



# BRISBANE'S CLEAN TRANSPORT FUTURE

## The Brisbane Subway: the next step

Future focused, clean, connected and liveable.

Clean, affordable public and active transport will take pressure off our congested roads and improve quality of life. The Greens have pledged \$2 billion for Cross River Rail, but we need to plan for the future as well. A new high-frequency Brisbane Subway would complement Cross River Rail and allow more residents to leave their cars at home.

People are spending too much time stuck in traffic and fossil fuel pollution is pumped out by the cars filling our roads. It's bad for people and bad for the planet. The Greens support Cross River Rail and have committed \$2 billion to get it built, but we must get started on the next step as well.

As more and more people move into the inner city and surrounding suburbs there will be increasing demand for rapid, reliable and affordable public transport. The Greens want to create a future where anyone living in Brisbane's inner 10 kilometres can move easily around the city without a car, and where every part of our city is accessible via public transport.

This proposal is for a comprehensive, costed plan to map Brisbane's clean transport future, including a high-frequency Brisbane Subway.

### > Cross River Rail for Brisbane – the first step

On 2 June 2016, as part of our national [Building our Clean Transport Future](#)<sup>i</sup> plan, the Greens announced \$2 billion over four years for Cross River Rail and called on other parties to match that commitment.<sup>ii</sup>

Cross River Rail is an urgent priority for Brisbane, with our single river crossing reaching capacity, it will allow expanded, more regular and more reliable services over the entire rail network across South East Queensland.

Cross River Rail should be kept in public hands to ensure lower fares and better services. We already have some of the world's most expensive fares in Brisbane, and privatisation would drive them up further. By funding new infrastructure with government borrowing via the Greens' proposed \$75 billion Australian Infrastructure Bank, we can stop future privatisation. Both Labor and the Coalition have announced plans which would see vital assets sold off to the private sector, placing pressure on fares in the future.<sup>iii</sup>

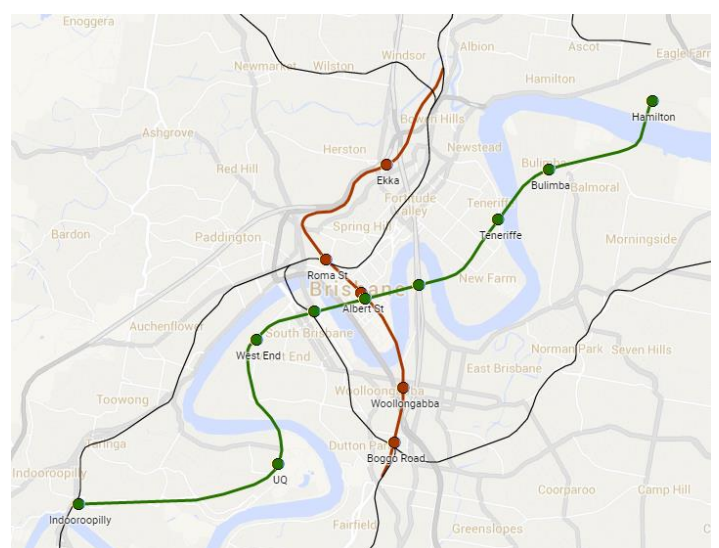
### > Planning for the future

Brisbane is expected to grow rapidly in the next 15 years. At the same time we must confront the challenge of reducing pollution and improving quality of life. However, we cannot continue to grow without high-quality public transport. **The Greens would commit \$20 million to develop a comprehensive, costed plan for Brisbane's clean transport future.**

### > A Brisbane Subway – the next step

The comprehensive plan would include consideration of a **new high-frequency Brisbane Subway, running east-west with services every few minutes.**

The route would connect Brisbane's two largest "trip-generators": the CBD and UQ. Stations would be built at: **Indooroopilly, University of Queensland, West End, South Brisbane, CBD, Kangaroo Point, Teneriffe, Bulimba and Hamilton.**



-- One possible layout, showing Cross River Rail in **red** and the proposed Brisbane Subway in **green**, with existing rail lines shown in black

The Brisbane Subway would operate similarly to the London Underground and the New York Subway in underground tunnels separate from the existing heavy rail system. It would be a “high capacity, high frequency distributor system connecting central Brisbane”.<sup>iv</sup>



-- London Docklands service

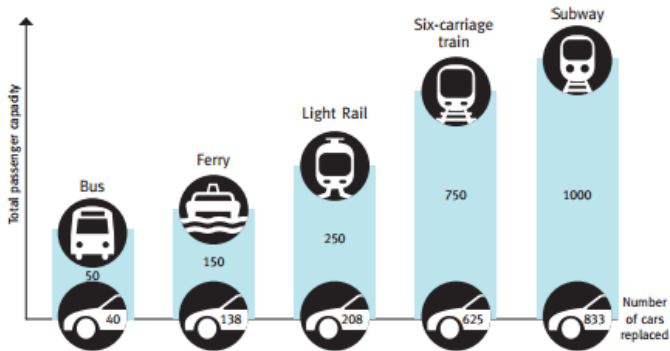
Compact “metro” style carriages would each carry up to 1000 people – replacing 833 cars each. These carriages require smaller tunnels than suburban trains, which means costs are lower per kilometre.

## > Building on existing plans

The Brisbane Subway was previously proposed by the State government in 2011, in the *Connecting SEQ 2031* blueprint created by the State government. That document laid out the framework for a business case and undertook initial route planning.

Detailed planning for the Brisbane Subway was originally scheduled to start in 2015, but so far no progress has been made. Cross River Rail has suffered from similar delays, with no detailed costing or business case complete after more than five years of discussion. This experience underlines the need to begin planning for the future today.

Figure 5.3 – public transport vs private vehicle capacity comparison

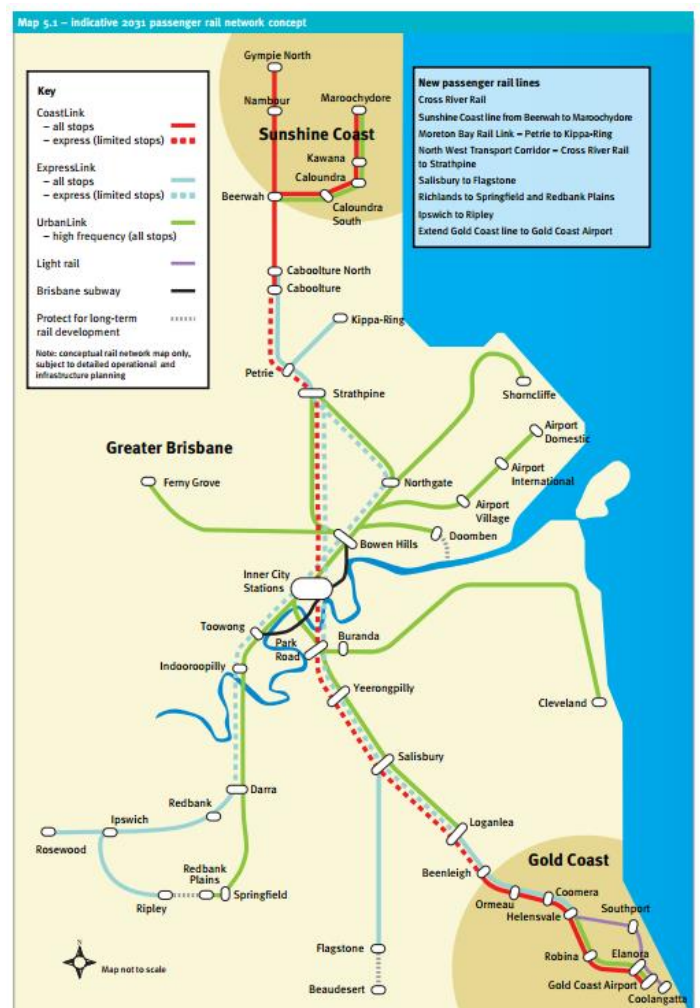


-- Source: Queensland Department of Main Roads and Transport<sup>v</sup>

A Brisbane Subway would fight congestion on major roads, and would take the pressure off other public transport services, boosting the capacity of Brisbane’s entire network.

The project would link with Cross River Rail in the CBD, with the heavy rail network at Indooroopilly, and with high frequency bus services all along the route. Existing bus services like the 66, 412, 444, 199 and the Blue CityGlider could be re-deployed to better service surrounding suburbs and provide high-frequency connections around local stations.

Unlike the ill-conceived “Brisbane Metro” proposed by Brisbane Lord Mayor Graham Quirk, which does not add new connectivity and replicates existing bus services, our proposal would connect previously disconnected areas and would add new river crossings between high density areas of our city.



Department of Transport and Main Roads, Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland, 2011

-- Previous plans for a Brisbane Subway in the Connecting SEQ 2031 blueprint from 2011

Recently, planning experts Dr Thomas Sigler and Dr Glen Searle, from the School of Geography, Planning and Environmental Management, University of Queensland wrote in the *Courier Mail* in support of the concept of an East-West metro line:<sup>vi</sup>

*As a city of over one million within a rapidly expanding region of three million plus, Brisbane has grown to a size where a metro is both justifiable and desirable... Our*

solution is to build an integrated system along two axes. First, north-south, linking Herston, Kelvin Grove, Roma St, Albert St, Woolloongabba, PA Hospital and UQ to the existing rail corridors at Bowen Hills (and on to the airport) and Park Road (Dutton Park). And second, east-west, linking Indooroopilly, Toowong, West End/South Brisbane, South Bank, the City, Fortitude Valley, Newstead, Bulimba, and Hamilton. With high-density approvals at an all-time high, this would also provide a solution to some of the transport issues associated with densification.

## > Vision for a clean, connected and liveable city

The Greens' plan is designed to help create a city where people living both in inner and outer suburbs have a choice to leave their cars at home, or where they are able to avoid the expense of owning a car. Our vision is for a clean, connected, liveable city with thriving neighbourhoods built around frequent, reliable public transport powered by clean energy.



-- Kangaroo Point

The Greens believe that everyone should have access to world-class public transport. We have also announced funding for detailed planning to deliver:

- An extension of the **Ipswich train line from Springfield to Redbank Plains**
- A new **passenger rail service for south-west Logan** from Salisbury to Beaudesert
- Financing mechanisms to deliver the **heavy rail duplication from Beerburrum to Nambour** via value capture and transit oriented developments

The Greens have announced a range of other measures as part of our national [Building our Clean Transport Future](#)<sup>vii</sup> including:

- Provide **\$10 billion over 4 years for public transport projects** around the country including Cross River Rail.
- Establish a **\$250 million per year Active Transport Fund** for cycling and walking infrastructure
- Develop a new **national cycling strategy** to set targets and benchmarks for cycling improvements
- **Fast track high speed rail**
- Commit an **additional \$500 million to shift freight onto rail**

- Invest an additional **\$250m in arterial road works** to maximise efficient traffic flow and enable better bus services to suburban and outer-urban communities
- Commit to **\$300 million** in additional funding for the **Black Spot road safety program**
- Accelerate the electric vehicle revolution through **\$201 million in infrastructure and fleet grants**, and **five years' worth of free registration for new fully electric vehicles**.

<sup>i</sup> <http://greens.org.au/public-transport>

<sup>ii</sup> Greens call on old parties to match announcement of \$2 billion for Cross River Rail <http://greens.org.au/news/qld/greens-call-old-parties-match-announcement-2-billion-cross-river-rail>

<sup>iii</sup> Labor's "Concrete Bank" would see projects sold to the private sector once they are built, stating "...IA would transfer its equity or debt interests to long term investors such as super funds ..." The Coalition's "innovative financing solutions" are just a recipe for more failed Public Private Partnerships. See <http://www.alp.org.au/infrastructureplan> and <https://www.liberal.org.au/latest-news/2016/04/29/smart-cities-will-grow-innovation-economy>

<sup>iv</sup> Department of Transport and Main Roads, Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland, 2011 [http://www.ppt.asn.au/pubdocs/connecting\\_seq2031+\(1\).pdf](http://www.ppt.asn.au/pubdocs/connecting_seq2031+(1).pdf) page 5,

<sup>v</sup> Department of Transport and Main Roads, Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland, 2011 [http://www.ppt.asn.au/pubdocs/connecting\\_seq2031+\(1\).pdf](http://www.ppt.asn.au/pubdocs/connecting_seq2031+(1).pdf) page 28

<sup>vi</sup> Brisbane Metro: Planning experts point out problems in subway plan <http://www.couriermail.com.au/news/opinion/brisbane-metro-planning-experts-point-out-problems-in-subway-plan/news-story/270fcb35a4e60b5379e47ff73893763d>

<sup>vii</sup> <http://greens.org.au/public-transport>