

Quick statistics

Survey 488429 'RAIL Back On Track 2017 Public transport passenger survey'

Results**Survey 488429**

Number of records in this query:	173
Total records in survey:	173
Percentage of total:	100.00%

Field summary for q0018

Are there any comments you would like to make (optional)? Thanks!

Answer	Count	Percentage
Answer	83	47.98%
No answer	72	41.62%
Not completed or Not displayed	18	10.40%

ID	Response
926	My rating of bus is low as I use the 512, 1 hour headway, enough said. Ipswich rail line, slow and half hour headway. I have lost count of the number of times that I have been waiting for the train at various stations around the network only to have it run through. Good for on time running, not good for a senior forced to wait another half hour. I have travelled the world, lived in France and UK and in comparison SEQ public transport is abysmal and expensive.
928	The 'rail fail' has put back public transport years. When combined with the delays with the new trains it really is a most unacceptable situation.
930	It beggars belief that Queensland managed to order new trains that do not meet the legislation for access requirements.
932	In spite of the RAILFAIL problems I still feel the service is a reasonably good one most of the time - it's getting worse and not better though. Accessibility to the train stations is becoming the dominant problem - the motor vehicle congestion is getting worse in and around my local train stations in peak hours. The footpaths outside Central are not wide enough for the pedestrian traffic in peak hours - the useable parts footpaths in the Brisbane CBD seem to be shrinking due to the increasing amount of street furniture, business signage and queues at bus stops ... we need wider footpaths to be part of public transport improvements (IMHO)
936	No weekly or monthly go card options that was promised in 2008. Yet there are event and gold coast capped go cards so system supports it.
939	QLD RAIL HAS LOST THE PLOT. GET RID OF CURRENT MANAGEMENT.
940	You should be capturing travel pass usage for the blind and vision impaired
941	There are a whole raft of issues not addressed here- future expansion options, connectivity, condition of infrastructure (especially train stations), etc.
948	Outer suburbs have no late night bus services. I live in Ipswich, but if I want to get a bus to or from a railway station outside the BCC area, it's a cab, uber or friend. Eg. if I finish watch a football game, the train arrives around 10pm. From Ipswich station, there's no hope to catch transport from that time.
951	We need better train services, better train to bus connection and Brisbane needs a light rail it will move people quicker, When there are rail fails and hourly Sunday timetable it needs to be free for all customers also QLD rail do not need to do track work on Sunshine line on XMAS EVE every XMAS EVE there is trackwork on Sunshine line this has to stop. Having limited service on school holidays and during normal week day timetable is crap it does not work. The announcement on all trains after 8.00pm all day Sunday and public holidays the doomben train does not run they need to cut out that announcement
952	Scotty Go card makes travel much more expensive without monthly and yearly etc fares available. Sunshine coast rail is an absolute joke and spending on Bruce Hwy insulting. 2 tracks and fast trains needed to reduce Bruce Hwy issues and increase rail usage.
955	Where I live there is an hourly bus service and no services after 6pm week days and no Sunday service at all which is appalling and to add to this my bus service does not connect with train services. My rates keep increasing and transport services are just dreadful for Sunnybank Hills.
957	Rail timetable, fares & cleanliness very poor
961	I think there could be better connections between rail and bus for the areas outside of the Brisbane City Council LGA. I know that the DAT is happening in areas in Logan City but that needs to be booked in advance.
	Social media is instant why is it not updated as the incident unfolds instead of half an hour

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- later with 40 50 60 minute delays
- 965 Workers who travel everyday deserve it cheaper. Paying 20 dollars to get to work is ridiculous.
- 966 User interfaces on ticket machines are appalling. Touch off points left exposed to weather quickly become inaudible, faded and fog up
- 967 QR needs to be more cost effective as they pay there employees way to much and have way to many. Stations need to have staff realigned so that during peak high patronage station for am and pm peak are attended and the lesser stations closed. QR needs to be controlled by a body that tells them what to do and when and holds them accountable. QR are not value for money.
- 969 I live on the Sunshine Coast. The rail service beyond Caboolture is over crowded, often delayed or interrupted and does not run frequently enough. Because this service is so poor I generally drive 40 minutes to Caboolture to catch the train to Eagle Junction. Between 4pm and 6pm the Nambour trains are so full there is standing room only, with people not only crowding the doorways but also the aisles by the time the Northbound train reaches Eagle Junction. The Caboolture trains are not much better than the Nambour trains during the busiest times.
- 974 A lot of trains I have travelled on have damaged seating so more inspections may be required to find these problems and get them fixed as soon as possible
- 975 Public transport is way too expensive!
- 986

BRISBANE BUSES

All bus operations, including publicly owned ones such as Brisbane Transport should be put out to competitive tender. This will create an environment where performance targets can be enforced through fines and contract termination. The current regime is a joke because whether or not performance standards are met or not, the contract is guaranteed to always be renewed. It will also put a limit to route planning roulette, where BCC unilaterally declares a new route and then dumps that on TransLink, as they did with the Maroon CityGliders, or refusing to participate in bus network reviews, as they did in 2013.

Brisbane Transport should be separated from Brisbane City Council and privatised by sale to management and employees. Any remaining unsold shares should be offered to ratepayers through their rates notice, and anything left over after that should be put out publicly. Employees should get first preference to take a stake in the organisation. Bus driver staff should have a discount of say 20% on any shares they buy in Brisbane Transport Ltd as recognition for service and incentive to run the new company efficiently. TransLink should look at guaranteeing a contract for Brisbane Transport Ltd for 8 years as a transitional measure to guard against a scenario where employees take shares and then the organisation loses the bus contract in a subsequent tender. Every other bus company in SEQ contracted to TransLink is a private bus company, and indeed the CityCat is also private and contracted out, so this should be wholly uncontroversial.

Changes to The City of Brisbane Act can be used to compel the separation if Brisbane City Council will not co-operate. The powers that BCC has are State Government powers devolved to it, and these devolved transport functions trace back to the 1920s. Before this time most bus and tram operations were actually private. Indeed, every single other jurisdiction in Australia has State Governments run transport and not local councils. This is in recognition of the fact that people in buses and trains need their vehicle to drive over different council borders.

The Brisbane bus network is a total mess and nothing short of a total and complete reorganisation of every single route and review of every single bus stop location is required. It is a scandal that areas such as the Centenary Suburbs or Yeronga do not have decent 15-minute frequent BUZ services. This is not simply a case of "lack of funding" it is a case of "we don't want to do it" as such a reorganisation would have small, or even be cost-neutral and not dependent on the construction any new major infrastructure such as new busways. Such reorganisations have been done in places overseas such as Houston, USA. It is incredible that BCC continues to have its bus contracts blindly renewed year after year by a lazy Queensland Government who cannot be bothered enforcing their own contracts, exercising their own network planning powers, or making sure that Brisbane, the capital city, has top quality bus network planning to support ordinary workers and residents get to work, education, healthcare and shopping.

QUEENSLAND RAIL

All Queensland Rail operations should also be put out to competitive tender. This will create

an environment where performance targets can be enforced through fines and contract termination. The current regime is a joke, because whether or not performance standards are met or not, the contract is guaranteed to always be renewed. Queensland Rail has paid huge amounts of money to German rail operator Deutsche Bahn AG to tell them how to run their own train system!

A much smarter idea would be to send a letter to Deutsche Bahn AG in Berlin inviting them to take part in an open tendering process and invite an Expression of Interest (EOI). I know that opponents of such an idea will launch a protest along the lines that "private companies make profits" but I would only point out that (a) most businesses do make a profit, (b) that the profits are squeezed down due to competition, and (c) it would be unusual if the profit component exceeded 3-5% of total revenue. The largest operational costs are actually labour, which is likely 10x this "profit" figure (50-60%) which implies that any "cost saving" arguments need to target that area instead rather than the slogan that "private companies make a profit".

Labour costs especially extreme for the Queensland Rail case (as compared with a directly comparable railway in Perth) due to the lack of single-driver operation and appropriate signalling (e.g. ATP, ECTS). The Queensland Rail network needs to be modernised to ensure that all new platforms are at full height, are straight and allow direct unassisted wheelchair boarding. This should be done line-by-line and station-by-station, for example, the Springfield line or Gold Coast and Airport Lines would be closest to this goal and the easiest to bring up to this standard.

The Gold Coast Light Rail system is a rail system already privately operated under TransLink, so again, these changes should be wholly uncontroversial.

TRANSLINK and THE DEPARTMENT OF TRANSPORT AND MAIN ROADS (TMR). TransLink is a division of TMR. It is again incredible that the CityTrain Monitoring Unit (CRU) is investigating 'the best model for public transport in South East Queensland' when this entire investigation was already done under the former Premier Peter Beattie just before he set up TransLink as an independent authority that was spun out of TMR.

All public transport assets (i.e. land, transitways - rail or bus) and possibly responsibility for transport services on the Brisbane river (CityCat) should be removed from BCC and TMR and transferred to a new organisation The Public Transport Authority of Queensland (PTQ) based directly on the WA model. Transport and Main Roads would be restructured to be more like the NSW Roads and Maritime organisation.

CONCLUSION

Overall, the transport portfolio has been a total and complete disaster for all concerned. Brisbane has a bus network that, off the busways, still thinks it is 1988. We have grossly mismanaged and expensive to operate rail network that barely produces service for the people that are paying for it and is characterised by failing old trains, serially botched projects, and political instability and inability to keep to a single course or plan for any length of time.

A single minister needs to operate a public transport portfolio, overseeing a single public transport authority, which will oversee a single competitive contracting regime that is enforceable through fines and contract termination. Nothing else will do.

988 Generally Brisbane transport is very good for the price point, rollingstock/vehicles are usually in good condition and PM security is much appreciated.

However there are areas in need of improvement:

- Train PM peak frequency (not as good as AM peak) needs to be extended
- Train off-peak and counter-peak frequency to be improved (goal should be 15min)
- Slow speed of GoCard scanners causes bottlenecks and excessive queues during peak periods
- Free travel policy for patrons inconvenienced by track closures (scheduled and accidental closures)

989 PASSENGER RAIL SERVICE to Toowoomba please! Build it as part of Inland rail. Our leaders are asleep at the (bus) wheel.

991 More rail investment is needed.

992 I mostly only use bus services, and note that there are a number of issues with buses not turning up at all, or running late that don't seem to get reported. The general feel from

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passengers is that's just what it is. I also think with everything #railfail going on, Brisbane Transport has enjoyed their time out of the spotlight. Its frustrating when you make a complaint to Translink about a bus not showing up which wasn't announced with an alert and their explanation is that they can only pass on information like that to passengers if the operator informs them (I thought they would be able to use the real time information...) so as much as everyone seems to bag out QR for having a reduced timetable and service cancellations, at least they have the guts to tell everyone about it.

I'd also like to add that there seems to be a growing issue with some of the older buses (bus numbers 700-900 range) where the air-conditioning leaks water on the seats at the back above the wheel arches - not a pleasant experience.

994 It's time the Northside saw some bigger buses on the major routes and a train line for north west Brisbane.

996 I live on the Ipswich/Springfield line. The frequency of weekends where the train service is unavailable because of maintenance is perplexing. I understand that the network must be maintained, but surely the point of having a train network is so that people can actually use it, which we can't do it seems every other weekend. It's not a surprise that patronage is so poor.

PS what can we do to stop the building of a second road bridge at Indooroopilly, as this seems to have become a populist policy for certain ill-informed local politicians desperate to ensure their own re-election.

997 Bizarre gaps in weekday rail timetable and running hourly frequency on some weekends make PT use very difficult. QR seems to have taken two giant leaps back into the 1990s

999 How about more express trains for the outer stations. What I mean here is there are a lot of trains services that services the stations from Milton to Darra. How about alternating stations is this serviced so the Springfield trains could stop very second station that is say Milton, Toowoomba, Indooroopilly and the Ipswich trains could service the alternate stations of Auchincloss, Taringa, Chelmer etc. If people between Milton and Darra want to travel other station that would need to jump from a Springfield to an Ipswich serviced train and vice versa. The outer station should get express trains and this would cut travel times then lead to a quick next service and therefore maybe more frequent services. Thanks Mark - 0422 932 509.

1001 More security required on trains

1002 Frequently shutting down the line between Ipswich and Rosewood due to maintenance issues. With the fares so high it seems Translink need to perhaps allocate funds to maintain the rail system instead of feeding the suits their bonuses.

1007 Trains, when they come are overcrowded, dirty and filled with people who are unwashed and disrespectful. The debacle of last Christmas seems to not be resolved and we go forward with a transport system just as appalling as last year.

I frequently travel in other states and their transport options are efficient, cheap and clean.

1009 Bus service in some areas is very poor. Some areas only have hourly services during the day on weekdays, but no evening or weekend service at all.

1014 I'm sure the service could do better

1016 Why are there 6 cars per train at off-peak times? Outside of peak time the number of passengers on trains on the north side of Brisbane and on the Gold Coast, Beenleigh, Cleveland, Ipswich and Coopers Plains lines would be hard pushed to fill 3 carriages. It seems to me that the cost of running 6 car trains would be a lot more expensive than running 3 car trains. There would be less need for the new dud trains from India. Also, the cost of public transport for commuters would fall as would the drain on the electricity grid which QR has to pay for. Needless to say the Qld ALP government is a hostage of the rail union who would never let these efficiencies occur.

1018 more trains running up the north coast line

1019 QR needs to be sold. No longer should commuters be held ransom by the unions.

1020 I hope to see less of RBOT's comments about TransLink both not being involved in the running of QR and also blamed for incompetence at QR's driver shortage for this election. I also hope to see negative comments about TMR's influence on TransLink's ability to perform its function backed up with examples and facts, and balanced with examples of what TransLink has succeeded in doing.

RBOT has become, for me, more and more like a retired person with too much time on their hands writing a letter to the editor every second day, cocooned in their home area and less like an informed, unbiased organisation which understands limitations in funding, gathers all facts before putting forward opinions, and applauds improvements.

Recently a rail station was improved - rather than say it was overdue and state how many passengers would have their lives improved and that it's good QR had never stopped working

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	<p>their way through the list of stations to improve in order, RBOT got caught up in saying "Now do my station". RBOT did not bring anything to the conversation other than repeating commuters' voices that THEIR station could be better and there's OTHER people who want better stations. There was no acknowledgement of the costs involved, and there was no suggestions as to which other station should be cut from the list in order to improve the ones nearer to home. No solutions were suggested, no calm reasoning. Just... the ignorance of a small newspaper columnist or letter to the editor.</p>
1021	<p>It is disheartening to see what can and has been a useful function for commuter advocacy to devolve into "I have a voice in the media I don't need to think before I rant"</p> <p>My bus route 444 has decent frequency however bus routes overall need to be reviewed as there is significant waste in some areas and poor frequency in others. Eg routes such as 425, 433, 435 need to run more regularly to Indooroopilly and cease travelling to the city.</p>
1024	<p>Bad weather in the city impacts rail lines which is frustrating.</p>
1026	<p>I would love to see the 5.40pm Ipswich train be put back on timetable.</p> <p>Translink and QLD Government with removing agents or not enough, don't really want people to use gocards</p> <p>Translink and QLD rail should talk to each, as Translink claim you can go card refund under \$50 at railway stations, QLD Rail said you cannot</p>
1029	<p>There should be a Inquiry into poor performance that is Translink including very bad call centres, online feedback form (Ask for route details when it has nothing to with routes)</p> <p>Cheaper fares would be great, but the biggest issues are whenever you have to travel somewhere other than the CBD. I work in the outskirts and sometimes need to head back towards town. Trains run as infrequently as HOURLY during weekdays and that's just unacceptable for a city our size.</p> <p>The bus network has an antiquated "burbs to CBD" design and so where employment or study is in a location outside the CBD, and not in your local suburban area, public transport is almost unusable.</p> <p>Those are the key issues to make public transport more useful, and to encourage more people out of cars.</p> <p>In my case, I chose a bicycle! It might be a bit more effort, but it goes when I want it to go, largely goes where I want it to go, and it's often no slower than driving and always faster than the public transport alternative.</p>
1030	<p>I notice that the bus servicing the Griffin area comes hourly which is not ideal for my boys who go to high school. Their safety and the safety of other youngsters using public transport is a great concern. I lived in North Queensland before and the bus comes every 20 minutes. Reliability and convenience might also help ease traffic congestion especially during the holidays.</p>
1034	<p>Needs better service in northern suburbs. Need to do something with designated transport corridor. Trains too far away but more reliable/more frequent services. Consider having bus to train station options as limited parking at some stations.</p>
1035	<p>Improve connections between bus/rail especially in Logan City area. Also trains from Beenleigh to run express between Kuraby-Park Rd stopping only at Altandi would help attract more commuters, the trip to the Brisbane CBD is currently far too slow (in fact bus is actually faster in many cases, which is ridiculous). Coopers Plains trains would need to be extended to Kuraby to compensate the intermediate stations for loss of service.</p>
1036	<p>Way too many trains are cancelled. There should not be any 3 car services in peak hours, as there currently is.</p>
1038	<p>Accessibility is a real issue for PT. Stations w no access. Ferry stops with ramps too steep. Trains that don't stop at the correct points meaning pax have issues boarding and alighting</p>
1042	<p>Need Cross River Rail. Upgrading the north coast line along the sunshine coast. these project need support from all parties, ALP, LNP, and One Nation.</p>
1043	<p>The seats on Brisbane commuter trains are too narrow for average Australians. They are supposed to take two adults, but mostly only one adult sits on each seat as there just isn't room for two.</p> <p>The fares are too high! It's cheaper to fuel my car and drive to work, than it is to catch the train! That is just crazy! The State government should lower the fares to encourage more train use and think of the money they will save on road building and maintenance!</p>
1045	<p>I'd like to see a move away from park 'n ride, only being used at very isolated areas (end of lines, Gold coast or Sunshine Coast) and make it so you don't need a car to drive to a station</p>

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1046	<p>in the 30km/radius of brisbane (unless there is already sufficient parking ie QEII)</p> <p>The station accessibility upgrade program needs to come to Moorooka, Rocklea & Salisbury stations.</p>
1052	<p>Cross River Rail and Brisbane Metro need to happen</p>
1054	<p>Driver only operations need to be instituted, take on the Rtba</p> <p>Etcs should be implemented to increase tph capacity</p> <p>Either restore the sleeping cars or scrap the inlander and Westlander completely (community service obligations does not equal seventeen hours seated)</p> <p>Scrap affirmative action recruiting and stick to merit only</p> <p>Establish live train position reporting available via app</p> <p>Improve transparency and honesty in reporting delays and cancellations</p> <p>Cancel all recorded announcements during peak hour services</p> <p>Lastly</p> <p>Station announcers to speak at less than racetrack speed. The casual system user doesn't stand a chance.</p>
1058	<p>A new ticketing system that is genuinely easy and convenient to use needs to be deployed in Queensland.</p>
1059	<p>Daily fare caps are needed.</p> <p>I frequently spend up to 25 - 30 mins on the bus to travel from Anne St Teneriffe/Fortitude Valley to the CBD in afternoon peak hour (a distance of 2.5 km). I've even had trips occasionally take 40 and 45 mins. Restoring bus lanes on Anne St Valley, plus installing bus lanes along Adelaide St CBD is a must. There is a "bus jump zone" on Anne St, approaching James St intersection in the Valley (to allow buses to get the priority traffic light at this intersection, thus easily moving across 3 lanes of traffic without being held up in traffic) - but cars always stop in the Bus Jump Zone, stopping buses from getting priority. The only solution is installing Anne St bus lanes at least during peak hour, and a 24 hour bus lane along Anne St/Adelaide St, from beside Cathedral Square apartments (cnr Gipps and Anne St) all the way to the Cultural Centre bus station.</p>
1060	<p>It's disgraceful that there is such a ridiculously long travel time on these peak hour buses.</p> <p>Robert needs to focus less on politics and more on making content engaging and informative to users. Follow the PTUA approach in Melbourne. Compared to them RBoT looks like a joke.</p>
1061	<p>The Boring Company.</p>
1062	<p>(1) There is an increasing trend to run all stations trains express for operational reasons (usually to make late trains be on time). I don't like it as it makes my trip longer having to wait for the next train that will stop all stations.</p> <p>(2) When trains are cancelled or running more than 10 minutes late there is usually no action by QR for express trains to stop and pick up at those stations when a train has been cancelled. It's so annoying to stand on the station when an all stations train has been cancelled and have 2 express trains come through with empty seats.</p> <p>(3) I don't like the way QR has stopped having printing suburban timetables that can be made available at stations. They think everyone has a smart phone and can look up the Translink site. I can't afford to own and operate one so there is no accommodation for those who rely on a printed timetable. Bus timetables are still printed and given out so why aren't printed suburban train timetables still available?</p>
1063	<p>I've been annoyed by cancellations - during school holidays, at weekends, cancellations through the CBD -which have been much worse than usual recently. I don't mean stuff ups, I mean scheduled cancellations. We don't live in a Monday to Friday world these days, but the rail system is designed around 9-5, Monday to Friday commuters and school children.</p>
1068	<p>I should like the survey to include views on the service provided by management and the front line staff of TransLink, each of the main Operators and the Owners.</p> <p>For example, I would rate the help given by QR staff as excellent, the main bus companies as good, while that of TransLink and the Departments is poor.</p> <p>In particular QR clearly attempts to do its best for the community despite being handicapped by the poor management and technical competence of the shareholding ministers and the public service departments who have overridden QR's long-standing railway expertise especially in the fields of infrastructure and rollingstock. Many QR staff have echoed this view, it is not just my opinion.</p>
1069	<p>A major issue is the platform heights on the south side railway stations.</p>
1070	<p>Introduce free public transport travel on weekends to incentivise more commuters to switch from car trips to PT trips.</p>
1071	<p>I live at Rosewood and I would like to see ALL trains to Rosewood express to Darra and</p>

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thence all stations to Rosewood. The Springfield train can be all stations to Darra and pick up passengers along the way. The Rosewood train takes too long during the day time. Express trains am and pm are adequate for the time being. If the weekly fare was not so expensive more people would travel to the city by train instead of driving to work. I would like to see bigger parking spaces for travellers to leave their cars at the stations and then catch the train.

- 1073 The AVVMs are awful. It is the most un-user-friendly machine I have ever encountered.
- 1074 The main problem I have with Gocard is that it is sometimes hard to get my money back when wrongly charged.
- The rail system used to be good before the government started cutting out services and telling their drivers to skip stations. I could hardly believe they cut services on Sundays during the school holidays.
- 1075 Lack of bus priority on Brisbanes arterial roads is unacceptable. We cant wait decades for a promise of a billion dollar busway. A few million on paint and minor roadworks would suffice in most cases improving overall capacity and reliability
- 1078
1. Service frequency of the network is poor, the closest and only bus within 5-10 min walk to my house comes hourly, incl peak hour. I am 15min walk to the train. It would be better to have a local bus that services the neighbourhood and drops me to the train at least quarter hourly. the alternate is to drive to the train, or to work.
 2. Reliance on half-full buses is inefficient, either get smaller buses, or arrange services to feed high volume corridors (trains and light rail)
 3. Train outages for trackwork is not acceptable except for the rare case. On the weekend when you have half hourly services on a line, it should be easy to do sector by sector work, and run trains on wrong track at lower speed for that sector.
- 1080 Integration of modes is extremely poor esp in Brisbane area! Very poor frequency esp on SCL is a huge deterrent as also with Sunshine Coast buses made worse by poor integration. No progress on branch line into Maroochydore with light rail a "red herring". Overall preference and priority to roads is stripping funds from public transport with road improvements encouraging people to not use public transport eg Bruce Highway from Gympie to Brisbane. Waiting with interest to use Gold Coast light rail from the GCL once connected. Sadly the NGR fiasco and doubts about CRR indicate a Los Angeles mentality! If only ... ☹
- 1081 Qld experience is predominantly with Bne suburban network, but some QR rural services. Go card fares are more reasonable now I get 'Seniors Concession', but otherwise fares are too high - comparisons I draw are with WA - Perth and Fremantle both train and bus services -especially their CAT bus services, (despite their customer demographic being predominantly but decreasingly numbers of vagrants, unemployed, and visitors/tourists) and Melbourne (mostly train experience). Melbourne Miki card didn't seem as 'user-friendly'. The WA CAT service frequency is fantastic, with buses providing equal/better ease of use (access/egress), seating configuration and ride comfort than BCC buses. WA & Vic trains obviously have advantage of wide track gauge/carriage width to provide better seating configuration and carriage ride comfort. Spain train carriages have the best facilities - flexibility and diversity in layout /features for passenger needs - prams/stroller, luggage and bike storage - that I have seen. Eurail services esp VFT's features/services show up QR 'fast-trains' long distance trains as being quite inferior.
- 1083 We need more light rail (i.e. Sunshine Coast). Public transport in some LGAs is excellent (Brisbane and Gold Coast) but the whole PT system of SEQ ignores one essential fact, that numbers of people from the Gold Coast (600k), Sunshine Coast (350k), Logan (200k), Moreton (200k) and Ipswich (200k) work IN BRISBANE. We need fast connecting public transport from the other large cities in SEQ to Brisbane, and not the antediluvian PT that currently exists. No wonder the highways are so clogged and getting worse. You virtually cannot travel north or south of Brisbane at ANY time of day without getting stuck in horrendous traffic. And it is beyond ludicrous that it sometimes takes over 2 hours on train/bus to get from the capital city (Brisbane) to another large city (Gold Coast) only around 65km away by public transport. It is all very well for local governments to try and force their residents to take public transport by making parking astronomical (and no comment about privatising parking in Brisbane or I would end up having to wash my mouth out with soap) when a large proportion of workers in Brisbane (around 40% I think) come into the city from outside the Brisbane LGA. Perhaps if the moronic coal company suckling imbeciles who are in government at all levels would fund fast public transport within SEQ (and NOT by LGA) then we could have a much better quality of life and not have so much CO2 spewing and habitat destroying vehicles and road infrastructure...
- 1085 Go Cards failing to read properly, and problems with card readers, are costly (\$10 fare is charged if card does not read properly) as TLink is unwilling to refund when there is a

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	problem
1086	Taringa station needs an upgrade.
1088	fast train from gold coast to brisbane and sunshine coast, underground brisbane metro train inner ring, middle ring and outer ring, train lines to garden city/loganholme, chermside/aspley, the gap, kenmore/brookefield, inala,
1090	Rail reliability is a major issue especially at the moment. However, the amount of times the rail line is down for maintenance is a real problem for my travel generally. The skipping of stops to maintain reliability is a poor customer outcome and I've been stranded at times waiting. Bus frequency is excellent so the timing and opportunities for connections between rail and bus are pretty good allowing me to transfer. However, I find the walking distance and waiting time between the modes frustrating and painful. I look for personalised travel as much as possible. I like as little disruption as possible once I am on the bus so I can focus on my tablet. I transfer in the city to travel from the south to the uni so thankfully I only have to transfer once. I can tolerate one transfer but I won't do two especially between rail and bus because the transfer facilities are not good. Might as well just drive if I have to spend all my time transferring and walking.
1091	Public Transport in Brisbane is getting more unreliable and difficult to use and I doesn't look like that the services provided will improve any time soon. Reliability since railfail has been terrible and living near the Ferny Grove station I have heard and seen trains come in late or cancelled. The number of times I see this is crazy and it is not improving and especially with the reduced and messed up timetable on Fridays. The number of timetables changes is confusing including the reduced timetables over Christmas, Easter and the school holidays. The reduced timetable over the Christmas break with trains only every 30 minutes on the Ferny Grove line was rather annoying with longer journey times. The bridge strikes of late have been occurring too often with 2 strikes at Gaythorne in the last few weeks. No action is being taken and still keeps on happening. It would be great to see a complete overhaul of the Bus network as a lot of places are inaccessible by public transport. The current network is very complicated and here in north western Brisbane bus services are not very good in frequency and routes. With the planned TOD at Ferny Grove I have concerns over traffic and whether the surrounding roads can cope as lots of people travel by car to the Ferny Grove station. The lack of feeder buses forces people to drive with large demand for parking. The building of the TOD relating to loss of parking while construction occurs hasn't been fully explained. The NGR train rollout is an absolute disaster with both side of government handling this terribly. Why on earth didn't the current government just admit the trains were designed wrong a year ago and rebuild the trains then rather leaving it less than a year before they were required for the games. And then they realise time is running out before the games so they try to get an exemption they can delay fixing the trains so they appear to look good for the games. The way things are looking there is just not going to be enough trains to go around because of the incompetence of the government as well as the former LNP government bad design of these trains. As for the upcoming state election there is again no real clear plan from either side for the investment in all the future projects required to deal with public transport. The same is for current rail fail with the opposition not saying how they will resolve the problems they had started and the current government very weak in its actions. Cross River Rail is absolutely essential for the future SE Queensland and is a pity that there isn't support from the LNP if they win government. Uncertainty around public transport so far in the campaign and in their past track records doesn't give much hope for major change in the future.
1099	Rail fail needs to be fixed sooner rather than later. Bus network reform really needs to proceed ASAP, the speed of current reform is unsatisfactory and the concept has been toxified by union-led scare campaigns. New generation go card needs to happen as well, with myki-like passes. A lot of work needs to be done to bring public transport in SEQ up to scratch!