



NOT HAPPY: Robert Dow at Darra Train Station. He believes train reliability is a big issue on the Coast.

Train commute beset by delays

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MECHANICAL failures, signal faults, and external issues have caused a raft of train delays on the Sunshine Coast's rail line.

Despite TransLink data suggesting trains hovered around 90 per cent reliability across the network last week, a QR spokesman said that figure did not include issues out of QR's control.

"With our on-time running results, they don't chart what we call 'force majeure'," the spokesman said. "For example, if a car hits a boom gate, it's not our fault, it's something that's not in our control."

Palmwoods commuter Jeff Addison said the majority of trains he caught to and from work last week on the Sunshine Coast line were late.

"All have been from seven minutes late through to 15-21 minutes late," Mr Addison said.

"One of the frustrating things is announcements aren't made, some services are good, others are not, and

we don't know if we need to wait or get off the train or whether to ring someone or not," he said.

Mr Addison said the delays were proving stressful for commuters.

"Your employer expects you to be on work on time so if you are continually late it all adds up.

"TransLink added extra time on the timetable to make the services more reliable, and here we are (still) constantly late.

"We sat at Beerburrum at the single line bottleneck every night this week, waiting for the freight train," he said.

Robert Dow from lobby group Rail Back on Track hit out at TransLink over its failure to release information to the public on transport reliability.

"They used to supply data on reliability but they have stopped doing it for a couple of years now.

"We think it should be available," he said.

"It's been pretty bad on the Sunshine Coast (during) the past week."

Mr Dow said mechanical reliability of the trains needed to be addressed.

"There does seem to be an increase in mechanical breakdowns of trains, this is having an impact on reliability, particularly on the Sunshine Coast which just keeps having problem after problem.

"It seems, of late, that some lines are experiencing daily faults which is impacting on many commuters, in fact, some have had to abandon public transport due to the issues with poor reliability."

Mr Dow said it just wasn't good enough.

"We were promised improvements. We have been patient as there certainly has been some (fallout) from the January floods and wet (season). But time is marching on and it is fundamental that train service reliability is improved."

When asked for information about reliability statistics on different lines, a spokesman said QR did not supply TransLink with specific information about individual lines.

Days of cowboy developers long gone, says UDIA boss

WE'RE not here to rape and pillage the environment – that's the message from the Urban Development Institute of Australia, which says it is time to change the perception of developers on the Sunshine Coast.

Local UDIA president Frazer Dean said with current regulation it was almost impossible to be a bad developer and the days of "cowboys running the show" were long gone.

"We're not all about raping and pillaging and going nuts, we can do green.

"I'm not sure people know what 'development' even



Frazer Dean

means any more," he said.

"It's hard to be a bad developer these days because there is so much regulation around it."

He said developers today were far more aware of environmental impact than the public gave them credit for.

"I think we've evolved from when I was a cadet, to what we do now.

"We just don't do what we did 30-40 years ago. It's been a natural progression.

"And it's a progression towards regulation that enforces people to pay to be green," he said.

Mr Dean said the costs of going green were posing a challenge but as products and materials became more available, those costs may go down.

"Everybody wants to be green but nobody wants to pay for it. A lot of companies have green offerings, but then when people start cutting corners to get costs down, first things to go are the solar panels and solar hot water and the water tanks," he said.

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