

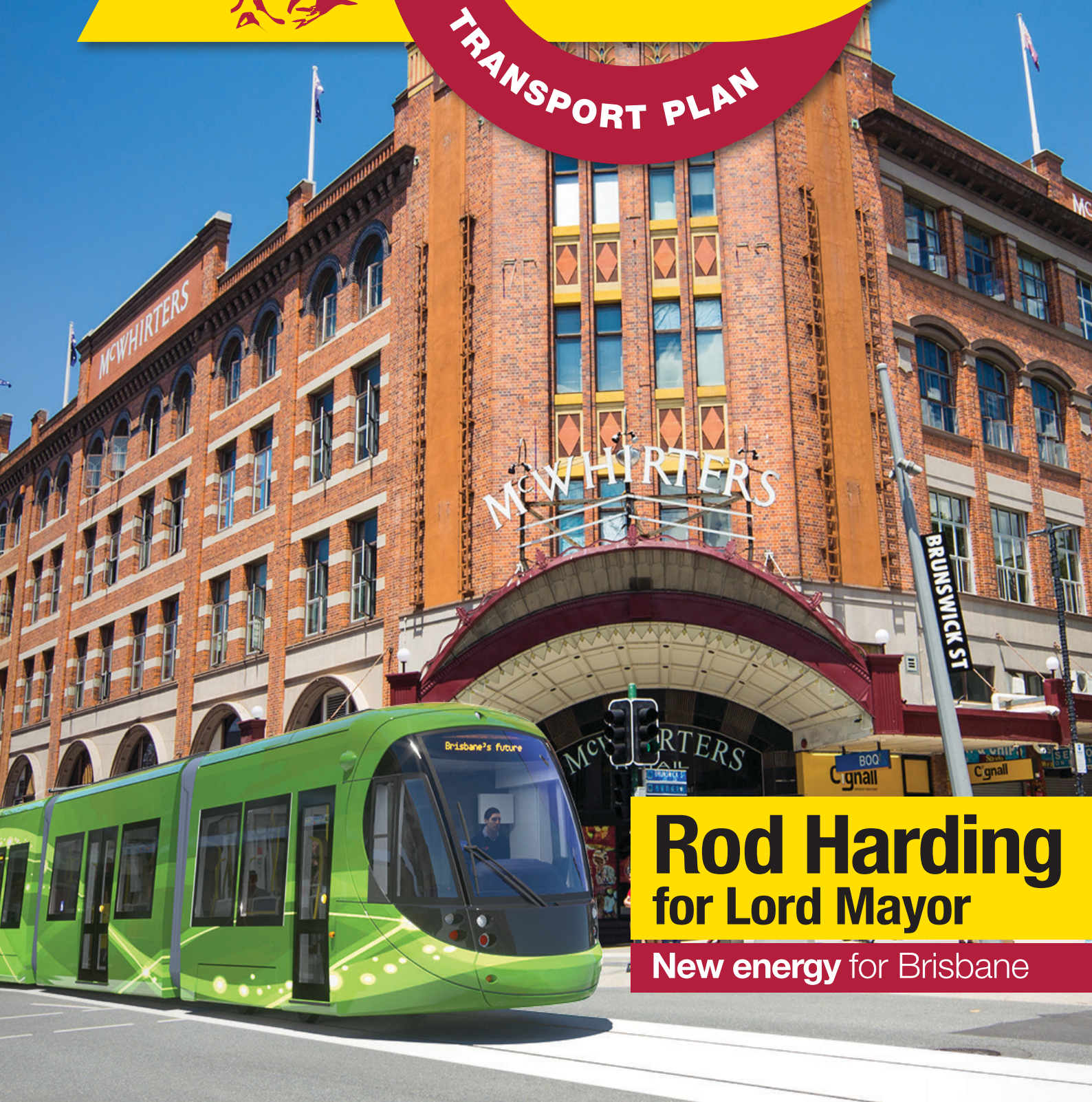
Queensland
Labor



OUR INTEGRATED

*Connecting
Brisbane's
Future*

TRANSPORT PLAN



**Rod Harding
for Lord Mayor**

New energy for Brisbane



A MESSAGE FROM ROD HARDING

My plan to build a modern, connected Brisbane

My *Connecting Brisbane's Future* policy is all about engineering new solutions to tackle Brisbane's growing traffic congestion crisis.

An extra one million people will call Brisbane home in the next 15 years. We need a public transport revolution in Brisbane or we risk grinding to a halt in the coming years.

If Brisbane is to realise its potential, we must start properly planning for our future.

No longer can we continue to see public transport patronage decrease while our population increases.

That's why Brisbane needs an integrated traffic and transport plan for our future.

At the heart of my *Connecting Brisbane's Future* plan is delivering modern light rail for our city.

This transformational project will help change the way we move as a city. It will connect key activity centres while also increasing public transport capacity for the suburbs.

I'm confident my policies will encourage more Brisbane residents to leave the car at home, save money, and help drive the public transport culture our city needs for the future.

It's a simple equation - more people on public transport means fewer people in cars and less congestion on our roads.



Rod Harding

CANDIDATE FOR LORD MAYOR



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TRANSPORT PLAN

Overview

Brisbane is a dynamic, growing city – but growth brings challenges. Without the right investment in infrastructure, cities can grind to a halt.

Simply building mega-roads while neglecting public transport investment is not sustainable for a growing city like Brisbane. The current Lord Mayor and his LNP Council have proven to be incapable of providing the integrated traffic and transport plan Brisbane needs for the future.

It is estimated that congestion costs for Brisbane have increased from \$1.15 billion in 2003 to \$2.29 billion in 2015 (both figures reported in real 2010 Australian dollars).¹

It is estimated that the costs of congestion for Brisbane will increase to up to \$5.94 billion by 2030.²

The LNP's proposed 'Metro' project is not the integrated traffic and transport policy response required for Brisbane's future.

We need new energy and new ideas to get Brisbane moving again.

That's why I have a comprehensive, four-point plan to build a modern, sophisticated and connected Brisbane. At the heart of my plan is shifting the focus to public transport while also tackling congestion where it is most frustrating – in our suburbs.

The plan includes

- 1 Modern light rail:** building the initial route of a new light rail network for Brisbane to help change the way we move and encourage more people onto public transport.
- 2 More frequent and reliable services for the suburbs:** investing more to improve bus services.
- 3 Cheaper bus and ferry fares:** providing savings of up to \$417 with free bus, ferry and CityCat fares every Friday from 1 May to 31 December 2016.
- 4 Fixing suburban bottlenecks:** building new Rapid Bus Transit Ways to get buses out of traffic, eliminating rail crossings and tackling local suburban choke points to fight congestion.

My comprehensive plan also includes new cycleways and pedestrian connections – including the new \$90 million Kangaroo Point pedestrian bridge – as well as greater use of technology and innovative solutions to ease traffic flow and improve public transport accessibility.

1. Bureau of Infrastructure, Transport and Regional Economics, 2015, 'Traffic and congestion cost trends for Australian capital cities', Information Sheet 74, pages 22 and 26.
2. Bureau of Infrastructure, Transport and Regional Economics, 2015, 'Traffic and congestion cost trends for Australian capital cities', Information Sheet 74, page 26.

FOUR-POINT PLAN	COUNCIL	TOTAL COST	FUNDING SOURCE
1. Modern light rail	\$140 million	\$1,220 million	Council's contribution will be funded by the newly established Strategic Infrastructure and Investment Fund (formally CBIC) along with modest debt funding. Consistent with the Gold Coast Light Rail funding model, the remaining funding will be sourced from the Federal and State Governments along with the private sector.
2. More frequent and reliable services for the suburbs	\$20 million	\$20 million	Identified savings in Council's recurrent budget.
3. Cheaper bus and ferry fares	\$28.5 million	\$28.5 million	Identified savings in Council's recurrent budget.
4. Fixing suburban bottlenecks	\$650 million	\$650 million	Not proceeding with the LNP's gold-plated \$650 million Kingsford Smith Drive Upgrade.

My comprehensive transport plan is fully costed and made possible by:

- ▶ Saving \$500 million by reducing the scope of the Kingsford Smith Drive Upgrade and just doing the parts we actually need. A Harding Labor Administration will still invest \$150 million to upgrade three intersections and clear congestion.
- ▶ Establishing a \$139 million Strategic Infrastructure and Investment Fund made possible by re-prioritising the current holdings of the City of Brisbane Investment Corporation (CBIC).
- ▶ Partnering with the State and Federal Governments along with the private sector, consistent with the Gold Coast Light Rail funding model.

This comprehensive, fully costed plan is the new approach that Brisbane needs to build a modern, connected city and protect our lifestyle as we continue to grow and change.

Only a Harding Labor Administration has the vision and energy to deliver this better way for Brisbane.



Modern light rail

We need a new vision for public transport and new energy to deliver it. Rod Harding's vision is clear: deliver transformative modern light rail in inner-city suburbs and reallocate buses from the CBD to the suburbs, where they're needed.



Melbourne has light rail, the Gold Coast has light rail and is expanding it, and Sydney and Canberra are building new light rail systems. Even Perth has plans for light rail.

Brisbane needs to catch up, or it will be left behind.

The last figures reported by the Department of Transport and Main Roads showed that only 9.5 per cent of trips in Brisbane were on public transport.³

Under Graham Quirk and the LNP, public transport in Brisbane has stagnated. Patronage on Brisbane's buses has started to decline. Apartments are under construction across the city, but there's no new public transport infrastructure to move people around.

We need to build a public transport system that is so good you can leave the car at home and travel with ease.

We need to build a modern, connected city.

KEY FACTS

Length of initial route	9km
Estimated capital cost	\$1.2 billion
Council contribution	\$20 million for business case \$120 million towards capital cost
Start construction date	2019-20

3. Queensland Department of Transport and Main Roads, 2012, 'Travel in south-east Queensland', page 23

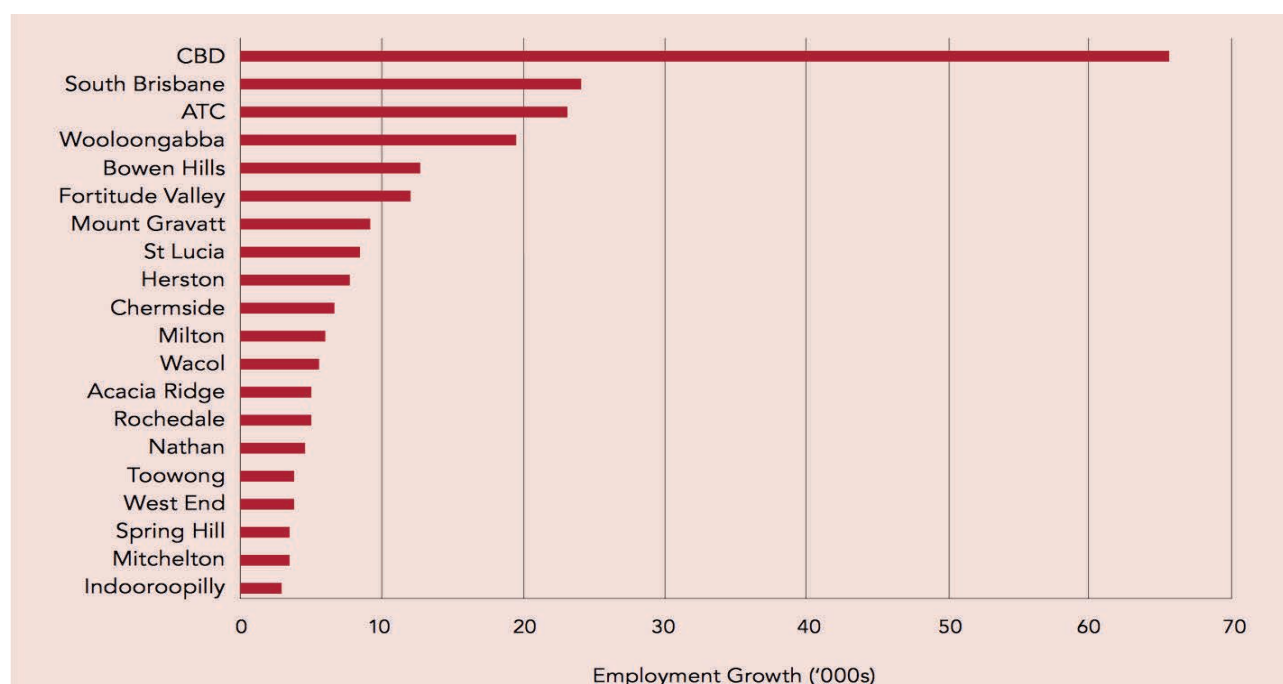
Need

The Draft State Infrastructure Plan estimates that the number of public transport trips in South East Queensland will need to increase from 503,000 trips per day in 2015 to 1,115,600 trips per day in 2036 to meet expected population growth.⁴ This equates to 1,682 additional rail services or 14,247 additional bus services.⁵

Bus trips in the inner city (passenger hours travelled) will increase by more than 50 per cent between 2011 and 2031.⁶

Employment in South East Queensland is forecast to grow by 670,000 jobs from 2011 to 2031.⁷ Of these, 443,000 jobs – or 66 per cent – are expected to be located

in metropolitan Brisbane, with most being in the Brisbane CBD.⁸ This has major implications in relation to public transport requirements within the Brisbane CBD as well as office-based businesses in surrounding suburbs including Fortitude Valley, South Brisbane, Australia Trade Coast (ATC) and Woolloongabba.



Source: National Institute of Economic and Industry Research, 2009, cited in Brisbane City Council, 2012, 'Brisbane Long Term Infrastructure Plan 2012-2031', page 13.

This increase in demand requires a comprehensive approach to public transport in Brisbane. This includes priority projects such as Cross River Rail, which is about additional capacity to bring people into the CBD, and the introduction of a light rail system to move people around the inner city.

4. Queensland Department of Infrastructure, Local Government and Planning, 2015, 'Draft State Infrastructure Plan – Part A: Strategy', page 16.

5. Queensland Department of Infrastructure, Local Government and Planning, 2015, 'Draft State Infrastructure Plan – Part A: Strategy', page 16.

6. Infrastructure Australia, 2015, 'Australian Infrastructure Audit report – Volume 2', page 191.

7. Brisbane City Council, 2012, 'Brisbane Long Term Infrastructure Plan 2012-2031', page 11.

8. Brisbane City Council, 2012, 'Brisbane Long Term Infrastructure Plan 2012-2031', page 11.



Benchmarked capital cost

Determining the exact capital cost of the initial route will be a part of developing the shovel-ready business case. However, the experience of other projects provides an indication of the potential capital cost.

PROJECT	LENGTH (KM)	COST (\$)	COST/KM (\$)
Gold Coast Light Rail ⁹	13	\$1,296m	\$100m
Canberra Capital Metro (business case) ¹⁰	12	\$783m	\$65m
Sydney Light Rail (business case) ¹¹	12	\$1,600m	\$133m

Assuming an initial route of 9km, the potential capital cost is \$1.2 billion based on the highest cost of construction in Australia (\$133 million per km for the Sydney Light Rail). This is a conservative approach but provides a prudent basis for considering the potential cost, noting that this will need to be confirmed as part of the business case. The issue of river crossing also needs to be further investigated, including whether the Victoria Bridge can accommodate light rail.

There will also be operating costs, depending on the method of delivery. These will need to be negotiated with the

State Government given that the system will be integrated with the *go* card network and revenue is collected by the State Government through TransLink. This will be considered as part of the planning process.

9. Queensland Government, 2013, State Budget 2013-14, Capital Statement, Budget Paper No. 3, pages 15 and 105.

10. Capital Metro Agency, 2015, 'Capital Metro Full Business Case', pages 14–15.

11. Transport for NSW, 2013, 'CBD and South East Light Rail Business Case Summary', page 6.

Funding the initial route – putting our money on the table

Recent public transport projects in Queensland, including the Gold Coast Light Rail and Moreton Bay Rail Link, have been delivered as a partnership between all levels of government with the potential involvement of the private sector. The local government contribution to the capital cost of these projects was 12 per cent and 8 per cent respectively.

Consistent with this precedent, **a Harding Labor Administration will commit up to \$120 million towards building the initial route**, approximately 10 per cent of the estimated capital cost. With our money on the table, we will be in a strong position to approach other levels of government and the private sector to deliver this project. Given the recent Federal Government funding for Stage Two of the Gold Coast Light Rail, we are confident of positive support.

However, even if other levels of government do not come on board, Rod Harding will deliver this project. Private sector proponents have already made confidential approaches about the potential for light rail projects to be delivered at no or minimal cost to government, so there is plenty of private sector interest in building light rail in Brisbane.

BRISBANE CITY COUNCIL FUNDING ENVELOPE

FUNDING PURPOSE	AMOUNT	NOTE
Business case	\$20 million	Commenced immediately following election
Capital expenditure	\$120 million	10 per cent of estimated capital cost



Why light rail?

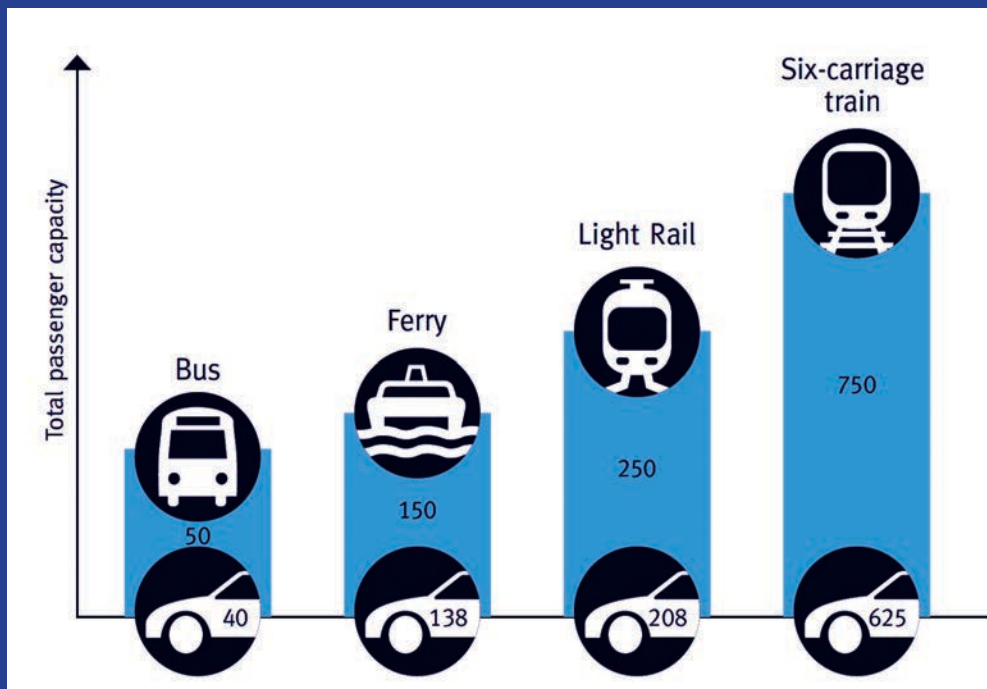
Advantages of light rail over other modes of transport

- ▶ **The ability to support initial and future patronage.** The length and capacity of light rail can be increased to meet demand. Light rail vehicles can be between 27-45m in length and can carry between 160-320 passengers per vehicle.
- ▶ **High levels of consistency, reliability and comfort** given that they operate within their own corridors and also on a fixed track.
- ▶ **Value for money on a whole-of-life basis.** Given the ability to expand capacity to meet future demand, the number of light rail vehicles required will be significantly

less over time than say using buses (which would need to run more vehicles at higher frequency to achieve the same capacity).

- ▶ **Lower local emissions emitted** from light rail vehicles.
- ▶ **A proven technology** with more than 100 light rail systems in operation around the world that demonstrably achieve capacities of 100,000+ passengers per day within existing road environments.

Public transport vs private vehicle capacity comparison



Source: Queensland Department of Transport and Main Roads, 2011, 'Connecting SEQ 2031 – An Integrated Regional Transport Plan for South East Queensland', page 50, Figure 5.3.

Economic benefits of light rail

- ▶ Reduced congestion in CBD and inner city streets as buses are relocated to the outer Brisbane suburbs where they are needed.
- ▶ Supports industry growth of key employment sectors.
- ▶ Direct creation of jobs.
- ▶ Increased productivity.
- ▶ Improved attractiveness and desirability of the region, which is favourable for land and property values.
- ▶ Encourages urban development and urban renewal.
- ▶ The opportunity to achieve urban design improvements of key CBD locales
- ▶ Increased revenues through both fares and the beneficial effect that a light rail system would have on land values, urban development and economic activity.

Social benefits of light rail

- ▶ Improved public transport through faster and more reliable services compared with buses in traffic.
- ▶ Increased family and leisure time due to shorter travel times.
- ▶ Reduced stress from travelling in congestion.
- ▶ Decreased incidence of road accidents occurring.
- ▶ Positive effect on the environment due to reduced air and noise pollution.
- ▶ Enhanced customer experience and appeal of Brisbane.

Initial route and future expansions

Rod Harding's vision is to build a light rail system that connects the CBD and beyond, making it easier for people to reach popular destinations without the use of their car.

The initial route will include:

- ▶ Brisbane CBD;
- ▶ South Brisbane and Fortitude Valley entertainment precincts;
- ▶ Growing residential areas in Newstead and West End; and
- ▶ University of Queensland.

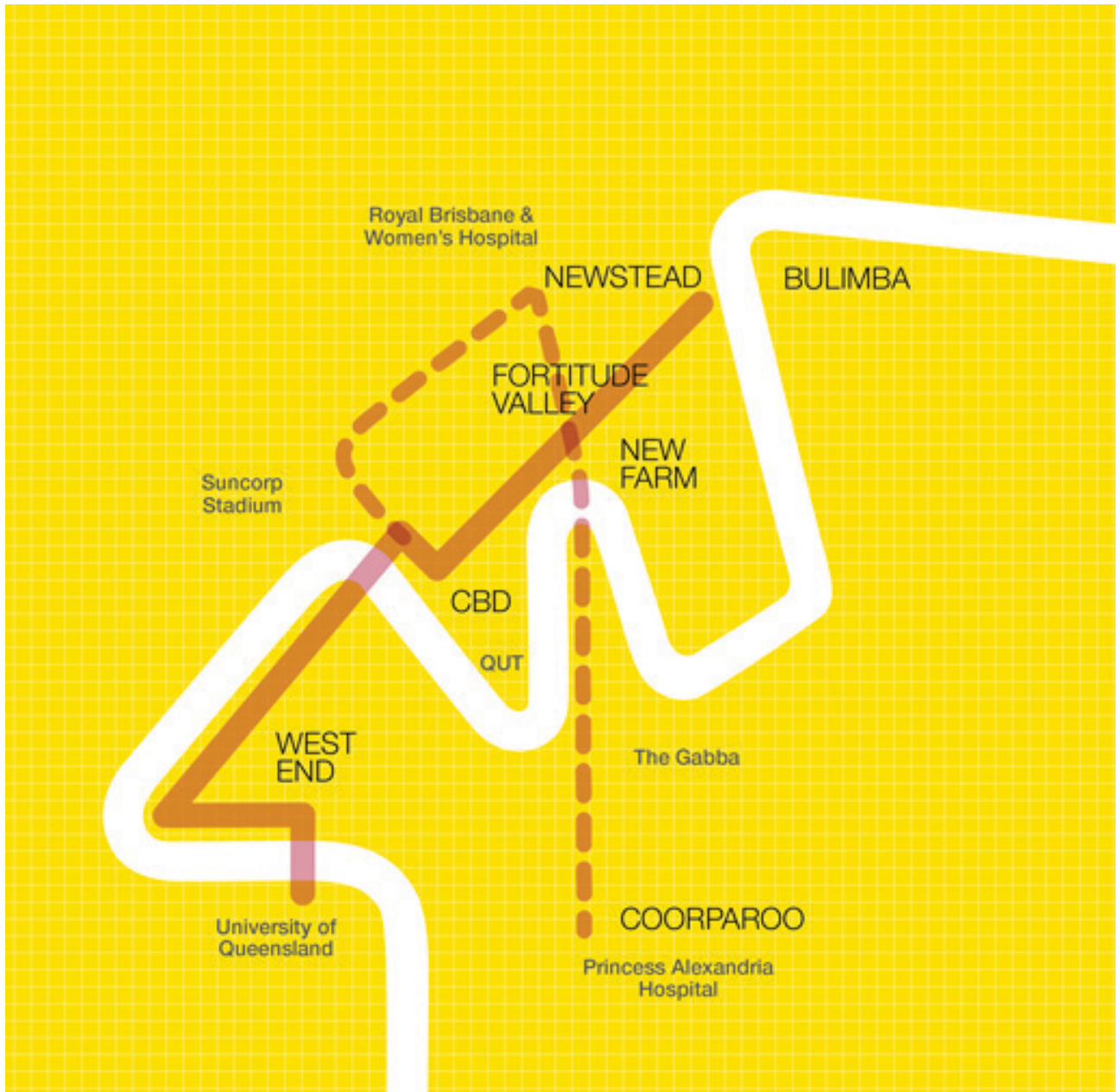
Future expansions are earmarked for:

- ▶ Suncorp Stadium and The Gabba;
- ▶ Queensland University of Technology;
- ▶ Royal Brisbane and Women's Hospital and the Mater Hospital; and
- ▶ Potential future extensions to destinations such as Hamilton Northshore and the Princess Alexandra Hospital.

It will also be important for the system to integrate with the existing public transport network, including heavy rail stations and the busway network.

A Harding Labor Administration will work to deliver the initial route of the light rail network from Newstead, through Fortitude Valley and the CBD to West End and the University of Queensland.

Selecting the specific route will require detailed community consultation. Unlike Graham Quirk and the LNP, a council led by Rod Harding and Labor will listen to the community and use their views to help shape the delivery of this new infrastructure.



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Getting shovel-ready

Major projects like this need to be planned properly. There are many issues to consider, including the impact on the community, the precise route, a new river crossing to the University of Queensland and potentially also a new river crossing between the CBD and South Brisbane, stabling locations, capital and operating costs, and the best procurement method to deliver value for money.

But we know from the experience in other Australian cities and around the world that light rail systems deliver huge benefits.

If elected, **Rod Harding will commit \$20 million to deliver the business case for the initial route of the light rail.**

The planning for light rail for Brisbane

will be undertaken in accordance with the Queensland Government's Project Assessment Framework and Infrastructure Australia's Reform and Investment Framework. This will enable the project to be submitted for funding by the State and Federal Governments through Building Queensland and Infrastructure Australia.



More frequent and reliable services for the suburbs

Our buses lack the frequency needed to instil confidence in our bus network. Residents need to have greater confidence in our bus network if we're to drive the new public transport culture Brisbane needs.

Light rail will provide higher capacity public transport on some of the most highly utilised bus routes in the city. This will enable people to move around the core of the network more easily, but it will also provide an opportunity to reallocate some buses from the inner city to the suburbs.

However, Brisbane needs more services in the suburbs now.

Graham Quirk and the LNP have ripped \$20 million out of Council's bus budget.¹² That has led to 74 less buses in the fleet this year,¹³ and 3.2 million less passenger trips over the last two years.¹⁴

If elected, **Rod Harding will improve bus services to the suburbs by boosting funding by \$20 million over the term.**

An extra \$20 million would purchase around 2.5 million additional service

kilometres. This is equivalent to more than 120 extra trips per workday from zone 4 to the city.

A Harding Labor Administration will work with TransLink, and in consultation with the community, to ensure this \$20 million funding boost delivers better services to where they are needed most.

Our vision for the future of Brisbane's bus network is for it to be more frequent and reliable, closer to home, and connect seamlessly to other modes of transport.

Implementation of light rail, combined with improved bus services, will deliver a truly integrated network where bus, ferry, light rail and heavy rail work together effectively to drive a public transport culture and make Brisbane a modern, connected city.



12. Brisbane City Council, 2013, 1st Quarterly Financial Report (September 2013) and 2nd Quarterly Financial Report (December 2013).

13. Brisbane City Council Annual Report 2012-13, page 94; Response to Question on Notice dated 17 November 2015.

14. Brisbane City Council Annual Report 2012-13, page 100; Brisbane City Council Annual Report 2014-15, page 10.





Cheaper bus and ferry fares

Brisbane residents are calling out for cheaper public transport. If elected, **Rod Harding's Fare Free Friday initiative** will provide free Brisbane City Council bus, ferry and CityCat travel every Friday from 1 May to 31 December 2016.

This \$28.5 million commitment will deliver savings of up to \$417 per person:

ZONE	CASH SAVING
Zone 1	\$234.50
Zone 2	\$275.10
Zone 3	\$326.20
Zone 4	\$366.80
Zone 5	\$417.20

Source: Based on current Translink Fare Schedule for a return go card journey. There are 35 Fridays from 1 May to 31 December 2016.

Underpinning this initiative is the determination to drive an increase in public transport patronage by an additional 1.7 million trips.

The *Fare Free Friday* initiative will provide immediate cost-of-living relief until the State Government implements the findings of its fare review.

As part of this review, Rod Harding has called on the State Government to overhaul the fare system to make it fairer by consolidating the current five zones into just two. If adopted, this major structural change will pave the way for ongoing affordable public transport fares.



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Fixing suburban bottlenecks

Graham Quirk and the LNP's only plan for the future is to spend \$650 million on a gold-plated Kingsford Smith Drive upgrade to save just 60 seconds in travel time.

If elected, **Rod Harding will invest \$650 million in initiatives to tackle suburban congestion hotspots right across our city.**

► **Kingsford Smith Drive**

Upgrade: The RACQ has stated that the bulk of the money being committed by the LNP for their gold-plated Kingsford Smith Drive upgrade could be better spent elsewhere.¹⁵

A Harding Labor Administration will not proceed with the LNP's proposed \$650 million gold-plated upgrade, but will still invest \$150 million to improve traffic flow on Kingsford Smith Drive through the upgrade of three intersections.

► **Coopers Plains Open Level**

Crossing removal: The RACQ has identified the Coopers Plains Crossing as the most important road/rail crossing requiring grade separation.¹⁶

A Harding Labor Administration will invest \$200 million to build the Boundary Road Overpass. This project will provide a safer means of travel for all commuters, and will deliver a saving of 40 minutes every day on a return vehicle journey currently involving the Level Crossing.

► **Fast tracking the Wynnum Road**

Upgrade: Graham Quirk's original commitment was to complete the entire Wynnum Road Upgrade project by 2012, yet residents living in Brisbane's eastern suburbs are still sitting in traffic waiting for the project to start.

A Harding Labor Administration will deliver an additional \$50 million on top of the current funding allocation to fast track the delivery of Stage One of the upgrade so it is completed by 2018-19 instead of 2020-21, and complete the detailed design and pre-construction work on Stage Two.

► **Fixing Suburban bottlenecks:** Over the past 10 years, the LNP Council has focussed on the very large (primarily tunnels) or the very small (speed bumps and pedestrian refuge islands on local streets). This has created a backlog of medium-scale traffic intersections on key routes that need to be upgraded to improve safety, efficiency and capacity, but are simply not being prioritised.

A Harding Labor Administration will allocate \$159 million for new Suburban Congestion Busting Projects. This Fund will prioritise medium-scale intersection upgrades, as well as public and active transport improvements across Brisbane's road network.

15. Brisbane Times, 17 June 2015, Cameron Atfield, 'Brisbane City Council budget: RACQ welcomes budget, not Kingsford Smith Drive'.

16. RACQ, 2010 'Red Spot Survey', page 9, Table 2.3. The Coopers Plains Crossing was ranked no. 2 on the list of the 'Top Five Reported Railway Crossings'. The projects ranked no. 1 and no. 3 on the list have both since been completed.

Congestion busting projects right across Brisbane

PROJECT	SCOPE	FUNDING
Upgrade of Kingsford Smith Drive	An upgrade of Kingsford Smith Drive, including the intersections at Harbour Road, Racecourse Road and Nudgee Road.	\$150 million
Northern Bus TransitWay Gympie Road	The Northern Bus TransitWay on Gympie Road. This will add a peak hour bus lane to both the inbound and outbound directions of Gympie Road, between Sadlier Street, Kedron and Sparkes Street, Chermside.	\$66 million
Eastern Bus TransitWay Old Cleveland Road	The Eastern Bus TransitWay will upgrade five intersections with bus priority measures along Old Cleveland Road, between Cavendish Road, Coorparoo and Creek Road, Carindale.	\$25 million
Coopers Plains Open Level Crossing removal	Construction of a rail overpass to remove the Coopers Plains Open Level Crossing. This will improve safety and save motorists up to 20 minutes during peak hour. This crossing is one of the RACQ's Red Spot Survey of Queensland's worst roads.	\$200 million
Fast tracking the upgrade of Wynnum Road	Stage 1 Wynnum Road upgrade from Shafston Avenue to Canning Bridge to be completed by 2018 and commence work on Stage Two (Canning Bridge to Hawthorne Road). This crossing is one of the RACQ's Red Spot Survey of Queensland's worst roads.	\$50 million
Upgrade of Banyo Rail Crossing intersection	Upgrade the St Vincents Road Banyo Rail Crossing intersection.	\$1 million
Upgrade of Lemke Road, Taigum	Replacing the roundabout at Lemke and Telegraph Roads with a new traffic lights controlled intersection; widening Lemke Road approach to the intersection from two to four lanes; constructing a new bridge to provide four lanes over Cabbage Tree Creek.	\$30 million
Upgrade of Waterworks Road between Trouts Road and Betheden Terrace, Ashgrove	Improve the heavily congested sections of Waterworks Road between Trouts Road and Betheden Terrace, Ashgrove.	\$7.5 million
Upgrade of Illaweenah Street, Drewvale	Flood proofing this important local thoroughfare.	\$14 million
Upgrade of the intersection at Lytton Road and Col Gardiner Drive, Morningside	Upgrade to the intersection to Lytton Road and Col Gardiner Drive with traffic lights and a right turning lane.	\$500,000
Kick starting the new Lindum and Coorparoo open rail level crossing overpasses	Getting these important and long overdue projects shovel ready.	\$10 million



New Northern & Eastern Bus TransitWays

If elected, Rod Harding will invest \$91 million to deliver the long overdue Northern and Eastern Bus TransitWays.

► New Northern Bus TransitWay:

This \$66 million project will deliver the critical connection between the Northern Busway and Chermside through a 3km inbound and outbound peak hour bus lane along Gympie Road from Kedron to Chermside, in addition to existing road lanes.

The new Northern Bus TransitWay will save public transport commuters around 50 minutes every week, while also helping get more commuters out of cars and onto buses.

► New Eastern Bus TransitWay:

This \$25 million project will upgrade five intersections with bus priority measures along Old Cleveland Road, between Cavendish Road, Coorparoo and Creed Road, Carindale.

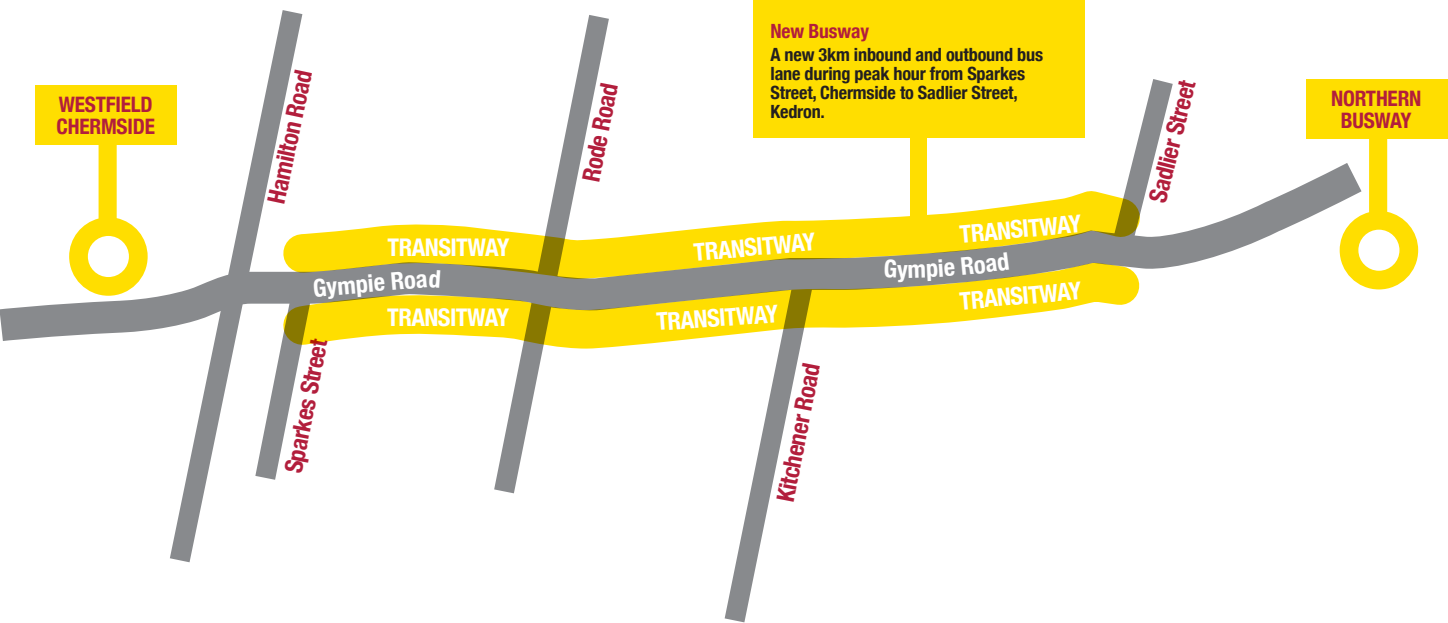
The new Eastern Bus TransitWay will save public transport commuters upwards of 20 minutes every week.

Chermside and Carindale are the only two principal activity centres in Brisbane that are not currently connected to the rest of Brisbane by busway, bus priority or rail. The new Northern and Eastern Bus TransitWays will extend the benefits of the existing Northern and Eastern Busways to these activity centres in a cost effective way.

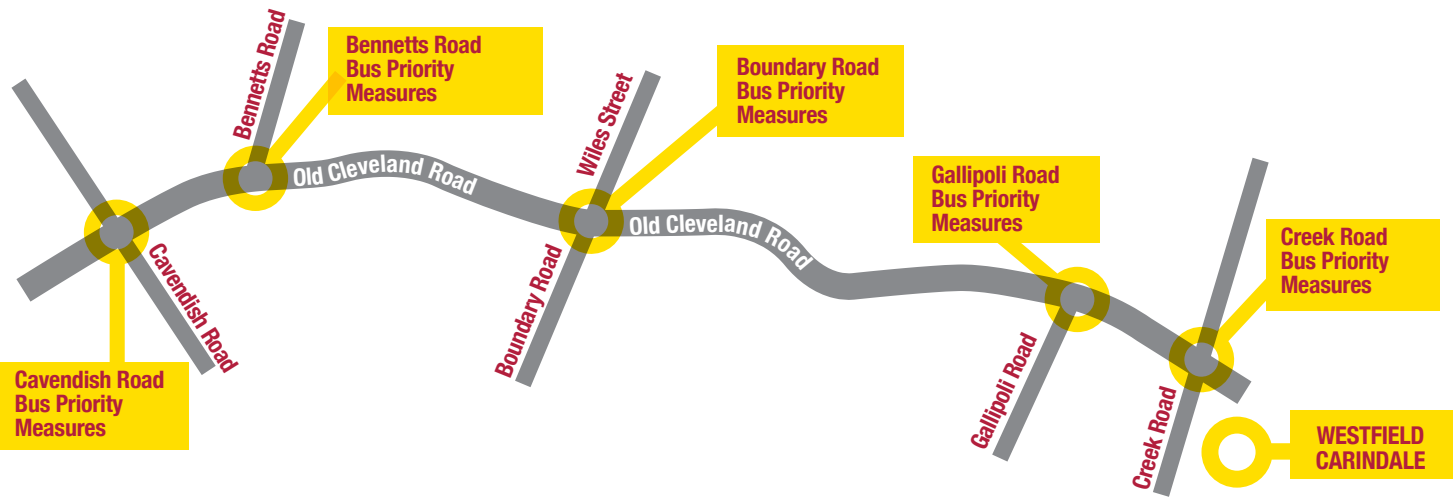
Both of these projects are vital missing links in our public transport network that have been spoken about for far too long.

A Harding Labor Administration will get on with the job and get them done.

New Northern Bus TransitWay



New Eastern Bus TransitWay





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For more information please visit
www.rodharding.com.au