Moving Brisbane is the Newman Liberal team’s blueprint for a modern and efficient transport system.

From roads and river crossings, to buses and bikes, Moving Brisbane addresses every component of our mobility network to deliver a comprehensive and integrated approach to transport management.

Its bold initiatives are underpinned by a long-term vision for a transport system that offers choice, convenience and confidence to Brisbane's commuters for decades to come.
Moving Brisbane: Buses

The potential of Brisbane’s buses to alleviate the traffic crisis on our roads is currently unfulfilled.

Buses are not seen as an attractive alternative to cars by Brisbane commuters, as demonstrated by the fact that between 1991 and 2001 bus patronage increased by less than one per cent. Our population grew by almost 18 per cent in the same period. (Source: BCC Annual Report, 1991 and BCC Annual Report, 2001)

The Liberal team acknowledges that patronage will not increase without improved services. We will therefore refuse to adopt punitive approaches that try to force people on to inefficient, inconvenient bus services. Instead, we will ensure Brisbane buses are affordable, fast, reliable and comfortable. We will provide bus services that people want to use.

MOVING ACROSS THE NETWORK

Improved bus routes and effective co-ordination of transport services in Brisbane are essential if we are to maximise bus patronage levels. The Liberal team will therefore:

- Promote the establishment of a South-East Transit Authority to ensure a cohesive approach to solving transport and traffic problems in South-East Queensland;
- Work with the State Government to implement integrated ticketing and services as a matter of urgency;
- Create a cross-suburban network featuring local community routes that link major facilities with busway stations. This will be achieved through the adoption of a council/private sector partnership, primarily using minibuses as suburban collector buses;
- Explore the concept of ‘dial and ride’ in co-operation with the Taxi Council in time slots when it is not cost effective to run a bus service. This could provide a cost saving to Council and a ‘to the door’ service for our bus patrons;
- Expand the Council Cab program for seniors and people with disabilities;
- Increase the number of real-time display units at bus stops;
- Provide bus services into newly developing areas before a car culture is entrenched; and
- Conduct upfront consultation with patrons before reviewing or improving bus services.
Moving Brisbane: Buses

MOVING ON AFFORDABLE BUSES

The Liberals acknowledge that Brisbane’s bus service is never going to run at a profit. We believe, however, that increased patronage on buses creates environmental and traffic management benefits that are far more valuable than ticket revenue. That is why we will:

- Create a two-zone fare system to replace the current complex and unfair four-zone system;
- Reinstate monthly and weekly bus tickets;
- Reinstate annual and semester tickets for tertiary students; and
- Introduce a concession fare for job seekers.

CLEAN AND GREEN MOVING

In response to community concern regarding the unclean and neglected state of many council buses, the Liberals are committed to running a fleet of well maintained, environmentally friendly buses. As such, we will:

- Purchase 60 new environmentally friendly buses per year to achieve a complete replacement of the old diesel fleet within 10 years;
- Establish an inspection audit system to ensure that buses are kept clean and well maintained;
- Commit to the establishment of busways, placing special emphasis on creating corridors in the inner three to five kilometre ring – the most congested part of the city;
- Examine the potential for establishing parking allotments along busways in the inner three to five kilometre ring, looking to the private sector to be partners in this project. This will be undertaken in recognition of the lack of parking associated with current busway stations which impacts significantly on potential patronage levels; and
- Regularly monitor the air quality in bus tunnels.
Moving Brisbane: City Cats & Cycling

MOVING ON OUR RIVER

The Liberal team will expand and improve Brisbane’s City Cat service so it can meet the needs of an enthusiastic tourist market as well as a growing inner-city population. We will:

- Increase the City Cat fleet to meet growth in demand;
- Identify new terminals in line with areas of significant development;
- Provide a small enterprise opportunity to establish a coffee bar on City Cats;
- Purchase new City Cats to provide for an express service to the outer reaches of the city, being express from the University of Queensland to the city; and
- Establish a return ticket purchase option for commuters.

MOVING ON TWO WHEELS

The Liberal team will ensure cycling becomes a viable option for our city’s commuters. We will:

- Introduce a system of networked bikeways that link with public transport;
- Install secure shower and change room facilities for cyclists in King George Square car park;
- Provide bicycle parking facilities in all Brisbane City Council car parks and at all City Cat terminals;
- Provide bicycle parking facilities at bus stops where bikeways interface; and
- Install bicycle lanes on roads where they do not compromise the flow of existing traffic.
The Newman Liberal team has the courage and commitment to invest in a road network capable of carrying Brisbane commuters into the future.

For too long, serious road planning has been put in the too-hard basket, leaving Brisbane with an outdated road network that has failed to keep up with the changing needs of our growing population.

The situation is now critical. The Austroads National Performance Indicators (2000) showed Brisbane’s morning peak-hour traffic to be the worst in Australia, with commuters experiencing an average delay of 52.2 seconds for every kilometre travelled. Five of our seven river crossings reach or exceed the limit of their carrying capacities every day. (Source: RACQ Transport Vision for South-East Queensland, 2000 and Brisbane Traffic Study, 1989). Our ineffective radial road network exacerbates these problems, forcing cross-town commuters into the choking CBD. During morning peak periods, 43 per cent of private vehicle traffic on CBD streets is through traffic – an inefficient and ultimately unsustainable situation. (Source: Property Council of Australia Central City Transport Report, 2001)

The Liberals recognise the urgent need for action on our roads. Our plan will not simply look to increase road carrying capacities – it will strategically redistribute traffic to create an efficient and free-flowing road network.

**MOVING UNDERGROUND:**

Project TransApex will transform Brisbane’s traffic flow. Involving the construction of five tunnels – three of which will cross the river – this plan will revolutionise cross-town travel for motorists and provide for the creation of cross-suburban bus routes for public transport patrons. The tunnelling strategy will ensure minimal property resumption and riverscape disturbance, while its resultant free-flowing road network will mean shorter trips, reduced fuel consumption and decreased vehicle emissions.
Stage One of TransApex is a 10-year, $3.2 billion plan to build four strategically located tunnels:

1. **The East/West Distributor:** a 5.8-kilometre, four-lane tunnel (including a river tunnel) linking Logan Road and Old Cleveland Road at Stones Corner, the South East Freeway and Ipswich Road at Woolloongabba and the Western Freeway at Toowong.

2. **The North/South Distributor:** a 5.7-kilometre, four-lane tunnel running under Main Street and the Story Bridge, linking Ipswich Road, the South East Freeway, Logan Road and Old Cleveland Road with Bowen Bridge Road and the Inner City Bypass at Bowen Hills.

3. **The Northern Link:** a 3.6-kilometre, four-lane tunnel connecting the Western Freeway with the Hale Street Inner City Bypass route. This tunnel will also serve as a link between the East/West Distributor and the North/South Distributor, completing Brisbane’s first inner ring road system.

4. **The Hale Street/South Brisbane Connection:** a 600-metre, four-lane tunnel linking Hale Street with Merivale and Cordelia Streets at South Brisbane. This tunnel represents a pre-emptive move against an expected growth in traffic in the area caused by the West End Urban Renewal Program.

Stage Two of the project is a long-term, $800 million plan to build a tunnel that completes the underground network:

5. **The Kingsford Smith Drive Duplication:** a 3.9-kilometre tunnel linking the Inner City Bypass at the Breakfast Creek Hotel with the new alignment of the Gateway Arterial Road. This tunnel ensures that each of the city’s main arterial roads is directly connected to the inner ring road system.

TransApex will be funded on the basis of a public toll set at $2.00 (inclusive of GST) per segment link.
Moving Brisbane: Roads & River Crossings

MOVING ON A WESTERN RING ROAD

The Liberal team supports the construction of a western ring road located just outside the city boundary. Such a ring road will divert freight vehicles and other traffic from Brisbane suburbs.

MOVING ON OUR LOCAL ROADS

Working with the RACQ, the Liberal team will introduce the Reduced Intersection Congestion Scheme (RICS) at selected traffic hotspots. This program will reduce traffic congestion by:

- Smart signalling – using the latest technology to minimise delays caused by traffic lights;
- Constructing vehicle turning lanes on busy roads;
- Upgrading vehicle turning lanes to accommodate traffic volume;
- Banning right turns at selected major intersections during peak hour where turning lanes are not feasible;
- Improving signage and line markings; and
- Constructing indented bus bays on major roads.

The Liberal team will also maintain support for traffic calming measures in suburban streets.

MOVING TO THE UNIVERSITY

The Liberal team supports the proposed Dutton Park-University Green Bridge but remains concerned about the project’s feasibility and impact on local residents.

We recognise that the proposal’s lack of provision for cheap parking will deter students from using the bridge and result in increased parking in nearby streets.

The Liberal team therefore believes an approach should be made to the University of Queensland, requesting that, as major benefactors of the facility, they contribute to the construction and operation of a parking station at the Dutton Park side of the bridge.
Moving Brisbane: CBD & Freight

MOVING IN THE CBD

The CBD is fast becoming an ‘out-of-bounds’ area, causing frustration, confusion and heavy fines for commuters, taxi drivers and couriers.

The Liberal team will adopt a common-sense approach to ensure a user-friendly CBD. We will:

- Require all new developments in the CBD to provide courier, taxi, and disabled drop-off bays;
- Create new drop-off bays in the city;
- Allow taxis to use vacant bus bays outside of bus operating hours; and
- Better use space outside of clear-way times.

MOVING FREIGHT

The Liberal team will establish a network of freight routes for Brisbane to reduce the impact of freight movement through residential areas. This plan will be undertaken in consultation with other South-East Queensland local authorities to ensure a co-ordinated approach.

We will also actively support private sector initiatives that encourage freight movement by rail rather than by road. This includes the establishment of intermodal terminals and freight distribution facilities.