zone peak fare @ \$3.90 per trip
- All fares for under-18s in the Greens' plan would be \$1 at all times
- Under 18s will travel for free at all times under the Greens' proposed structure.
- Patronage among over-18s will increase by 15% in response to the fare reductions

Year-by-year costs

	2017-18	2018-19	2019-20	2020-21	2021-22	Total over 5 years
Year-by-year total revenue impact from cheaper fares	-\$216,270,000	-\$216,270,000	-\$216,270,000	-\$216,270,000	-\$216,270,000	-\$1,081,350,000

New Green Bridges	2017-18	2018-19	2019-20	2020-21	2021-22	
Kangaroo Point - CBD	-\$60,000,000					
West End - Toowong		-\$105,000,000				
Teneriffe - Bulimba		-\$200,000,000				
Revenue impact	-\$60,000,000	-\$305,000,000	\$0	\$0	\$0	

Safe separated bike lanes	2017-18	2018-19	2019-20	2020-21	2021-22	
CBD cycling grid	-\$6,000,000					
Other cycling infrastructure	-\$12,000,000	-\$18,000,000	-\$18,000,000	-\$18,000,000	-\$18,000,000	
Revenue impact	-\$18,000,000	-\$18,000,000	-\$18,000,000	-\$18,000,000	-\$18,000,000	

Year-by-year total revenue impact from infrastructure	2017-18	2018-19	2019-20	2020-21	2021-22	Total over 5 years
	-\$78,000,000	-\$323,000,000	-\$18,000,000	-\$18,000,000	-\$18,000,000	-\$455,000,000
Year-by-year grand total revenue impact	2017-18	2018-19	2019-20	2020-21	2021-22	Total over 5 years
	-\$294,270,000	-\$539,270,000	-\$234,270,000	-\$234,270,000	-\$234,270,000	-\$1,536,350,000