

## Infrastructure Australia

#### Factsheet August 2019

# Crowding and congestion

Australian Infrastructure Audit

# Brisbane, the Gold Coast and Sunshine Coast in 2016

#### Brisbane's population is growing and so is its transport task

- The annualised cost of road congestion in Brisbane, Gold Coast and Sunshine Coast was approximately **\$2.1 billion** in 2016.
- Brisbane's drivers experience congestion on a day-to-day basis, although it is lower than other capital cities.
- Brisbane's most significant congestion occurs along the north-south spine, which links Brisbane, the Gold Coast and the Sunshine Coast.
- Despite investment in extra capacity, growth in demand has progressively caused the deterioration of the performance of Brisbane's road network.
- Brisbane has a relatively uncongested railway network, with low crowding on all lines.
- Bus networks experience varied levels of crowding. The most crowded sections are those that join bus routes with major busways and areas outside of the rail network.



#### **Brisbane GCCSA** population 2016: 2.4 million



27% increased in the public transport task between 2004-05 and 2014-15



In the decade preceding 2016, passenger kilometres 14% increased by



Cost of public transport crowding in 2016:



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#### Brisbane's road network congestion 2016, AM peak



#### Brisbane's most congested roads (user experience) 2016

City rank	Corridor including origin / destination connected (direction)	Length (km)	Share of journey time due to congestion	Delay per vehicle (mins)	Cost of congestion for a car	Cost of congestion for a heavy commercial vehicle
AM peak						
1.	Ipswich Motorway to Indooroopilly via Centenary Highway (N/B)	10	68%	18	\$4.97	\$21.41
2.	Thorneside to Woolloongabba via Wynnum Road (W/B)	17	59%	25	\$6.90	\$29.74
3.	Loganholme to Mount Gravatt via Pacific Motorway (N/B)	17	58%	14	\$3.87	\$16.66
4.	Ipswich Motorway to Indooroopilly via Oxley Road (N/B)	8	57%	13	\$3.59	\$15.47
5.	M1 to Inner City Bypass via Kelvin Grove (S/B)	14	57%	22	\$6.08	\$26.17
6.	Thorneside to Woolloongabba via Old Cleveland Road (W/B)	21	56%	25	\$6.90	\$29.74
7.	Beenleigh to city via Pacific Motorway (N/B)	35	55%	27	\$7.46	\$32.12
8.	Bald Hills to Tingalpa (Gateway Motorway) (S/B)	26	55%	20	\$5.52	\$23.79
9.	Moggill Road to Inner City Bypass via Coronation Drive (N/B)	5	52%	7	\$1.93	\$8.33
10.	M1 to Inner City Bypass via Bridgeman Road (S/B)	16	50%	20	\$5.52	\$23.79
PM peak						
1.	Indooroopilly to Ipswich via Centenary Highway (S/B)	9	66%	14	\$3.87	\$16.66
2.	Woolloongabba to Thorneside via Wynnum Road (E/B)	17	54%	20	\$5.52	\$23.79
З.	Indooroopilly to Ipswich via Oxley Road (S/B)	8	52%	10	\$2.76	\$11.90
4.	Inner City Bypass to M1 via Kelvin Grove (N/B)	14	50%	17	\$4.69	\$20.22
5.	Tingalpa to Bald Hills (Gateway Motorway) (N/B)	26	50%	16	\$4.42	\$19.03
6.	Mount Gravatt to Loganholme via Pacific Motorway (S/B)	16	48%	9	\$2.49	\$10.71
7.	Woolloongabba to Thorneside via Old Cleveland Road (E/B)	21	48%	18	\$4.97	\$21.41
8.	City to Beenleigh via Pacific Motorway (S/B)	34	48%	20	\$5.52	\$23.79
9.	Inner City Bypass to Moggill Road via Coronation Drive (S/B)	5	47%	6	\$1.66	\$7.14
10.	Inner City Bypass to Moggill Road via Milton Road (S/B)	7	46%	5	\$1.38	\$5.95



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# Brisbane, the Gold Coast and Sunshine Coast in 2031

Even with committed investment, Brisbane's transport networks are forecast to become more congested

- Our modelling indicates the annualised cost of road congestion for Brisbane, Gold Coast and Sunshine Coast will triple to **\$6 billion** in 2031 if further investment does not occur.
- By 2031, Brisbane's most congested roads will be those linking the city centre with growth areas to the southwest.
- Trips by public transport will grow at a faster rate than by car, continuing a shift towards public transport use.
- The cost of public transport crowding is expected to be six times higher, compared to 2016.
- Patronage on rail is forecast to increase more than buses this is due to increased road congestion and improvements to the rail network.
- Brisbane's south-western rail lines will experience high levels of crowding due to projected population growth in Ipswich and surrounding areas.
- Without adequate infrastructure and services to support population growth, bus crowding in outer suburbs will be intensified further by 2031.



Brisbane GCCSA population 2031: 3 million

21% increase in car usage









#### Brisbane's road network congestion 2031, AM peak



#### Brisbane's most congested roads (user experience) 2031

City rank	Corridor including origin / destination connected (direction)	Length (km)	Share of journey time due to congestion	Delay per vehicle (mins)	Cost of congestion for a car	Cost of congestion for a heavy commercial vehicle		
AM peak								
1.	Ipswich Motorway to Indooroopilly via Centenary Highway (N/B)	10	76%	26	\$7.18	\$30.93		
2.	Helensvale to Beenleigh via Pacific Motorway (N/B)	26	73%	37	\$10.22	\$44.02		
3.	Beenleigh to city via Pacific Motorway (N/B)	35	71%	53	\$14.64	\$63.05		
4.	Loganholme to Mount Gravatt via Pacific Motorway (N/B)	17	70%	23	\$6.35	\$27.36		
5.	Beaudesert to North Logan via Mount Lindesay Highway (N/B)	47	68%	73	\$20.16	\$86.85		
6.	Goodna to Mount Gravatt via Ipswich Motorway / Kessels Road (E/B)	19	68%	34	\$9.39	\$40.45		
7.	Ipswich to Goodna via Brisbane Road / Ipswich Motorway (E/B)	15	68%	28	\$7.73	\$33.31		
8.	M1 to Inner City Bypass via Gympie Road / Lutwyche Road (S/B)	13	65%	12	\$6.90	\$29.74		
9.	Moggill Road to Inner City Bypass via Coronation Drive (N/B)	5	65%	12	\$3.31	\$14.28		
10.	Ipswich Motorway to Indooroopilly via Oxley Road (N/B)	8	65%	18	\$4.97	\$21.41		
PM peak								
1.	Indooroopilly to Ipswich via Centenary Highway (S/B)	9	74%	20	\$5.52	\$23.79		
2.	Beenleigh to Helensvale via Pacific Motorway (S/B)	27	71%	36	\$9.94	\$42.83		
3.	Goodna to Ipswich via Ipswich Motorway / Brisbane Road (W/B)	15	69%	27	\$7.46	\$32.12		
4.	City to Beenleigh via Pacific Motorway (S/B)	34	66%	42	\$11.60	\$49.97		
5.	Mount Gravatt to Loganholme via Pacific Motorway (S/B)	16	63%	16	\$4.42	\$19.03		
6.	North Logan to Beaudesert via Mount Lindesay Highway (S/B)	47	63%	56	\$15.47	\$66.62		
7.	Mount Gravatt to Goodna via Kessels Road / Ipswich Motorway (W/B)	18	61%	23	\$6.35	\$27.36		
8.	Inner City Bypass to Moggill Road via Coronation Drive (S/B)	5	60%	10	\$2.76	\$11.90		
9.	Inner City Bypass to M1 via Lutwyche Road / Gympie Road (N/B)	13	60%	20	\$5.52	\$23.79		
10	Indooroopilly to Inswich Motorway via Oxley Road (S/B)	8	59%	14	\$3.87	\$16.66		