

Our ref: PET 57054

26 March 2026

Mr Neil Laurie
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Dear Mr Laurie

I refer to petitions 4335-25 and 4445-26, lodged with the Legislative Assembly on 3 March 2026 about inclusive access to the Macleay Island ferry terminal.

The Crisafulli Government is committed to ensuring fair and equitable access to the public transport network for all Queenslanders. I understand how vital reliable and accessible transport connections are in supporting local communities, enabling residents to spend more time with their families and less time commuting. However, we must balance the need to address gaps in the network with the requirement to ensure services are well-utilised, reliable, and represent value for money. Regrettably, this means we are not always able to provide transport coverage across all parts of Queensland.

I want to acknowledge the concerns raised by residents living with a disability, those who support someone with a disability, and elderly residents who experience difficulties navigating Macleay Island.

The absence of a public transport service does not legally restrict on freedom of movement under the *Queensland Human Rights Act 2019* (the Act). The Act is designed to protect individuals from barriers imposed by government actions, rather than to create an obligation for the government to provide specific transport services.

I note the petitioners' request for the introduction of a bus service on Macleay Island, including consideration of accessibility requirements and coordination with SeaLink ferry timetables.

The Department of Transport and Main Roads acknowledges that population growth has occurred since earlier bus service trials on the Southern Moreton Bay Islands (SMBI). However, previous trials were discontinued due to low demand. These include the Redland City Council (RCC)-funded services on Russell Island in 2004 and 2005, as well as the SMBI Little Bus trial on Russell and Macleay Islands which was a private initiative that commenced in 2019 but ceased operations in 2020–21.

While I understand a public transport service would assist some residents in accessing the ferry terminal, Macleay Island's low population density—estimated at three to four dwellings per hectare—presents challenges in generating sufficient demand to justify the required investment. Under my department's service planning guidelines, public transport services are generally considered viable in areas with a minimum residential density of seven dwellings per hectare. Unfortunately, the dispersed settlement pattern and very low-density residential areas on Macleay Island result in high operating costs and insufficient demand, which continue to impact the feasibility of providing public transport services in the area.

That said, project priorities and funding needs are reviewed regularly, and community feedback—including the matters raised in this petition—plays an important role in shaping future planning. I assure you the concerns of Macleay Island residents will continue to be considered as part of this process.

Regarding the accessibility of the pedestrian route along Brighton Road to the ferry terminal, I note that responsibility for this infrastructure rests with RCC. This community feedback has been referred to RCC for its consideration, and I encourage residents to continue engaging with the council on this matter.

I trust this information is of assistance.

Yours sincerely



BRENT MICKELBERG MP
Minister for Transport and Main Roads