

**Question on Notice**

**No. 1227**

**Asked on 4 December 2020**

**MR J BLEIJIE ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—**

**QUESTION:**

With reference to Translink bus services in the 2017–18 to 2019–20 financial year on the Sunshine Coast—

Will the Minister advise, reported separately and by financial year, (a) total bus patronage expressed as a percentage of population of regular bus services and school bus services, (b) what income was generated annually from regular bus services and school bus services, (c) the total cost to taxpayers to operate both regular bus services and school bus services and (d) why this government will not commit to providing a bus service for residents of the Kawana Forest community in Meridan Plains?

**ANSWER:**

I thank the Member for Kawana for the question.

The Palaszczuk Government understands the important role that public transport plays in connecting people with jobs, education, essential services and each other.

That is why the Palaszczuk Labor Government is investing \$160.8 million as part of the Stage 1 Beerburrum to Nambour rail upgrade. We are working with the Sunshine Coast Regional Council by investing \$7.5 million to plan for future public transport needs on the Sunshine Coast and have recently completed work on a \$2.5 million project to deliver a bus priority lane on Nicklin Way.

This comes after the Palaszczuk Government last year introduced 200 new weekly services for Baringa, and more recently a new bus service for Bellvista and Bells Reach residents further south, in response to community feedback.

- (a) Patronage expressed as a percentage was split between school services as 34 per cent in 2017–18 financial year (FY), 32 per cent in 2018–19 FY and 31 per cent in 2019–20 FY. Percentages for regular bus services were 66 per cent in 2017–18 FY, 68 per cent in 2018–19 FY and 69 per cent in 2019–20 FY.
- (b) Income generated on school bus services ranged from \$1.1 million in 2017–18 FY, \$1.2 million in 2018–19 FY and \$900,000 in 2019–20 FY. Income generated on regular bus services ranged from \$5.4 million in 2017–18 FY, \$5.4 million in 2018–19 FY and \$4.2 million in 2019–20 FY.
- (c) Operator payments related to school services ranged from \$13.8 million in 2017–18 FY, \$16.5 million in 2018–19 FY and \$16.1 million in 2019–20 FY. The regular bus services operator payments ranged from \$34.7 million in 2017–18 FY, \$37.7 million in 2018–19 FY and \$38.4 million in 2019–20 FY.
- (d) Providing services to lower density developments, such as Kawana Forrest, has its challenges. In particular:
  - the inability of the current road network to enable the safe operation of buses on narrow, local government owned roads and roundabouts

- travel time impacts on almost 400 daily existing passengers if existing services are rerouted into the estate, by an additional six minutes and three kilometres per trip
- service would require prioritisation of investment, to service a relatively small market given the isolated nature of this development and the poor connections to surrounding developments in Meridan Plains, Currimundi and Birtinya.

Under the Palaszczuk Government, the Sunshine Coast will share in a \$3.6 billion road and transport investment in the region, supporting 3200 local jobs. This investment will build on our strong track record with the largest-ever budget for coast roads, rail and public transport.

This is in stark contrast with the previous LNP Government who cut \$1.6 billion from the state's roads and transport budget, which included sacking 1700 Queensland Rail workers and 700 Roadtek workers.