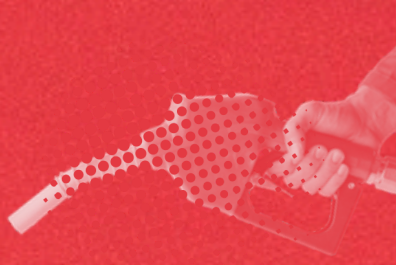
QUEENSLAND LABOR OPPOSITION



SLOW LANE: A STATE OF CONGESTION

An issues paper on transport in Queensland.





Acknowledgment of Country

We acknowledge the Traditional Owners of the lands, seas, skies and waterways from across Queensland.

We pay our respect to the Elders, past, present and emerging, for they hold the memories, traditions, the culture and hopes of Aboriginal peoples and Torres Strait Islander peoples.

This artwork by The Hon Leeanne Enoch MP is called “The Power of Many” from her “Connections” series. It represents the paths we take to reach our goals and the many important and often powerful connections we make with each other along the way.

QUEENSLAND LABOR OPPOSITION



TRANSPORT ISSUES PAPER

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FOREWARD

Queensland continues to takethetopgongontransport,but now for all the wrong reasons.

Our fuel spikes to most expensive in the country, and drivers are losing weeks sat idling in traffic day in, day out.

That's bad for them, bad for productivity, bad for the economy and bad for the environment.

Yet it seems the problem will only get worse under an LNP Government that continues to make decisions that delay investment, stall construction and condemn Queenslanders to a generation of congestion.

Major infrastructure projects have been pushed onto the back-burner, despite direct promises from the Premier, and their own planning documents identifying the significant need for more network capacity.

So where to from here?

Queenslanders should not be disadvantaged by distance, reliability or a government that doesn't deliver equitable transport.

Whether travelling to work, school, university, the shopping centre, or just around the corner, you should have safe access to reliable transport that's there when you need it. Queenslanders should have a government that continues to invest in all modes of transport – from new active transport corridors, to more resilient roads, better bus connections and faster rail routes. No one should see their life go by from behind the steering wheel amidst a sea of standstill traffic.

Queensland needs a transport network that works – not just for some, but for all. One that isn't solely built of bricks, bridge beams and concrete, but rather of connections to communities near and far.

Bart Mellish
Shadow Minister for Transport and Main Roads, Shadow Minister for Veterans

Hon Steven Miles
Queensland Labor Leader



SUMMARY

A postcode shouldn't determineopportunity, it shouldn't determine advantage anditshouldn'tdetermine who pays more to travel.

As housing affordability continues to test household budgets, more and more Queenslanders are moving further from where they work just to keep a roof over their heads.

Not only does that place strain on an already congested transport network, but it also means that people are spending more time in their cars or on public transport, and less time with their family and friends.

Time spent commuting continues to steadily increase, while delivery of transport infrastructure and public transport service uplift stagnates.

Queensland's transport network should fit the changing needs of the people who rely on it – the nurse working at the hospital, the barista and check-out attendant at the local shopping centre, the student attending school or university, the worker heading into their CBD office, or the tradie transporting their tools to their construction site.

Queenslanders should be able to rely on how long it will take them to get where they need to go.

Queensland is a rapidly growing state – experiencing the third-fastest population increase across states and territories in 2024-25[1]. The Department of Transport and Main Roads (TMR) asserts that population growth has increased demand on both our roads and public transport services[2].

Our state's decentralisation, coupled with limited available and reliable alternatives, means many Queensland households rely on and own multiple cars. Vehicle registrations hit 6,320,781 in 2024-25[3], up on the previous year.

In many regional and outer suburban communities and for tradies who have to transport their tools - public transport services are limited, infrequent or unsuitable, leaving people with little practical alternative to driving.

[1] https://www.qgso.qld.gov.au/issues/3071/population-growth-highlights-trends-qld-2026-edn.pdf
[2] https://www.publications.qld.gov.au/ckan-publications-attachments-prod/resources/5469daec-1854-4d69-9fe9-12a4911511d9/department-of-transport-and-main-roads-annual-report-2024-2025.pdf?ETag=3a617e5b78c28d88343153185218dc7f [Page 34]
[3] https://www.publications.qld.gov.au/dataset/annual-report-2024-2025-transport-and-main-roads

QUEENSLAND LABOR OPPOSITION



TRANSPORT ISSUES PAPER

HOW LONG DOES IT TAKE?

Whethertravelling to work, dropping children at school, getting to an appointment or running a business, increasingly unpredictable travel times have a real impact on people's lives.

Queensland roads are our largest publicly owned physical infrastructure asset, at over 33,000 kilometres in length[4]. The time spent on those roads by Queenslanders – to get from A to B – should be reliable and predictable.

The most recent RACQ travel time report shows that congestion on a number of key Brisbane arterial roads has increased significantly since 2019-20. It identified that a number of state controlled roads, particularly the arterial connectors through South-East Queensland, recorded significant differences in travel times when comparing congested peak periods with uncongested off-peak periods[5]. Their analysis determined that South-East Queensland's peak times were 6am - 10am and 3pm - 7pm.

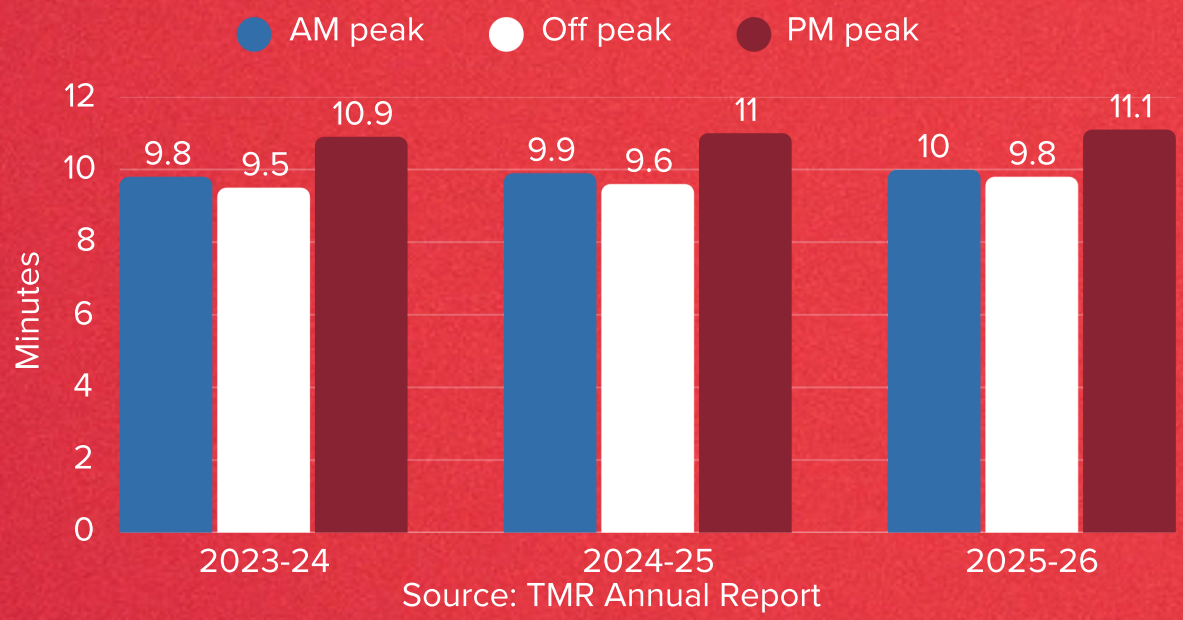
For those periods, the Centenary Motorway, Pacific Motorway (M1) and Gateway Motorway were identified as having the biggest differences in peak and off-peak travel time - adding almost seven minutes in one instance. Minutes quickly compound into hours and days, with a seven minute increase in your morning and evening commute rapidly accounting for almost two extra days spent in traffic over the work year.

Transport and Main Roads data shows a similar trend, noting increases in congestion and travel times[6]. Over the past five years, AM and PM peak travel times increased by about 10 per cent [9.9] and off-peak travel times increased by 7.8 per cent.

Congestion is now increasingly affecting Queenslanders outside of traditional peak periods, and those peak periods are tending to start earlier and end later as drivers seek to avoid growing congestion.

[4] https://www.publications.qld.gov.au/ckan-publications-attachments-prod/resources/85650e35-db8c-49c9-86fa-02f4e3ebcdb4/introduction.pdf?ETag=393f97d538c4d9f0152b03e89aa07e88
[5] https://www.racq.com.au/-/media/project/racqgroup/racq/pdf/advocacy/travel-speed-reports/2025/2025-annual-average -speed-and-travel-time -report-final.pdf ?rev=1e7c50bad98e4ac5b8f51820784a677e&hash=B7EF85A5FE5B05D62393C39972A32FEE
[6] https://www.parliament.qld.gov.au/Work-of-the-Assembly/Tabled-Papers/docs/5826T1791/5826t1791.pdf

South-East Queensland road network efficiency - Average travel time (minutes) per 10km



Source: TMR Annual Report

WHAT IS CONGESTION COSTING YOU?

Analysis of satellite data shows that Brisbane drivers lose more than 77 hours per year to congestion and delays, which equates to about 90 minutes lost per week, or about 10 work days over the year[7].

On the Gold Coast, analysis identifies that 71 hours are lost by drivers annually – about nine work days a year. This represents a 1 hour and 15 minute increase compared to 2024[8].

At the same time, the LNP Government has cancelled the Gold Coast Light Rail extension south, stalled public transport investments and delayed major road projects like the future stages of the Coomera Connector.

Time is not the only cost when sitting idle in congestion, and that cost isn't just measured in dollars.

[7] https://www.tomtom.com/traffic-index/city/brisbane/
[8]https://www.tomtom.com/traffic-index/city/gold-coast/

Unreliable and longer journeys can mean less time with family, difficulty getting to work or appointments, and additional pressure on household budgets.

There are also economic and environmental costs associated with congestion - including fuel and vehicle maintenance.

The Bureau of Infrastructure and Transport Research Economics defines this measure as private time costs, business time costs, extra vehicle operating costs and air pollution costs[9].

The Transport Affordability Index monitors transport costs per week per household.

Costs increased during quarter one of 2026, coinciding with higher fuel prices following the war in the Middle East. The average price of unleaded petrol in Brisbane in the September quarter was 199.2 cents per litre, 10.6 cents per litre higher than the average in the June quarter [10].

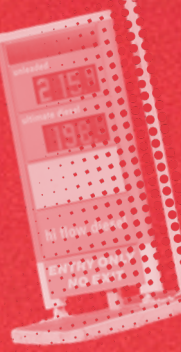
A record high daily average price for unleaded petrol of 258.9 cents per litre was noted on 31 March 2026. Prices through early September ranged from 223.9 – 248.9 cents per litre[11].

Uncertainty remains for the rest of 2026 amongst ongoing global conflicts.





[9] https://www.bitre.gov.au/sites/default/files/wp_071.pdf [page 16]
[10] https://www.racq.com.au/-/media/project/racqgroup/racq/pdf/car/fuel-reports/2026/racq-fuel-price-report-2026---september-quarter.pdf?rev=f9edbc8ff04f4c4a8208587bce36dcb3&hash=17E1991DEEAF7908F537039082D21B21
[11] https://www.racq.com.au/car/queensland-fuel-prices



CASE STUDIES – CONGESTION

“I’m a full time uni student who has to attend uni four days a week, living in Brisbane the traffic wan be awful and ends up draining my fuel. This is just not sustainable.

LUCY - BRISBANE’S SOUTHSIDE

“ I have two young kids to get to childcare as a single mum, and a long

over 2 hours a day in traffic

and spend far too much on diesel each week. Utility bills have skyrocketed as have groceries. There is very little room for anything to go wrong in the budget week to week.

Brit - Moreton bay

CONNECTING COMMUNITIES

In 2024, Labor announced the nationleading50centfare scheme which commenced in August[12].

This policy had a significant impact on patronage, removing affordability as a barrier to accessing Queensland’s public transport network.

In the first six months, total patronage rose almost 20 per cent when compared to 2023.

That included a 27.5 per cent increase in light rail trips, 18.6 per cent in rail trips, 42.8 per cent in ferry travel and 15.8 per cent in bus travel[13].

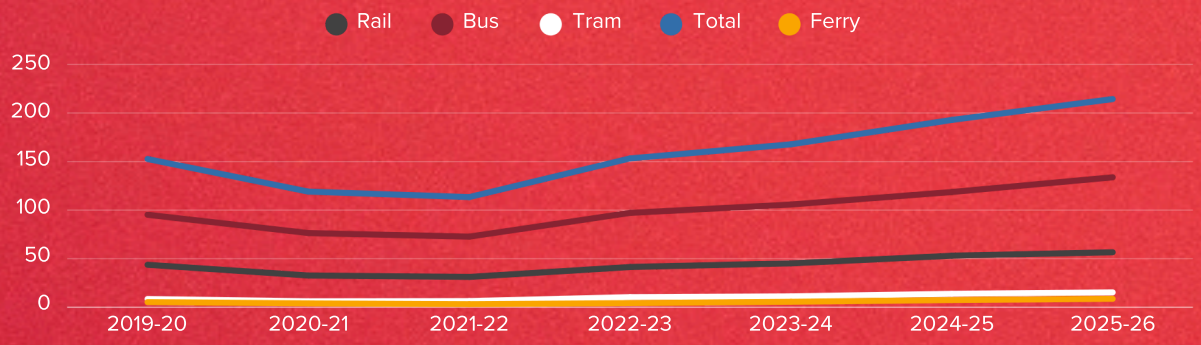
[12] https://statements.qld.gov.au/statements/100402
[13] https://www.abc.net.au/news/2025-02-10/queensland-50c-fares-public-transport-analysis/104910866

Patronage in regional Queensland also jumped up, with regional bus networks averaging about **20 per cent growth**, including strong increases in Townsville and Mackay.

The increase in public transport usage should have contributed to congestion relief, but the continued increase in travel times demonstrates that the gains made by the introduction of Labor's 50 cent fares has been offset by population growth and a stagnation in transport infrastructure investment.

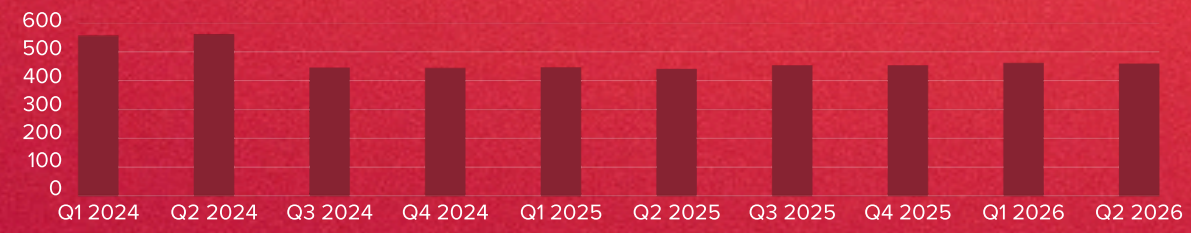
Before 50 cent fares, Brisbane had Australia's highest public transport costs in the Australian Automobile Association (AAA) index. After their introduction, Brisbane households recorded the largest fall in overall transport costs of any capital city[14].

Patronage on government contracted services (millions)



Source: Translink Open Data

Weekly Transport Costs Per Week Per Household ($) BRISBANE



Source: Australian Automobile Association, Transport Affordability, n.d, accessed 10 September 2026.

[14] https://www.aaa.asn.au/research-data/transport-affordability/



TRANSPORT AFFORDABILITY - It's above politics

In 2026, theQueenslandLaborOppositionintroducedthe Transport Affordability Amendment Bill.

This bill targets the growing affordability pressures that Queenslanders are facing, specifically the cost of getting around. It is no secret that Queenslanders are struggling to manage their household budgets against the rising cost of groceries, rent, mortgages, electricity, health care and education.

Families are having to make harder choices more often. This bill goes directly to the cost of filling up the car to get to work, school, the shops or hospital and it speaks to the cost of catching public transport for those who rely on it each and every day, because transport is not optional. Getting to work or school every day is not a luxury; it is a necessity.

For households across the state, particularly in those outer suburbs, regional cities and rural communities, it is unavoidable to pay these bills. When fuel prices spike or you need to pay your rego the same week as your rates, you just have to find the money. The family budget absorbs the hit, often at the expense of other essentials. This is the problem Labor is seeking to address.

The Transport Affordability Bill offers two clear and practical things. First, it introduces a fairer fuel-pricing framework for Queensland, a framework that puts an end to extreme price spikes and restores basic predictability at the bowser. Second, it locks in Labor's 50 cent public transport fares in legislation, ensuring that this proven cost-of-living measure cannot be quietly wound back or cut behind closed doors. Following the Bill's introduction and significant pressure from thousands of petitioners, the LNP Government moved to implement Labor's laws to lock in 50 cent fares forever.

RACQ modelling confirmed that a Greater Brisbane two car household paid more than double the retail margin of those in Perth[13].

Brisbane motorists could save up to 23 cents a litre if a daily price increase cap was in effect. That represents an annual saving of $1,196 if the LNP supported the proposed laws[15].

[15] https://documents.parliament.qld.gov.au/com/SDIWC-1AF9/TAAB2026-6E81/RACQ, 30 June 2026 - Clarification letter with further evidence following the hearing on 3 June 2026.pdf

CASE STUDIES
TRANSPORT AFFORDABILITY BILL

"I can't afford fuel this week and I'm not near public **I'mhaving to walk 8km** to the nearest bus stop to get to school. Please help lower the fuel prices. You are my last hope.

School student - Brisbane

"Iwant totake my little family out each yeah, the beach. Or drive to the city and walk around Brisbane... visit the family on the Sunshine Coast.' ...[but] **we can't afford the fuel** on top of the fuel required to commuteto work."

MADS

"Ican't drive my car **I'm just getting by**

Caitlin

"Its important for working Having affordable transport will **help ease the burden** onfamiliesandothers.

Dani - Townsville

"When my car died, I couldn't continue to go to work. **Without 50c fares I would be unemployed.**

Zach - Rockhampton

AI TRAFFIC LIGHTS

Brisbane City Council will trial artificial intelligence technology to manage traffic light sequencing on two major Brisbane roads in 2027. Part of their Smarter Suburban Corridors project, the trial will seek to reduce congestion and optimise traffic light sequencing based on road use and live congestion.

It follows the announcement that a trial of similar technology in Moreton Bay would commence in late 2026. Should these trials prove successful, they could inform a broader roll out of technology to improve traffic flow through increasingly congested outer suburbs.



OFF TRACK

Affordable public transport only works if Queenslanders can rely on it.

Frequent disruptions and a reduction in services risk the public's confidence in the State's public transport offerings.

Recurring and prolonged track closures are a familiar inconvenience, with users of the Shorncliffe, Beenleigh and Gold Coast lines regularly forced onto rail replacement buses[16].

As of 5 May 2026, Queensland Rail considerably reduced available services[17].

Between May and September 2026, more than 30,000 peak hour rail services were cut from the South-East Queensland rail network, representing a 20 per cent reduction in weekday services.

Peak hour services for the Gold Coast, Cleveland, Redcliffe, Caboolture, Springfield, Ipswich and Ferny Grove lines that previously ran every six to 10 minutes, now operate at 15-minute intervals.

Peak hour services for the Shorncliffe, Beenleigh, Sunshine Coast (between Caboolture and Nambour), Rosewood and Eagle Junction lines were reduced to running every 30 minutes, delayed from every 15 minutes.

A reduction in the frequency of services outside of peak hours means that trains are running at 30-minute intervals, double the previous 15-minute windows.

Extensive media coverage demonstrated overcrowding on station platforms, and commuters reported significant barriers in accessing the rail network as a result of limited services operating at full capacity[18].

Commuters reported regularly missing appointments and being late to work, like a young factory worker who reported almost losing his job due to repeated issues commuting from Ipswich.

[16] https://www.couriermail.com.au/news/gold-coast/gold-coast-track-closures-sparks-passenger-fury/news-story/16fe0906bba34a896a2f995a5ecda00b
[17] https://www.queenslandrail.com.au/aboutus/mediacentre/queensland-rail-seq-network-to-operate-on-reduced-timetable-from-next-week
[18] https://www.brisbanetimes.com.au/politics/queensland/trains-to-get-even-more-crowded-and-even-skip-stations-20260423-p5zqfv.html

The Department of Transport and Main Roads establishes that rail is the most efficient and sustainable form of mass passenger transport, with one full train able to take more than 600 cars off the road, reducing congestion and greenhouse gas emissions[19].

Using this framework, the loss of 30,000 South-East Queensland timetabled rail services could have resulted in approximately 18 million additional car trips taken on Queensland's roads over the five month period.

"I live in outer Brisbane, seeing my family **is exhausting.**

Anna - LOGAN

"The cost of living is already so difficult to manage as a electricity and food, additional **rises in fuel prices makes everything more challenging.** The chance for young people to get ahead feels more distant each day.

Alicia - North Queensland

BURSTING BUSES

As greater uptake of Queensland's public transport system increases, gaps in connectivity and accessibility are highlighted.

Research shows that whilst barriers like affordability to public transport usage across Queensland have been addressed, a transport gap remains. This gap is influenced by first and last mile connectivity, a problem occurring between a trip's origin, like home or work, and the location of public transport services, which can dissuade public transport usage[17].

With limited service connectivity, commuters often drive to a train station as the first leg of their journey.

[19] https://www.publications.qld.gov.au/ckan-publications-attachments-prod/resources/5469daec-1854-4d69-9fe9-12a4911511d9/department-of-transport-and-main-roads-annual-report-2024-2025.pdf?ETag=3a617e5b78c28d88343153185218dc7f

This behaviour has contributed to an increased demand for Park 'n' Ride facilities, meaning that the facilities designed to support access to local transport hubs have exceeded current capacity levels of 31,500 parking spaces across the 158 Park 'n' Ride facilities in South-East Queensland[20].

Bus services are critical to addressing this increased demand, by extending public transport coverage to areas where the extension of rail is not viable, connecting local communities to transport hubs, and providing reliable first and last mile connectivity.

In 2024 an agreement between the Queensland Government and the Brisbane City Council saw the delivery of an additional 160,000 bus services[21]. These funds were provided along with a commitment to a joint, annual network review process to increase network capacity where it's needed, in addition to a review of Brisbane North's existing network. Despite significant population growth and shifts in transport behaviours on the northside of Brisbane, to date, no work has been done.

In 2025, Brisbane City Council released its bus network review which overhauled the bus timetable ahead of the introduction of Brisbane Metro services. The change significantly altered routes and connections – removing some interurban services and connections to local hubs.

Micromobility also serves as a low cost, sustainable method of transport that takes cars off the roads and reduces congestion. Micromobility covers the use of devices like e-bikes, e-scooters and shared hire scheme devices to provide an alternative form of transport for Queenslanders, however recent reforms have challenged the role of e-mobility devices, limiting their usage.

"I am a teacher and it would require three buses and an hour and a

Public transport isn't feasible or practical

and yet on my wage, neither is driving.
Our government needs to protect the wellbeing of the people and when the cost of every aspect of daily living becomes unmanageable, it impactseveryone.

Hannah - South brisbane

[20] https://www.tmr.qld.gov.au/_/media/aboutus/corpinfo/publications/park-n-ride-strategy-summary.pdf?rev=2fbaf1a55686425a81c626fe8c185275&sc_lang=en&extension=pdf&size=5772371&hash=DC3A1A77FC3CA6A29F25152CE7A068A6
[21] https://statements.qld.gov.au/statements/100778

INFRASTRUCTURE go slow

Significant transport infrastructure projects in areas of rapidand projected population growth havebeen deferred,with funding pushed off beyondthe forward estimates and no timelines for completion provided to local communities.

Gympie Road Bypass Tunnel and associated public transport infrastructure

The Gympie Road Bypass Tunnel is a proposed nine-kilometre, tolled bypass between Carseldine and Kedron in Brisbane, featuring a seven-kilometre tunnel. $335 million was budgeted towards planning, business case development and pre-construction investigations.

The project has since stalled, and is under review by the Department of Transport and Main Roads. Brisbane City Council Lord Mayor confirmed in his budget that the project would not proceed until after 2032. The Queensland Treasury Annual Report also revealed $27 million in savings attributed to underspending toward the project – further affirming that it is not progressing.



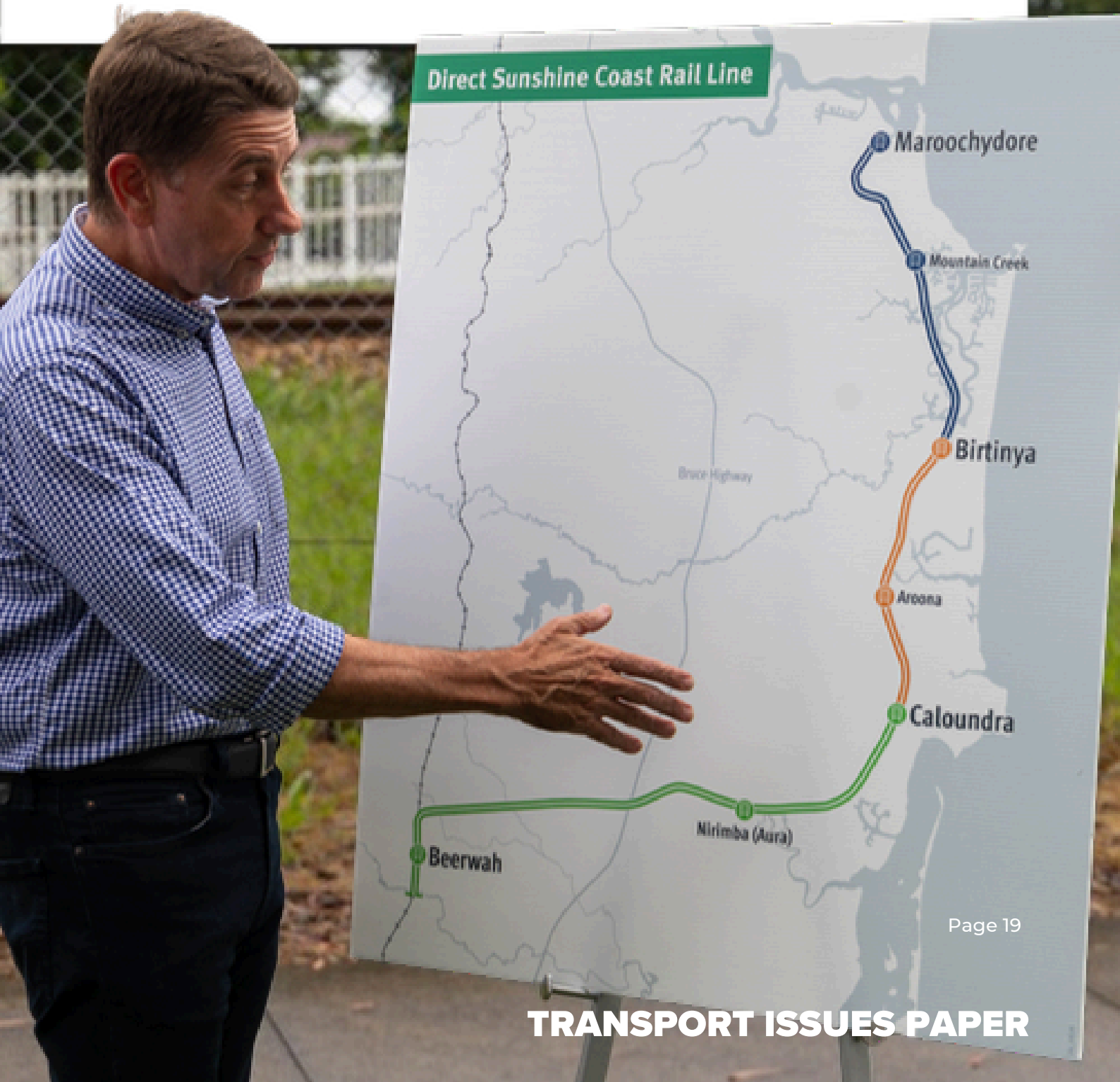
Rail to Maroochydore

Connecting rail to the heart of the Sunshine Coast is a priority as the area grows.

The project includes a proposed 37.8 kilometre rail line between Beerwah and Maroochydore, which was committed to by both state and federal Labor governments and the then Crisafulli Opposition.

Following the change of government in 2024, the Crisafulli Government walked away from its commitment to deliver rail to Maroochydore and instead is planning to deliver half the rail line, and buses to Maroochydore.

Leaked budget documents show the project has already blown out by billions.



Birdwood Velobridge

Investment in active transport infrastructure alleviates congestion and increases road safety by reducing the interactions between vehicles and cyclists.

Despite $36 million in funding committed to connect the missing link along the active transport corridor through Holland Park West, the delivery of the Birdwood Velobridge is in doubt, with no construction timeframes available.



Coopers Plains level crossing removal

Previously supported by all three levels of government, construction on the overpass to replace the existing level crossing at Boundary Road was due to begin in 2025, but the project has since been **delayed with no details.**

The indefinite delay is expected to exacerbate local congestion with more than 1,000 vehicles passing through the Coopers Plains intersection during peak traffic periods.





Metro Expansion

$50 million in tripartite funding in 2024 was provided to undertake a rapid business case for the expansion of the Brisbane City Council Metro network. It is understood that this process will not be completed until mid-2028.

The Metro was heralded by the Brisbane City Council as the only new mass transit solution that could be built and ready for services in time for Brisbane 2032, which is now likely to not happen.



Logan and Gold Coast Faster Rail and Associated Active Transport Projects

The Logan and Gold Coast Faster Rail project is a duplication of the rail line between Kuraby and Beenleigh, to increase the frequency and availability of express services connecting through to the Gold Coast.

The project is jointly funded by the State and Federal governments, with funding secured in 2022 to deliver the project.

As part of the project, an active transport corridor was planned for the length of the corridor to provide a direct and continuous route.

Since the LNP came to government, two key sections of the active transport corridor – between Woodridge and Kingston, and Compton Road to Kuraby – have been removed from the plans.

Coomera Connector Stage 2

The Gold Coast corridor is one of Queensland's fastest growing regions with the population projected to exceed one million by 2046.

Funding for the second stage of the Coomera Connector from Coomera to Pimpama was deferred in the 2026-27 budget to 2029-30. This substantial delay risks pushing out the completion date beyond Brisbane 2032, despite the project's future stages having been previously identified as part of the Brisbane 2032 Delivery Plan.



Rockhampton Ring Road

The Rockhampton Ring Road is a more than 17 kilometre ring road creating an additional Fitzroy River crossing, access to Rockhampton City and flood resilient connection to key locations.

The project seeks to reduce congestion on the Bruce Highway through Rockhampton and provide alternate options for connection.

The project was due for completion by 2029, but that date is now delayed until 2031.





Gold Coast Light Rail Stage 4

Stage 4 of the Gold Coast Light Rail, connecting the Gold Coast Airport and the southern end of the Gold Coast to the existing light rail network, was cancelled following a review by The LNP Government.

The completion of Stage 3 from Broadbeach South to Burleigh Heads occurred in August 2026. Patronage figures from the Department of Transport and Main Roads revealed that 1.6 million tram trips were taken in the first four weeks of operation of Stage 3[22].



Mount Crosby Interchange

The 2026 budget confirmed the deferral of the joint $277 million funding commitment to start from 2029-30, pushing out the delivery of the much-needed upgrades at the interchange on the Warrego Highway.

[22] https://www.goldcoastbulletin.com.au/news/gold-coast-light-rail-hits-record-patronage-after-burleigh-stage-3-tram-extension-opens/news-story/446464369d7b92d99fcfaac716150869

Bruce Highway Western Alternative

The Bruce Highway Western Alternative was envisioned to support the rapidly growing community in Brisbane's North.

Spanning four stages from Bald Hills to Elimbah, it would take the pressure off the Bruce Highway while supporting future population growth in the Moreton Bay Council area, home to an expected additional 30,000 future residents.

Moreton Bay Council Mayor Peter Flannery called for the urgent delivery of the Bruce Highway Western Alternative citing its role in alleviating congestion and unlocking more housing in the region.

Whilst acknowledging that Elimbah has been designated as a future growth area, a senior government minister noted that delivery of this project 'is *at least a decade or two in the future*'.



Story Bridge

Brisbane's iconic Story Bridge has been a feature of the city's skyline since 1940, some 86 years ago.

Brisbane City Council outlines that the Story Bridge carries 100,000 vehicles a day and is a key connector across the Brisbane River for vehicles, freight, pedestrians and cyclists alike.

The Story Bridge now requires major renewal to ensure its continued structural integrity, with a business case currently under assessment. It's estimated that the renewal will cost about $3.6 billion dollars for a long term plan.



Pacific Motorway, Daisy Hill to Logan Motorway

The project would increase a 10 kilometre stretch of the M1 that currently operates over capacity from its current six lanes, up to eight to ten lanes - continuing a rolling program of upgrades on the M1.

The project also extended the busway and veloway to provide for both public and active transport solutions, rather than exclusively adding more vehicles as the only outcome.

The upgrades and extensions are jointly funded by the State and Federal governments, with funding secured in 2020.

Since coming to government, the Crisafulli LNP Government has delayed and deferred the final phase of this project. Construction was originally due to commence in 2025, however there has been no progress or delivery timeframe outlined to date.

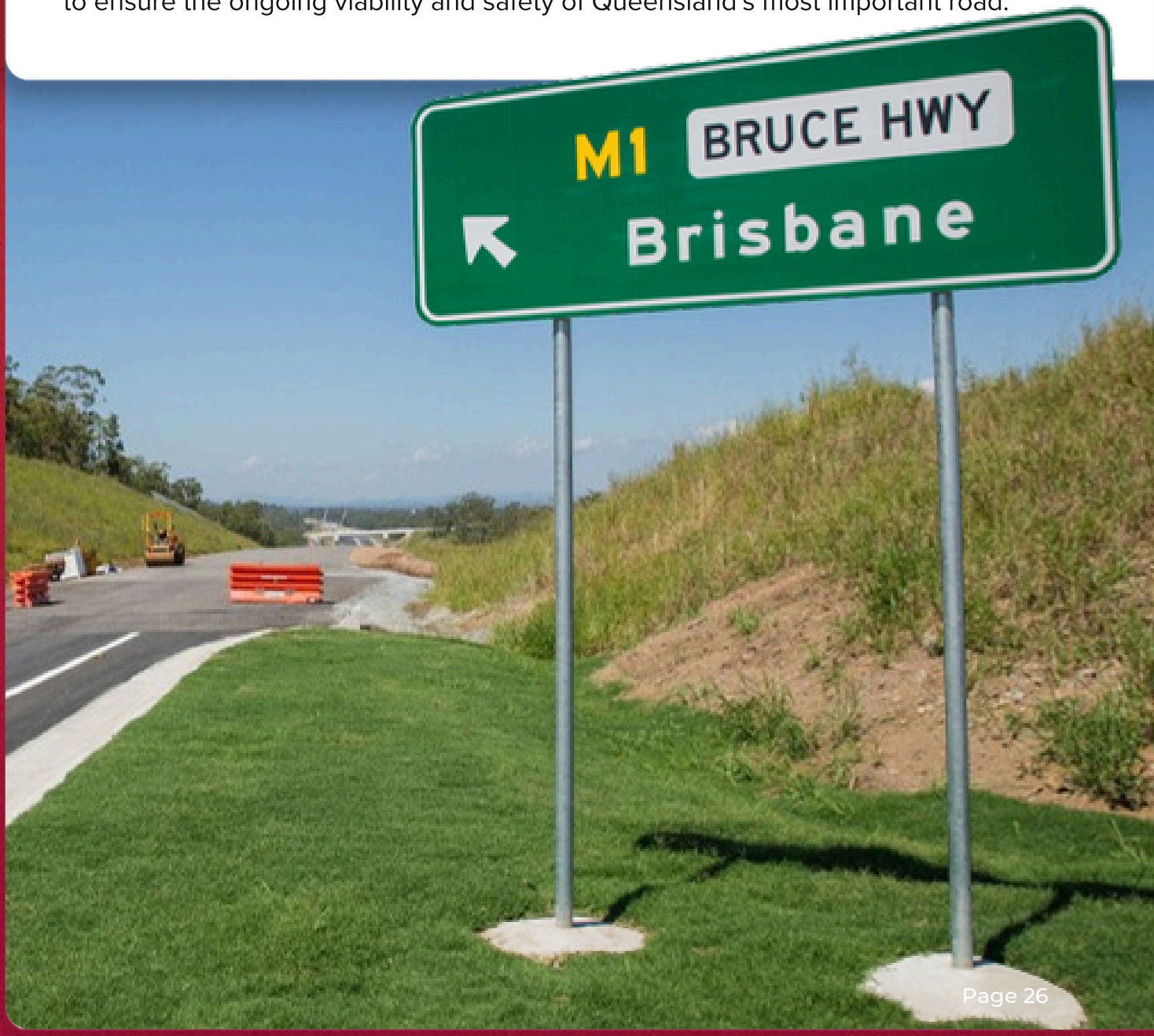
Bruce Highway Upgrade program

The Bruce Highway is Queensland's longest and busiest road.

It's critical for connecting communities, keeping shelves stocked and supporting tourism along our coastline.

The dedicated upgrade program commenced in 2013-14, and will have delivered almost 500 projects and $13 billion worth of works since its inception.

Looking forward, in partnership with the Federal Government, the State Government will deliver further safety works, upgrades and connections along the Bruce Highway to ensure the ongoing viability and safety of Queensland's most important road.



QUEENSLAND LABOR OPPOSITION





TRANSPORT ISSUES PAPER

SKILLED WORKFORCE SHORTAGE

Queenslandfacesasignificantchallengeinensuringthere are enough skilled workers to deliver its infrastructure pipeline.
Nationally, the number of trade apprentices and trainees in training fell 5.6 per cent in the year to March 2026, while Queensland also recorded a concerning decline in construction trades apprentices and trainees in training, including civil construction traineeships.

Queensland's capital pipeline sits at over $119 billion, including $55.9 billion in transport infrastructure. Construction Skills Queensland predicts that Queensland's construction pipeline will require an average of 148,300 workers by 2027–28[23].

They predict that tight market conditions would see workforce shortfalls peak at 35,000, but remain around 20,000 each year to 2032[24].

The LNP Government's budget smoothing and deferral of projects, reflecting a more gradual delivery profile, has resulted in an extension of workforce pressure across the forward estimates and beyond.

This challenge will become increasingly important as Queensland is under pressure to simultaneously deliver housing, health, energy and transport infrastructure alongside projects required for Brisbane 2032.

> I only started catching the bus since the 50c fares came in.

Affordable transport is important to me

because the cost of living is high and wages have not increased comparatively. Plus, in FNQ there is not a lot of public transport so we really do need a car to get around.

Tonya - FNQ

[23] https://www.csq.org.au/wp-content/uploads/2026/09/CSQ_IndustryOutlook_2026-27.pdf
[24] https://www.csq.org.au/wp-content/uploads/2026/03/CSQ-Horizon-2032_Full-Report.pdf

QUEENSLAND LABOR OPPOSITION





TRANSPORT ISSUES PAPER

IN CLOSING

All Queenslanders, regardless of where you live deserve accessible, equitable and reliable transport.
That includes a public transport system that meets demand and connects communities - not one that's run to cut costs or corners.

It's clear that congestion will continue to worsen as population grows and investment stagnates.

A number of significant congestion busting projects have already been delayed until beyond 2032 - projects that deliver more road and public transport capacity, and active transport connections.

We shouldn't simply be told to be patient while infrastructure lags.

The cost of being patient is days lost to gridlock, and the flow-on productivity and economic losses.

In the meantime, it's Queenslanders who pay the price.

So, where to next? Queenslanders deserve transport solutions that make connection convenient, affordable and reliable. That's why Queensland Labor wants to hear from you on the transport priorities for a modern, integrated transport network of the future.

One that keeps pace with growth, with changing travel behaviours and adapts to new and emerging technologies.



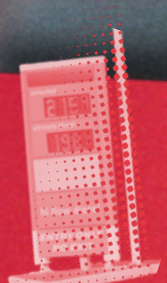


We want to hear from you

Queenslanders should not be disadvantaged by distance, reliability or a government that doesn't deliver equitable transport.

Sign our transport affordability petition.

Share how congestion impacts you



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