

29 JUL 2003

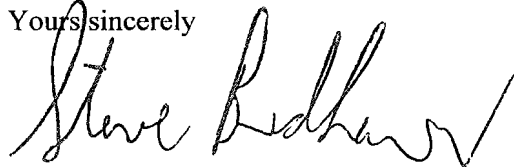
Mr Darryl Briskey MP  
Member for Cleveland  
"Kramer Place"  
19 Waterloo Street  
Cleveland Qld 4163

Dear Mr Briskey

I refer to the petition lodged by you on 3 June 2003, with the Legislative Assembly, about the duplication of the rail line between Manly and Cleveland stations.

Enclosed for your information is a copy of my response to Ms C Le Gros, the Chief Petitioner, on this matter.

Yours sincerely



Steve Bredhauer  
**Minister for Transport  
and Minister for Main Roads  
Member for Cook**

Enc (1)

29 JUL 2003

Ms C Le Gros  
16 Marcel Place  
Wellington Point QLD 4160

Dear Ms Le Gros

Thank you for presenting your petition to the members of the legislative assembly requesting the duplication of the rail track between Manly and Cleveland stations.

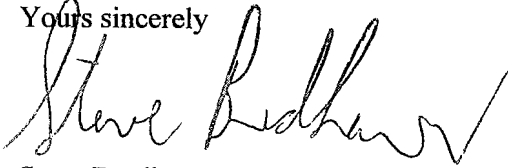
As you may know, the Cleveland rail track is currently duplicated between Park Road and Manly stations, and single track between Manly and Cleveland. Although there are some operational constraints associated with the single track section, priority access is always given to trains travelling in the peak direction and therefore the majority of commuters are not affected by the track being single.

Enhancements to the existing rail network often requires both infrastructure and rollingstock investment, and therefore have very high associated costs. As a result of these high costs, the scarce funding for urban rail facilities needs to be directed to where it will be most effective. Forecast patronage growth on the Cleveland corridor indicates that additional services will not be needed in the next five years.

In areas such as the Redland Shire, which has a lower population density than other areas within the Citytrain service area, buses are more cost effective and also provide greater flexibility in servicing dispersed communities. In line with this, the Eastern Busway to Capalaba is identified in the Integrated Regional Transport Plan for South East Queensland as a strategic transport opportunity for Brisbane beyond 2007.

This government is committed to increasing patronage on public transport in Queensland, and has established Translink within Queensland Transport to plan and develop an integrated public transport network and to introduce integrated ticketing. Translink is currently developing a Public Transport Network Plan for South East Queensland, that will consider the short-term (to 2007) priorities for improved public transport infrastructure and services as well as identifying longer term (to 2014) requirements to accommodate patronage growth. The outcome of this research will assist government to identify the priority level of the duplication of the rail track between Manly and Cleveland.

Yours sincerely

A handwritten signature in cursive script, appearing to read "Steve Bredhauer".

Steve Bredhauer

**Minister for Transport  
and Minister for Main Roads  
Member for Cook**