

Passenger load survey Q3-2011

Prepared by Service Planning
Quarter three 2011

 Queensland Rail

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Passenger Load Survey Report	Passenger Load Survey 2011Q3.pdf
Station Ranking (Ordered by Passenger Movements)	Station Ranking.xls
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On & Off Data Tables	[Line] - Ons and Offs.xls
On & Off Data – Crosstab Format	On and Off Crosstab Peak.xls
Train Load Profile Graphs	[Line] Train Matched Profiles.pdf

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1.0 Background

The Passenger Load Survey (PLS) is undertaken to act as a snapshot of passenger loadings, network capacity and service utilisation. This survey is a physical head count, the PLS counts Queensland Rail passengers as they board or alight City Network services during both the AM and PM peak demand periods.

The PLS's primary focus is peak flow services – services travelling towards Central Station in the AM peak and services travelling away from Central Station in the PM peak. These services represent the greater proportion of the travelling public and therefore are at greater risk of breaching Design Load guidelines (refer to Design Load definition).

Over the course of the PLS (usually consisting of 4 weeks), every 'Peak' and 'Contra-Peak' service within the peak periods are counted (refer to AM Peak and PM Peak definition). Counts are only undertaken on Tuesdays, Wednesdays and Thursdays of each week to capture maximum demand. Each service is counted once during the course of the survey by a team of load surveyors; one load surveyor is positioned on board each carriage of the train, counting passengers as they board and alight at each station as the train travels along its route.

After the completion of the count, the data is then compiled and this report is produced. The PLS data is currently being collected 6-monthly.

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2.0 General Information

Passenger Load Survey for Quarter 3, 2011 was undertaken between 23rd August 2011 and 22nd September 2011.

It is to be noted that the last week of this count was conducted during the first week of the September School Holidays, which is outside the usual scope of the PLS. The following Peak services were affected by this count. As a result these services were re-counted on 8th November 2011 and the data updated.

AM Peak:

- 1A15 – Cleveland to Shorncliffe, Central arrive time: 7:13am
- J027 – Darra to Bowen Hills, Central arrive time: 7:50am
- T9V4 – Nambour to Roma Street, Central arrive time: 7:44am
- 1037 – Darra to Bowen Hills, Central arrive time: 8:02am
- 1039 – Richlands to Bowen Hills, Central arrive time: 8:08am
- 1K14 – Petrie to Richlands, Central arrive time: 8:11am
- T051 – Yeerongpilly to Bowen Hills, Central arrive time: 8:35am

PM Peak:

- 1E81 – Cleveland to Ferny Grove, Central depart time: 5:17pm

Permanent service alterations that impacted on this Passenger Load count when compared against the PLS in the third quarters for 2009, 2010 and 2011 count include:

Beenleigh Line Timetable Alterations – Effective 23/08/2010

- Beenleigh Line, AM Peak Unit count: Increased by 1 – Kuraby to Bowen Hills (All Station) with the upgrade of U033, 3-car service to 1033, 6-car service (central arrive 9:00 am). Effective 23/08/2010.

Cleveland Line Timetable Alterations – Effective 18/04/2011

- Cleveland Line, PM Peak Unit count: Decreased by 1 - CBD to Cleveland (All Stations) with the upgrade of J896, 3-car service to 1896, 6-car service (central depart 5:53pm). Effective 18/04/2011.
- Cleveland Line, PM Peak Unit count: Increased by 1 - CBD to Cleveland (Express Park Road to Manly) with the downgrade of 1894, 6-car service to J894 3-car service (central depart 5:47pm). Effective 18/04/2011.

June 6th Stage One Timetable

Master Timetable Alteration –

All Main Line Services have been redesigned with the implementation of Stage One 2011 Timetable on June 6th 2011

Lines completely redesigned by the new timetable are:

- Nambour
- Caboolture
- Rosewood
- Ipswich
- Richlands

Minor Timetable alterations –

Beenleigh Line Timetable

- Beenleigh Line, AM Peak Count: Increased by 1 - Yeerongpilly to CBD (All Stations), service T051 (central arrive 8:35am) — This 6 car services is not a new service. This Service has had its origin altered to start on the Beenleigh Line formerly Ipswich Line
- Beenleigh Line, AM Peak Count: Increased by 1 - Yeerongpilly to CBD (All Stations), service 1059 (central arrive 8:53am) – This 6 car services is not a new service. This Service has had its origin altered to start on the Beenleigh Line formerly Ipswich Line
- Beenleigh Line, AM Peak Unit count: Increased by 1 - Kuraby to CBD (All Stations) with the upgrade of J023 (3 car) to 1A21 6-car service (central arrive 8:22 am). Effective 6/06/2011
- Beenleigh Line, PM Peak Count: Increased by 1 service: Bowen Hills to Yeerongpilly (All Stations), TS42 (central depart 15:36). Effective 6/06/2011) – This 6 car service is not a new service. This Service has had its destination altered to terminate on the Beenleigh Line formerly Ipswich Line

Ferny Grove Line Timetable

- Ferny Grove Line, AM Peak Unit Count: Decreased by 1 - Mitchelton to CBD (All Stations) with the downgrade of 1954, 6-car service to J968 3-car service (central arrive 8:41am). Effective 6/06/2011

Shorncliffe Line Timetable

- A selection of AM and PM peak service schedules were adjusted due to the implementation of Stage One 2011 Timetable on 6th June 2011. The number of Shorncliffe services remain the same as PLS Survey Report 2011 Q1.

Tennyson Line

- Tennyson station has been closed with the implementation of Stage One 2011 Timetable on 6th June 2011. Revenue services no longer stop at this station.

3.0 Terms and Definitions

Alightings	Passengers getting off trains
AM Peak	Inbound services arriving Central Station between 0600 and 0900
Boardings	Passengers getting on trains
Car (carriage)	A singular railway passenger vehicle
Design Capacity	Passenger loading guideline for the number of passengers on services for the provision of passenger comfort. No passenger should be standing for greater than 20 mins
EMU	Electric Multiple Unit – 3 Car Seats – 245 Maximum design load – 375
ICE	Inter-city Express – 4 car Seats – 180 Maximum design load – 180 Extra trailer provides an additional 48 seats
IMU	Inter-urban Multiple Unit – 3 car Seats – 225 Maximum design load – 375
Line	A group of stations aligned consecutively
Line Capacity	Ratio of each actual train load to the train design load
Maximum Design Capacity	The design capacity for trains - includes seated plus standing capacity
Passenger Movement	One boarding or alighting by one passenger at a station
Patronage	Number of passengers utilising the service
PM Peak	Outbound services departing Central Station between 1530 and 1830
Radial Km	Number of kilometres from Brisbane GPO as the crow flies
Seating Capacity	The number of seats per service
Segment	A group of stations defined by infrastructure
Segment Growth	Patronage variance from year to year by segment
Service	The singular peal trip made by a train AM Peak: Out Origin to CBD PM Peak: CBD to out Destination

SMU	Suburban Multiple Unit – 3 Car Seats – 225 Maximum design load – 375
Standing Capacity	Includes seated plus standing capacity per services
Students	Any passenger travelling on a service while wearing a school uniform
Track Km	Number of track kilometres from Central station
Unit	A 3 carriage train
W/C	Wheelchairs or persons with Guide Dogs

4.0 Report Descriptions

Line Capacity – Design Report	The number/percentage of peak services which exceed 90% and 100% design capacity per line and peak period, between each PLS (Refer to Design Capacity definition)
Line Capacity – Seated Report	The number/percentage of peak services which exceed 90% and 100% seated capacity per line and peak period, between each PLS (Refer to Seating Capacity definition)
Line Capacity – Standing Report	The number/percentage of peak services which exceed 90% and 100% standing capacity per line and peak period, between each PLS (Refer to Standing Capacity definition)
Line Capacity by Car Report	The current PLS capacity figures broken down between 3car and 6car services.
Ons and Offs Report	Collected data for each train counted by station and displays the boardings, alightings and total load for people in wheelchairs, bikes, prams, students and general passengers. The design load and occupancy percentage are also displayed
Passenger Movement Report	Shows the number of passengers boarding and alighting peak trains
Segment Growth Report	Compares services, units and patronage per segment and by station showing the growth for AM and PM Peaks
Segment Growth Summary Report	Compares patronage summarised by segment, showing the growth for AM and PM Peaks
Station Ranking Report	A representation of the Passenger Movement Report, arranging stations by descending order of loading totals for each description
Train Load Profile Report	Graphical portrayal of the number of people boarding/alighting, total passenger load and design load for each peak train

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Segment growth

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5.1 Segment Growth 2009-2011 (Q3)

Boardings

		2009Q3 Patronage	2010Q3 Patronage	2011Q3 Patronage	Growth 09Q3-10Q3 10Q3-11Q3	
AM	In					
	<i>Nambour - Elimbah</i>	929	910	831	-2.0%	-8.7%
	<i>Caboolture - Virginia</i>	10433	10579	11622	1.4%	9.9%
	<i>Northgate - Toombul</i>	2601	2610	2727	0.3%	4.5%
	<i>Shorncliffe - Bindha</i>	3282	3124	3290	-4.8%	5.3%
	<i>Eagle Junction - Albion</i>	2679	2638	2718	-1.5%	3.0%
	<i>Doomben - Clayfield</i>	413	388	435	-6.1%	12.1%
	<i>Ferny Grove - Windsor</i>	7156	7091	7617	-0.9%	7.4%
	<i>Rosewood - Thomas Street</i>	216	207	238	-4.2%	15.0%
	<i>Ipswich - Oxley</i>	8207	7698	7808	-6.2%	1.4%
	<i>Corinda - Milton</i>	6826	6532	6249	-4.3%	-4.3%
	<i>Varsity Lakes - Ormeau</i>	3301	3171	3618	-3.9%	14.1%
	<i>Beenleigh - Moorooka</i>	5613	5487	5445	-2.2%	-0.8%
	<i>Yeerongpilly - Dutton Park</i>	1359	1260	1440	-7.3%	14.3%
	<i>Cleveland - Buranda</i>	8118	7268	7758	-10.5%	6.7%
	<i>Park Road - South Brisbane</i>	749	557	555	-25.6%	-0.4%
	<i>Richlands - Richlands</i>			1212		
AM In Total		61882	59520	63563	-3.8%	6.8%

NOTE: Due to the closure of the Tennyson Station effective during PLS 2011Q3, Tennyson segment has been removed from this report. Totals for 2009Q3 and 2010Q3 have been adjusted accordingly.

5.1 Segment Growth 2009-2011 (Q3)

Alightings

		2009Q3 Patronage	2010Q3 Patronage	2011Q3 Patronage	Growth 09Q3-10Q3 10Q3-11Q3	
PM	Out					
	<i>Elimbah - Nambour</i>	806	735	907	-8.8%	23.4%
	<i>Virginia - Caboolture</i>	9517	9482	10418	-0.4%	9.9%
	<i>Toombul - Northgate</i>	2245	2576	2653	14.7%	3.0%
	<i>Bindha - Shorncliffe</i>	2944	2772	2903	-5.8%	4.7%
	<i>Albion - Eagle Junction</i>	2479	2369	2331	-4.4%	-1.6%
	<i>Clayfield - Doomben</i>	289	271	320	-6.2%	18.1%
	<i>Windsor - Ferny Grove</i>	7002	6968	6714	-0.5%	-3.6%
	<i>Thomas Street - Rosewood</i>	80	66	110	-17.5%	66.7%
	<i>Oxley - Ipswich</i>	6590	6667	6132	1.2%	-8.0%
	<i>Milton - Corinda</i>	5936	6131	6181	3.3%	0.8%
	<i>Ormeau - Varsity Lakes</i>	3042	3329	3748	9.4%	12.6%
	<i>Moorooka - Beenleigh</i>	5139	5006	4887	-2.6%	-2.4%
	<i>Dutton Park - Yeerongpilly</i>	1331	1379	1310	3.6%	-5.0%
	<i>Buranda - Cleveland</i>	6321	6096	6497	-3.6%	6.6%
	<i>South Brisbane - Park Road</i>	991	857	978	-13.5%	14.1%
	<i>Richlands - Richlands</i>			877		
PM Out Total		54712	54704	56966	0.0%	4.1%

NOTE: Due to the closure of the Tennyson Station effective during PLS 2011Q3, Tennyson segment has been removed from this report. Totals for 2009Q3 and 2010Q3 have been adjusted accordingly.

5.2 Segment Growth 2009 - 2011 (Q3)

AM - Inbound Boardings

	Km's Radial Track		2009Q3			2010Q3			2011Q3			Growth	
			Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Nambour - Elimbah			929			910			831			-2.0%	-8.7%
Nambour	93	104.09	129	5	8	146	5	8	85	6	12	13.2%	-41.8%
Woombye	90	99.94	43	5	8	40	5	8	43	6	12	-7.0%	7.5%
Palmwoods	87	96.52	34	5	8	47	5	8	44	6	12	38.2%	-6.4%
Eudlo	83	91.93	18	5	8	14	5	8	21	6	12	-22.2%	50.0%
Mooloolah	78	86.78	44	5	8	42	5	8	52	6	12	-4.5%	23.8%
Landsborough	73	81.76	399	5	8	397	5	8	367	6	12	-0.5%	-7.6%
Beerwah	68	76.15	81	5	8	81	5	8	91	6	12	0.0%	12.3%
Glass House Mtns	63	71.09	90	5	8	76	5	8	72	6	12	-15.6%	-5.3%
Beerburum	57	63.86	30	5	8	25	5	8	23	6	12	-16.7%	-8.0%
Elimbah	51	57.74	61	5	8	42	5	8	33	6	12	-31.1%	-21.4%
Caboolture - Virginia			10433			10579			11622			1.4%	9.9%
Caboolture	43	49.57	1169	17	32	1262	18	34	1381	18	36	8.0%	9.4%
Morayfield	40	46.45	578	12	24	603	13	26	691	14	28	4.3%	14.6%
Burpengary	35	40.46	749	12	24	820	13	26	875	14	28	9.5%	6.7%
Narangba	30	35.66	682	12	24	727	13	26	766	14	28	6.6%	5.4%
Dakabin	27	32.17	244	12	24	283	13	26	398	14	28	16.0%	40.6%
Petrie	23	27.49	1821	23	44	1878	24	46	2034	28	56	3.1%	8.3%
Lawnton	21	25.89	629	19	38	657	19	38	632	19	38	4.5%	-3.8%
Bray Park	19	23.85	813	19	38	844	19	38	875	19	38	3.8%	3.7%
Strathpine	18	22.47	771	19	38	748	19	38	769	19	38	-3.0%	2.8%
Bald Hills	16	20.02	892	17	34	794	17	34	981	19	38	-11.0%	23.6%
Carseldine	13	16.64	686	17	34	691	17	34	753	19	38	0.7%	9.0%
Zillmere	12	14.95	700	17	34	647	17	34	739	19	38	-7.6%	14.2%
Geebung	11	13.42	377	15	30	317	15	30	355	19	38	-15.9%	12.0%
Sunshine	11	12.24	146	15	30	167	15	30	185	19	38	14.4%	10.8%
Virginia	10	11.29	176	15	30	141	15	30	188	19	38	-19.9%	33.3%
Northgate - Toombul			2601			2610			2727			0.3%	4.5%
Northgate	9	9.90	1187	31	60	1251	32	62	1163	39	78	5.4%	-7.0%
Nundah	8	8.71	796	23	46	770	24	48	961	37	74	-3.3%	24.8%
Toombul	7	7.83	618	23	46	589	24	48	603	37	74	-4.7%	2.4%
Shorncliffe - Bindha			3282			3124			3290			-4.8%	5.3%
Shorncliffe	16	20.69	494	8	16	501	8	16	564	8	16	1.4%	12.6%
Sandgate	16	19.40	1022	8	16	942	8	16	1002	8	16	-7.8%	6.4%
Deagon	16	18.44	438	8	16	509	8	16	492	8	16	16.2%	-3.3%
North Boondall	15	17.16	314	8	16	294	8	16	307	8	16	-6.4%	4.4%
Boondall	14	16.03	389	8	16	349	8	16	370	8	16	-10.3%	6.0%
Nudgee	13	13.21	182	8	16	157	8	16	165	8	16	-13.7%	5.1%
Banyo	11	12.05	412	8	16	327	8	16	377	8	16	-20.6%	15.3%
Bindha	11	11.06	31	8	16	45	8	16	13	8	16	45.2%	-71.1%

5.2 Segment Growth 2009 - 2011 (Q3)**AM - Inbound Boardings**

	Km's		2009Q3			2010Q3			2011Q3			Growth	
	Radial	Track	Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Eagle Junction - Albion			2679			2638			2718			-1.5%	3.0%
Eagle Junction	6	6.52	1140	41	80	1252	43	84	1186	52	103	9.8%	-5.3%
Wooloowin	6	5.63	729	26	50	589	27	52	683	42	83	-19.2%	16.0%
Albion	4	4.58	810	26	50	797	27	52	849	42	83	-1.6%	6.5%
Doomben - Clayfield			413			388			435			-6.1%	12.1%
Doomben	6	9.92	156	5	8	141	5	8	134	5	9	-9.6%	-5.0%
Ascot	6	8.91	29	5	8	21	5	8	22	5	9	-27.6%	4.8%
Hendra	6	8.04	108	5	8	105	5	8	135	5	9	-2.8%	28.6%
Clayfield	6	7.41	120	5	8	121	5	8	144	5	9	0.8%	19.0%
Ferny Grove - Windsor			7156			7091			7617			-0.9%	7.4%
Ferny Grove	12	16.08	1880	12	23	1748	12	23	1851	12	23	-7.0%	5.9%
Keperra	10	13.46	273	12	23	314	12	23	290	12	23	15.0%	-7.6%
Grovely	10	12.67	534	12	23	526	12	23	559	12	23	-1.5%	6.3%
Oxford Park	9	11.97	346	12	23	392	12	23	420	12	23	13.3%	7.1%
Mitchelton	8	10.94	1175	15	29	1192	15	29	1394	15	28	1.4%	16.9%
Gaythorne	7	9.63	472	14	27	556	14	27	538	14	26	17.8%	-3.2%
Enoggera	6	8.86	570	14	27	553	14	27	545	14	26	-3.0%	-1.4%
Alderley	6	7.96	563	13	25	582	13	25	654	13	24	3.4%	12.4%
Newmarket	4	6.52	326	13	25	387	13	25	390	13	24	18.7%	0.8%
Wilston	4	5.50	426	13	25	351	13	25	453	13	24	-17.6%	29.1%
Windsor	4	4.52	591	13	25	490	13	25	523	13	24	-17.1%	6.7%
Rosewood - Thomas Street			216			207			238			-4.2%	15.0%
Rosewood	47	56.22	114	4	8	100	4	8	120	5	10	-12.3%	20.0%
Thagoona	43	51.96	16	4	8	8	4	8	18	5	10	-50.0%	125.0%
Walloon	39	47.75	20	4	8	24	4	8	28	5	10	20.0%	16.7%
Karrabin	35	43.14	7	4	8	11	4	8	2	5	10	57.1%	-81.8%
Wulkuraka	33	40.57	31	4	8	40	4	8	28	5	10	29.0%	-30.0%
Thomas Street	32	39.34	28	4	8	24	4	8	42	5	10	-14.3%	75.0%

5.2 Segment Growth 2009 - 2011 (Q3)**AM - Inbound Boardings**

	Km's Radial Track		2009Q3			2010Q3			2011Q3			Growth	
			Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Ipswich - Oxley			8207			7698			7808			-6.2%	1.4%
Ipswich	31	38.64	645	15	30	538	15	30	451	16	30	-16.6%	-16.2%
East Ipswich	30	37.02	431	15	30	428	15	30	371	16	30	-0.7%	-13.3%
Booval	28	35.52	548	15	30	476	15	30	508	16	30	-13.1%	6.7%
Bundamba	27	34.06	194	15	30	195	15	30	187	16	30	0.5%	-4.1%
Ebbw Vale	25	32.23	205	15	30	129	15	30	115	16	30	-37.1%	-10.9%
Dinmore	24	30.83	467	15	30	542	15	30	581	16	30	16.1%	7.2%
Riverview	22	29.16	195	15	30	171	15	30	182	16	30	-12.3%	6.4%
Redbank	21	26.84	773	17	34	668	18	36	598	16	30	-13.6%	-10.5%
Goodna	20	23.54	1100	17	34	1029	18	36	1031	16	30	-6.5%	0.2%
Gailes	18	21.59	89	14	28	203	15	30	203	16	30	128.1%	0.0%
Wacol	17	19.97	614	14	28	584	15	30	495	16	30	-4.9%	-15.2%
Darra	13	16.02	1521	20	40	1355	20	40	1932	30	57	-10.9%	42.6%
Oxley	11	13.28	1425	19	38	1380	19	38	1154	19	37	-3.2%	-16.4%
Corinda - Milton			6826			6532			6249			-4.3%	-4.3%
Corinda	9	11.58	906	24	48	1000	24	48	650	19	37	10.4%	-35.0%
Sherwood	8	10.69	536	19	38	530	19	38	456	19	37	-1.1%	-14.0%
Graceville	8	9.47	701	19	38	719	19	38	670	19	37	2.6%	-6.8%
Chelmer	7	8.46	386	19	38	421	19	38	271	19	37	9.1%	-35.6%
Indooroopilly	6	7.38	1479	23	46	1329	23	46	1589	30	57	-10.1%	19.6%
Taringa	5	5.96	821	19	38	779	19	38	766	19	37	-5.1%	-1.7%
Toowong	4	4.48	956	20	40	757	20	40	743	19	37	-20.8%	-1.8%
Auchenflower	3	3.46	659	19	38	632	19	38	648	19	37	-4.1%	2.5%
Milton	2	2.25	382	22	44	365	22	44	456	30	57	-4.5%	24.9%
Varsity Lakes - Ormeau			3301			3171			3618			-3.9%	14.1%
Varsity Lakes		88.80				404	8	16	500	8	16		23.8%
Robina	76	85.35	1076	7	14	637	8	16	684	8	16	-40.8%	7.4%
Nerang	67	75.89	707	7	14	657	8	16	740	8	16	-7.1%	12.6%
Helensvale	60	68.26	917	7	14	863	8	16	968	8	16	-5.9%	12.2%
Coomera	52	59.59	441	7	14	433	8	16	502	8	16	-1.8%	15.9%
Ormeau	44	52.72	160	7	14	177	8	16	224	8	16	10.6%	26.6%

5.2 Segment Growth 2009 - 2011 (Q3)**AM - Inbound Boardings**

	Km's		2009Q3			2010Q3			2011Q3			Growth	
	Radial	Track	Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Beenleigh - Moorooka			5613			5487			5445			-2.2%	-0.8%
Beenleigh	33	40.05	825	17	34	842	18	36	748	18	36	2.1%	-11.2%
Holmview	31	39.09	59	10	20	49	10	20	55	10	20	-16.9%	12.2%
Edens Landing	29	36.90	137	10	20	129	10	20	118	10	20	-5.8%	-8.5%
Bethania	28	35.19	152	10	20	137	10	20	164	10	20	-9.9%	19.7%
Loganlea	25	32.21	502	11	22	533	11	22	584	11	22	6.2%	9.6%
Kingston	23	29.53	274	10	20	260	10	20	240	10	20	-5.1%	-7.7%
Woodridge	20	26.79	363	10	20	371	10	20	371	10	20	2.2%	0.0%
Trinder Park	19	25.84	217	10	20	211	10	20	213	10	20	-2.8%	0.9%
Kuraby	16	22.49	404	14	24	391	14	24	362	14	26	-3.2%	-7.4%
Fruitgrove	17	21.19	308	14	24	282	14	24	290	14	26	-8.4%	2.8%
Runcorn	14	19.79	316	14	24	307	14	24	325	14	26	-2.8%	5.9%
Altandi	13	18.60	286	14	24	297	14	24	245	14	26	3.8%	-17.5%
Sunnybank	13	17.57	464	14	24	433	14	24	434	14	26	-6.7%	0.2%
Banoon	12	16.66	245	12	20	204	12	20	236	12	22	-16.7%	15.7%
Coopers Plains	11	15.18	439	14	24	420	14	24	490	14	26	-4.3%	16.7%
Salisbury	10	13.02	228	12	20	235	12	20	218	12	22	3.1%	-7.2%
Rocklea	9	11.64	82	12	20	116	12	20	70	12	22	41.5%	-39.7%
Moorooka	8	10.55	312	12	20	270	12	20	282	12	22	-13.5%	4.4%
Yeerongpilly - Dutton Park			1359			1260			1440			-7.3%	14.3%
Yeerongpilly	6	9.36	367	17	30	349	17	30	403	16	30	-4.9%	15.5%
Yeronga	6	8.52	462	14	24	435	14	24	494	14	26	-5.8%	13.6%
Fairfield	5	7.08	371	14	24	363	14	24	431	14	26	-2.2%	18.7%
Dutton Park	3	5.93	159	14	24	113	14	24	112	14	26	-28.9%	-0.9%

5.2 Segment Growth 2009 - 2011 (Q3)**AM - Inbound Boardings**

	Km's Radial Track		2009Q3			2010Q3			2011Q3			Growth	
			Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Cleveland - Buranda			8118			7268			7758			-10.5%	6.7%
Cleveland	24	37.29	712	10	19	614	10	20	650	10	20	-13.8%	5.9%
Ormiston	23	35.61	349	10	19	346	10	20	388	10	20	-0.9%	12.1%
Wellington Point	21	32.88	375	10	19	360	10	20	391	10	20	-4.0%	8.6%
Birkdale	19	30.55	522	10	19	550	10	20	555	10	20	5.4%	0.9%
Thorneside	16	27.76	328	11	21	223	11	22	218	11	22	-32.0%	-2.2%
Lota	16	25.87	218	13	25	216	13	26	205	13	26	-0.9%	-5.1%
Manly	15	24.08	752	14	27	749	14	28	799	14	28	-0.4%	6.7%
Wynnum Central	14	22.44	413	12	23	342	12	24	381	12	24	-17.2%	11.4%
Wynnum	14	21.68	162	12	23	115	12	24	134	12	24	-29.0%	16.5%
Wynnum North	13	20.83	395	12	23	366	12	24	469	12	24	-7.3%	28.1%
Lindum	12	19.19	531	12	23	370	12	24	412	12	24	-30.3%	11.4%
Hemmant	10	17.44	127	12	23	137	12	24	113	12	24	7.9%	-17.5%
Murarrie	8	14.30	257	13	25	253	13	26	285	13	26	-1.6%	12.6%
Cannon Hill	6	12.61	634	13	25	647	13	26	579	13	26	2.1%	-10.5%
Morningside	4	10.52	965	13	25	884	13	26	929	13	26	-8.4%	5.1%
Norman Park	4	9.07	564	13	25	426	13	26	532	13	26	-24.5%	24.9%
Coorparoo	4	7.87	581	13	25	487	13	26	547	13	26	-16.2%	12.3%
Buranda	3	6.20	233	13	25	183	13	26	171	13	26	-21.5%	-6.6%
Park Road - South Brisbane			749			557			555			-25.6%	-0.4%
Park Road	3	5.05	219	31	57	207	31	58	195	31	60	-5.5%	-5.8%
South Bank	2	3.55	342	38	71	211	39	74	221	39	76	-38.3%	4.7%
South Brisbane	1	2.63	188	38	71	139	39	74	139	39	76	-26.1%	0.0%
Richlands - Richlands									1212				
Richlands									1212	12	24		
AM In Total			61882			59520			63563			-3.8%	6.8%

NOTE: Due to the closure of the Tennyson Station effective during PLS 2011Q3, Tennyson segment has been removed from this report. Totals for 2009Q3 and 2010Q3 have been adjusted accordingly.

5.2 Segment Growth 2009 - 2011 (Q3)**PM - Outbound Alightings**

	Km's Radial Track		2009Q3			2010Q3			2011Q3			Growth	
			Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Elimbah - Nambour			806			735			907			-8.8%	23.4%
Elimbah	51	57.74	49	5	10	33	5	10	56	7	13	-32.7%	69.7%
Beerburrum	57	63.86	25	5	10	21	5	10	22	7	13	-16.0%	4.8%
Glass House Mtns	63	71.09	67	5	10	70	5	10	77	7	13	4.5%	10.0%
Beerwah	68	76.15	68	5	10	77	5	10	99	7	13	13.2%	28.6%
Landsborough	73	81.76	354	5	10	333	5	10	370	7	13	-5.9%	11.1%
Mooloolah	78	86.78	38	5	10	29	5	10	66	7	13	-23.7%	127.6%
Eudlo	83	91.93	15	5	10	12	5	10	18	7	13	-20.0%	50.0%
Palmwoods	87	96.52	41	5	10	39	5	10	32	7	13	-4.9%	-17.9%
Woombye	90	99.94	45	5	10	41	5	10	41	7	13	-8.9%	0.0%
Nambour	93	104.09	104	5	10	80	5	10	126	7	13	-23.1%	57.5%
Virginia - Caboolture			9517			9482			10418			-0.4%	9.9%
Virginia	10	11.29	153	12	24	116	13	26	176	14	28	-24.2%	51.7%
Sunshine	11	12.24	143	12	24	148	13	26	142	14	28	3.5%	-4.1%
Geebung	11	13.42	336	12	24	299	13	26	321	14	28	-11.0%	7.4%
Zillmere	12	14.95	602	12	24	612	13	26	568	14	28	1.7%	-7.2%
Carseldine	13	16.64	553	12	24	607	13	26	662	14	28	9.8%	9.1%
Bald Hills	16	20.02	759	12	24	688	13	26	811	14	28	-9.4%	17.9%
Strathpine	18	22.47	702	13	26	679	14	28	724	14	28	-3.3%	6.6%
Bray Park	19	23.85	739	13	26	749	14	28	765	14	28	1.4%	2.1%
Lawnton	21	25.89	546	13	26	581	14	28	552	14	28	6.4%	-5.0%
Petrie	23	27.49	1606	19	38	1741	20	40	1889	24	48	8.4%	8.5%
Dakabin	27	32.17	271	12	24	261	12	24	327	14	28	-3.7%	25.3%
Narangba	30	35.66	646	12	24	633	12	24	669	14	28	-2.0%	5.7%
Burpengary	35	40.46	692	12	24	663	12	24	773	14	28	-4.2%	16.6%
Morayfield	40	46.45	504	12	24	485	12	24	600	14	28	-3.8%	23.7%
Caboolture	43	49.57	1265	17	34	1220	17	34	1439	18	35	-3.6%	18.0%
Toombul - Northgate			2245			2576			2653			14.7%	3.0%
Toombul	7	7.83	495	18	36	604	19	38	671	34	67	22.0%	11.1%
Nundah	8	8.71	709	18	36	737	19	38	917	34	67	3.9%	24.4%
Northgate	9	9.90	1041	27	54	1235	28	56	1065	35	69	18.6%	-13.8%
Bindha - Shorncliffe			2944			2772			2903			-5.8%	4.7%
Bindha	11	11.06	13	8	16	40	8	16	18	8	16	207.7%	-55.0%
Banyo	11	12.05	330	8	16	293	8	16	297	8	16	-11.2%	1.4%
Nudgee	13	13.21	159	8	16	140	8	16	105	8	16	-11.9%	-25.0%
Boondall	14	16.03	355	8	16	364	8	16	315	8	16	2.5%	-13.5%
North Boondall	15	17.16	229	8	16	246	8	16	249	8	16	7.4%	1.2%
Deagon	16	18.44	434	8	16	397	8	16	438	8	16	-8.5%	10.3%
Sandgate	16	19.40	1079	8	16	982	8	16	1063	8	16	-9.0%	8.2%
Shorncliffe	16	20.69	345	8	16	310	8	16	418	8	16	-10.1%	34.8%

5.2 Segment Growth 2009 - 2011 (Q3)**PM - Outbound Alightings**

	Km's		2009Q3			2010Q3			2011Q3			Growth	
	Radial	Track	Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Albion - Eagle Junction			2479			2369			2331			-4.4%	-1.6%
Albion	4	4.58	715	22	43	738	23	45	722	38	74	3.2%	-2.2%
Wooloowin	6	5.63	565	22	43	542	23	45	578	38	74	-4.1%	6.6%
Eagle Junction	6	6.52	1199	37	72	1089	38	74	1031	48	93	-9.2%	-5.3%
Clayfield - Doomben			289			271			320			-6.2%	18.1%
Clayfield	6	7.41	86	4	7	97	4	7	108	4	7	12.8%	11.3%
Hendra	6	8.04	67	4	7	69	4	7	79	4	7	3.0%	14.5%
Ascot	6	8.91	32	4	7	25	4	7	28	4	7	-21.9%	12.0%
Doomben	6	9.92	104	4	7	80	4	7	105	4	7	-23.1%	31.3%
Windsor - Ferny Grove			7002			6968			6714			-0.5%	-3.6%
Windsor	4	4.52	526	14	27	483	14	27	450	14	27	-8.2%	-6.8%
Wilston	4	5.50	386	14	27	408	14	27	384	14	27	5.7%	-5.9%
Newmarket	4	6.52	360	14	27	343	14	27	342	14	27	-4.7%	-0.3%
Alderley	6	7.96	582	14	27	576	14	27	530	14	27	-1.0%	-8.0%
Enoggera	6	8.86	479	14	27	524	14	27	450	14	27	9.4%	-14.1%
Gaythorne	7	9.63	403	14	27	460	14	27	407	14	27	14.1%	-11.5%
Mitchelton	8	10.94	1316	16	31	1317	16	31	1278	16	31	0.1%	-3.0%
Oxford Park	9	11.97	337	14	28	342	14	28	384	14	28	1.5%	12.3%
Grovely	10	12.67	594	14	28	491	14	28	514	14	28	-17.3%	4.7%
Keperra	10	13.46	267	14	28	276	14	28	291	14	28	3.4%	5.4%
Ferny Grove	12	16.08	1752	14	28	1748	14	28	1684	14	28	-0.2%	-3.7%
Thomas Street - Rosewood			80			66			110			-17.5%	66.7%
Thomas Street	32	39.34	5	2	4	9	2	4	12	3	6	80.0%	33.3%
Wulkuraka	33	40.57	12	2	4	6	2	4	14	3	6	-50.0%	133.3%
Karrabin	35	43.14	3	2	4	3	2	4	13	3	6	0.0%	333.3%
Walloon	39	47.75	13	2	4	6	2	4	7	3	6	-53.8%	16.7%
Thagoona	43	51.96	4	2	4	2	2	4	8	3	6	-50.0%	300.0%
Rosewood	47	56.22	43	2	4	40	2	4	56	3	6	-7.0%	40.0%

5.2 Segment Growth 2009 - 2011 (Q3)**PM - Outbound Alightings**

	Km's Radial Track		2009Q3			2010Q3			2011Q3			Growth	
			Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Oxley - Ipswich			6590			6667			6132			1.2%	-8.0%
Oxley	11	13.28	1035	17	34	1200	18	36	834	17	33	15.9%	-30.5%
Darra	13	16.02	1024	18	36	1066	19	38	1457	26	51	4.1%	36.7%
Wacol	17	19.97	481	15	30	478	16	32	394	13	26	-0.6%	-17.6%
Gailes	18	21.59	83	15	30	132	16	32	171	13	26	59.0%	29.5%
Goodna	20	23.54	879	16	32	828	17	34	729	13	26	-5.8%	-12.0%
Redbank	21	26.84	638	17	34	542	18	36	457	13	26	-15.0%	-15.7%
Riverview	22	29.16	196	15	30	162	15	30	129	13	26	-17.3%	-20.4%
Dinmore	24	30.83	440	15	30	479	15	30	476	13	26	8.9%	-0.6%
Ebbw Vale	25	32.23	156	15	30	130	15	30	131	13	26	-16.7%	0.8%
Bundamba	27	34.06	157	15	30	186	15	30	158	13	26	18.5%	-15.1%
Booval	28	35.52	450	15	30	485	15	30	411	13	26	7.8%	-15.3%
East Ipswich	30	37.02	396	15	30	411	15	30	364	13	26	3.8%	-11.4%
Ipswich	31	38.64	655	15	30	568	15	30	421	13	26	-13.3%	-25.9%
Milton - Corinda			5936			6131			6181			3.3%	0.8%
Milton	2	2.25	465	17	34	435	18	36	427	26	51	-6.5%	-1.8%
Auchenflower	3	3.46	568	16	32	554	17	34	592	16	31	-2.5%	6.9%
Toowong	4	4.48	924	16	32	963	17	34	962	17	33	4.2%	-0.1%
Taringa	5	5.96	603	16	32	666	17	34	652	17	33	10.4%	-2.1%
Indooroopilly	6	7.38	1311	17	34	1389	18	36	1646	26	51	5.9%	18.5%
Chelmer	7	8.46	325	15	30	320	16	32	317	17	33	-1.5%	-0.9%
Graceville	8	9.47	597	15	30	570	16	32	586	17	33	-4.5%	2.8%
Sherwood	8	10.69	428	15	30	462	16	32	466	17	33	7.9%	0.9%
Corinda	9	11.58	715	18	36	772	19	38	533	17	33	8.0%	-31.0%
Ormeau - Varsity Lakes			3042			3329			3748			9.4%	12.6%
Ormeau	44	52.72	195	8	16	178	9	18	216	9	18	-8.7%	21.3%
Coomera	52	59.59	394	8	16	478	9	18	499	9	18	21.3%	4.4%
Helensvale	60	68.26	922	8	16	896	9	18	1041	9	18	-2.8%	16.2%
Nerang	67	75.89	629	8	16	720	9	18	791	9	18	14.5%	9.9%
Robina	76	85.35	902	8	16	707	9	18	682	9	18	-21.6%	-3.5%
Varsity Lakes		88.80				350	9	18	519	9	18		48.3%

5.2 Segment Growth 2009 - 2011 (Q3)**PM - Outbound Alightings**

	Km's		2009Q3			2010Q3			2011Q3			Growth	
	Radial	Track	Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Moorooka - Beenleigh			5139			5006			4887			-2.6%	-2.4%
Moorooka	8	10.55	264	10	18	235	10	18	228	10	18	-11.0%	-3.0%
Rocklea	9	11.64	124	10	18	107	10	18	74	10	18	-13.7%	-30.8%
Salisbury	10	13.02	196	10	18	210	10	18	199	10	18	7.1%	-5.2%
Coopers Plains	11	15.18	367	13	24	379	13	24	352	13	24	3.3%	-7.1%
Banoon	12	16.66	247	10	18	213	10	18	199	10	18	-13.8%	-6.6%
Sunnybank	13	17.57	434	12	22	390	12	22	399	12	22	-10.1%	2.3%
Altandi	13	18.60	279	12	22	282	12	22	255	12	22	1.1%	-9.6%
Runcorn	14	19.79	290	12	22	255	12	22	276	12	22	-12.1%	8.2%
Fruitgrove	17	21.19	323	12	22	299	12	22	226	12	22	-7.4%	-24.4%
Kuraby	16	22.49	389	12	22	360	12	22	354	12	22	-7.5%	-1.7%
Trinder Park	19	25.84	150	8	16	162	8	16	140	8	16	8.0%	-13.6%
Woodridge	20	26.79	340	8	16	306	8	16	312	8	16	-10.0%	2.0%
Kingston	23	29.53	219	8	16	193	8	16	185	8	16	-11.9%	-4.1%
Loganlea	25	32.21	509	12	24	545	13	26	586	13	26	7.1%	7.5%
Bethania	28	35.19	113	8	16	114	8	16	141	8	16	0.9%	23.7%
Edens Landing	29	36.90	83	8	16	125	8	16	95	8	16	50.6%	-24.0%
Holmview	31	39.09	37	8	16	43	8	16	27	8	16	16.2%	-37.2%
Beenleigh	33	40.05	775	16	32	788	17	34	839	17	34	1.7%	6.5%
Dutton Park - Yeerongpilly			1331			1379			1310			3.6%	-5.0%
Dutton Park	3	5.93	155	11	20	134	11	20	113	11	20	-13.5%	-15.7%
Fairfield	5	7.08	359	11	20	365	11	20	375	11	20	1.7%	2.7%
Yeronga	6	8.52	463	11	20	522	11	20	424	11	20	12.7%	-18.8%
Yeerongpilly	6	9.36	354	13	24	358	13	24	398	13	24	1.1%	11.2%

5.2 Segment Growth 2009 - 2011 (Q3)**PM - Outbound Alightings**

	Km's		2009Q3			2010Q3			2011Q3			Growth	
	Radial	Track	Patronage Services Units			Patronage Services Units			Patronage Services Units			09Q3-10Q3	10Q3-11Q3
Buranda - Cleveland			6321			6096			6497			-3.6%	6.6%
Buranda	3	6.20	212	10	18	167	10	19	130	10	20	-21.2%	-22.2%
Coorparoo	4	7.87	403	10	18	454	10	19	490	10	20	12.7%	7.9%
Norman Park	4	9.07	372	10	18	404	10	19	401	10	20	8.6%	-0.7%
Morningside	4	10.52	778	10	18	655	10	19	754	10	20	-15.8%	15.1%
Cannon Hill	6	12.61	506	10	18	505	10	19	573	10	20	-0.2%	13.5%
Murarrie	8	14.30	187	10	18	222	10	19	255	10	20	18.7%	14.9%
Hemmant	10	17.44	104	10	18	96	10	19	105	10	20	-7.7%	9.4%
Lindum	12	19.19	335	10	18	346	10	19	300	10	20	3.3%	-13.3%
Wynnum North	13	20.83	256	10	18	306	10	19	327	10	20	19.5%	6.9%
Wynnum	14	21.68	117	10	18	142	10	19	105	10	20	21.4%	-26.1%
Wynnum Central	14	22.44	331	10	18	315	10	19	293	10	20	-4.8%	-7.0%
Manly	15	24.08	593	12	22	622	12	23	701	12	23	4.9%	12.7%
Lota	16	25.87	173	11	21	150	11	21	177	11	21	-13.3%	18.0%
Thorneside	16	27.76	192	11	21	195	11	21	206	11	21	1.6%	5.6%
Birkdale	19	30.55	492	10	19	433	10	19	424	10	19	-12.0%	-2.1%
Wellington Point	21	32.88	334	10	19	283	10	19	362	10	19	-15.3%	27.9%
Ormiston	23	35.61	321	10	19	290	10	19	354	10	19	-9.7%	22.1%
Cleveland	24	37.29	615	10	19	511	10	19	540	10	19	-16.9%	5.7%
South Brisbane - Park Road			991			857			978			-13.5%	14.1%
South Brisbane	1	2.63	327	33	62	266	34	65	277	34	65	-18.7%	4.1%
South Bank	2	3.55	426	33	62	352	34	65	433	34	65	-17.4%	23.0%
Park Road	3	5.05	238	26	48	239	26	49	268	26	49	0.4%	12.1%
Richlands - Richlands									877				
Richlands									877	13	25		
PM Out Total			54712			54704			56966			0.0%	4.1%

NOTE: Due to the closure of the Tennyson Station effective during PLS 2011Q3, Tennyson segment has been removed from this report. Totals for 2009Q3 and 2010Q3 have been adjusted accordingly.

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Line capacity

Prepared by Service Planning
Quarter three 2011

 Queensland Rail



6.1 Line Capacity - Design

Loading is greater than Design Capacity*

Peak Line	2009Q3					2010Q3					2011Q3				
	Services	>90%	>100%			Services	>90%	>100%			Services	>90%	>100%		
AM	123	49	40%	36	29%	126	42	33%	28	22%	137	34	25%	23	17%
Airport	7	0	0%	0	0%	8	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	15	6	40%	4	27%	15	5	33%	2	13%	16	4	25%	3	19%
Caboolture	21	12	57%	9	43%	22	10	45%	9	41%	26	6	23%	5	19%
Cleveland	15	5	33%	4	27%	15	5	33%	1	7%	15	5	33%	2	13%
Doomben	5	1	20%	0	0%	5	1	20%	0	0%	5	0	0%	0	0%
Ferny Grove	15	2	13%	0	0%	15	3	20%	0	0%	15	5	33%	1	7%
Gold Coast	7	6	86%	5	71%	8	5	63%	4	50%	8	5	63%	5	63%
Gold Coast-Only	7	6	86%	3	43%	8	3	38%	3	38%	8	5	63%	5	63%
Ipswich-Rosewood	25	10	40%	8	32%	25	6	24%	6	24%	18	3	17%	3	17%
Nambour	5	3	60%	3	60%	5	4	80%	3	60%	6	2	33%	1	17%
Nambour-Only	5	1	20%	0	0%	5	1	20%	0	0%	6	0	0%	0	0%
Richlands											12	0	0%	0	0%
Shorncliffe	8	4	50%	3	38%	8	3	38%	3	38%	8	4	50%	3	38%
PM	109	30	28%	17	16%	112	23	21%	17	15%	125	24	19%	16	13%
Airport	9	0	0%	0	0%	9	0	0%	0	0%	9	0	0%	0	0%
Beenleigh	12	1	8%	1	8%	12	0	0%	0	0%	13	0	0%	0	0%
Caboolture	16	9	56%	5	31%	17	7	41%	5	29%	21	7	33%	3	14%
Cleveland	12	5	42%	3	25%	12	2	17%	2	17%	12	4	33%	3	25%
Doomben	4	0	0%	0	0%	4	0	0%	0	0%	4	0	0%	0	0%
Ferny Grove	16	0	0%	0	0%	16	1	6%	0	0%	16	0	0%	0	0%
Gold Coast	8	5	63%	4	50%	9	4	44%	4	44%	9	6	67%	6	67%
Gold Coast-Only	8	1	13%	1	13%	9	3	33%	2	22%	9	4	44%	2	22%
Ipswich-Rosewood	19	6	32%	2	11%	20	5	25%	3	15%	13	2	15%	1	8%
Nambour	5	2	40%	1	20%	5	3	60%	2	40%	7	2	29%	2	29%
Nambour-Only	5	0	0%	0	0%	5	0	0%	0	0%	7	0	0%	0	0%
Richlands											13	1	8%	0	0%
Shorncliffe	8	2	25%	1	13%	8	1	13%	1	13%	8	2	25%	1	13%

*Design Capacity is a factor of the trains distance from Central station. Outside 20mins from Central, there should be no passengers standing. Inside 20mins, standing capacity becomes available.

NOTE: Nambour Only and Gold Coast Only Line descriptions only consider loads north of Caboolture and south of Beenleigh respectively. These values are omitted from the Totals.

6.2 Line Capacity - Design - Car Breakdown

Peak Line	Total					3 Car					6 Car				
	Services	>90%	>100%	Services	>90%	>100%	Services	>90%	>100%	Services	>90%	>100%			
AM	137	34	25%	23	17%	8	3	38%	3	38%	129	31	24%	20	16%
Airport	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	16	4	25%	3	19%	2	1	50%	1	50%	14	3	21%	2	14%
Caboolture	26	6	23%	5	19%	0	0	0%	0	0%	26	6	23%	5	19%
Cleveland	15	5	33%	2	13%	0	0	0%	0	0%	15	5	33%	2	13%
Doomben	5	0	0%	0	0%	1	0	0%	0	0%	4	0	0%	0	0%
Ferny Grove	15	5	33%	1	7%	2	0	0%	0	0%	13	5	38%	1	8%
Gold Coast	8	5	63%	5	63%	0	0	0%	0	0%	8	5	63%	5	63%
Gold Coast-Only	8	5	63%	5	63%	0	0	0%	0	0%	8	5	63%	5	63%
Ipswich-Rosewood	18	3	17%	3	17%	3	2	67%	2	67%	15	1	7%	1	7%
Nambour	6	2	33%	1	17%	0	0	0%	0	0%	6	2	33%	1	17%
Nambour-Only	6	0	0%	0	0%	0	0	0%	0	0%	6	0	0%	0	0%
Richlands	12	0	0%	0	0%	0	0	0%	0	0%	12	0	0%	0	0%
Shorncliffe	8	4	50%	3	38%	0	0	0%	0	0%	8	4	50%	3	38%
PM	125	24	19%	16	13%	8	2	25%	1	13%	117	22	19%	15	13%
Airport	9	0	0%	0	0%	1	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	13	0	0%	0	0%	2	0	0%	0	0%	11	0	0%	0	0%
Caboolture	21	7	33%	3	14%	0	0	0%	0	0%	21	7	33%	3	14%
Cleveland	12	4	33%	3	25%	1	1	100%	1	100%	11	3	27%	2	18%
Doomben	4	0	0%	0	0%	1	0	0%	0	0%	3	0	0%	0	0%
Ferny Grove	16	0	0%	0	0%	1	0	0%	0	0%	15	0	0%	0	0%
Gold Coast	9	6	67%	6	67%	0	0	0%	0	0%	9	6	67%	6	67%
Gold Coast-Only	9	4	44%	2	22%	0	0	0%	0	0%	9	4	44%	2	22%
Ipswich-Rosewood	13	2	15%	1	8%	0	0	0%	0	0%	13	2	15%	1	8%
Nambour	7	2	29%	2	29%	1	0	0%	0	0%	6	2	33%	2	33%
Nambour-Only	7	0	0%	0	0%	1	0	0%	0	0%	6	0	0%	0	0%
Richlands	13	1	8%	0	0%	1	1	100%	0	0%	12	0	0%	0	0%
Shorncliffe	8	2	25%	1	13%	0	0	0%	0	0%	8	2	25%	1	13%

NOTE: Capacity is based on the design capacity.

Nambour Only and Gold Coast Only Line descriptions only consider loads north of Caboolture and south of Beenleigh respectively. These values are omitted from the Totals.

ICE trains are included in the 6 car figures

6.3 Line Capacity - Standing

Loading is greater than seated + standing capacity*

Peak Line	2009Q3					2010Q3					2011Q3				
	Services	>90%	>100%			Services	>90%	>100%			Services	>90%	>100%		
AM	123	23	19%	7	6%	126	13	10%	5	4%	137	11	8%	4	3%
Airport	7	0	0%	0	0%	8	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	15	1	7%	0	0%	15	0	0%	0	0%	16	0	0%	0	0%
Caboolture	21	5	24%	2	10%	22	3	14%	1	5%	26	1	4%	0	0%
Cleveland	15	4	27%	2	13%	15	0	0%	0	0%	15	1	7%	0	0%
Doomben	5	1	20%	0	0%	5	1	20%	0	0%	5	0	0%	0	0%
Ferny Grove	15	2	13%	0	0%	15	2	13%	0	0%	15	4	27%	1	7%
Gold Coast	7	0	0%	0	0%	8	0	0%	0	0%	8	0	0%	0	0%
Gold Coast-Only	7	0	0%	0	0%	8	0	0%	0	0%	8	0	0%	0	0%
Ipswich-Rosewood	25	8	32%	1	4%	25	3	12%	2	8%	18	3	17%	2	11%
Nambour	5	2	40%	2	40%	5	3	60%	2	40%	6	1	17%	1	17%
Nambour-Only	5	1	20%	0	0%	5	1	20%	0	0%	6	0	0%	0	0%
Richlands											12	0	0%	0	0%
Shorncliffe	8	0	0%	0	0%	8	1	13%	0	0%	8	1	13%	0	0%
PM	109	13	12%	1	1%	112	11	10%	3	3%	125	8	6%	1	1%
Airport	9	0	0%	0	0%	9	0	0%	0	0%	9	0	0%	0	0%
Beenleigh	12	0	0%	0	0%	12	0	0%	0	0%	13	0	0%	0	0%
Caboolture	16	3	19%	0	0%	17	3	18%	0	0%	21	1	5%	0	0%
Cleveland	12	3	25%	0	0%	12	1	8%	0	0%	12	2	17%	1	8%
Doomben	4	0	0%	0	0%	4	0	0%	0	0%	4	0	0%	0	0%
Ferny Grove	16	0	0%	0	0%	16	1	6%	0	0%	16	0	0%	0	0%
Gold Coast	8	0	0%	0	0%	9	0	0%	0	0%	9	1	11%	0	0%
Gold Coast-Only	8	0	0%	0	0%	9	0	0%	0	0%	9	0	0%	0	0%
Ipswich-Rosewood	19	6	32%	1	5%	20	5	25%	2	10%	13	2	15%	0	0%
Nambour	5	0	0%	0	0%	5	1	20%	1	20%	7	1	14%	0	0%
Nambour-Only	5	0	0%	0	0%	5	0	0%	0	0%	7	0	0%	0	0%
Richlands											13	1	8%	0	0%
Shorncliffe	8	1	13%	0	0%	8	0	0%	0	0%	8	0	0%	0	0%

*Any services that breach 90% or 100% of the standing capacity of the train at any stage in its run is reported on.

NOTE: Nambour Only and Gold Coast Only Line descriptions only consider loads north of Caboolture and south of Beenleigh respectively. These values are omitted from the Totals.

6.4 Line Capacity - Standing - Car Breakdown

Peak Line	Total					3 Car					6 Car				
	Services	>90%	>100%			Services	>90%	>100%			Services	>90%	>100%		
AM	137	11	8%	4	3%	8	2	25%	2	25%	129	9	7%	2	2%
Airport	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	16	0	0%	0	0%	2	0	0%	0	0%	14	0	0%	0	0%
Caboolture	26	1	4%	0	0%	0	0	0%	0	0%	26	1	4%	0	0%
Cleveland	15	1	7%	0	0%	0	0	0%	0	0%	15	1	7%	0	0%
Doomben	5	0	0%	0	0%	1	0	0%	0	0%	4	0	0%	0	0%
Ferny Grove	15	4	27%	1	7%	2	0	0%	0	0%	13	4	31%	1	8%
Gold Coast	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%
Gold Coast-Only	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%
Ipswich-Rosewood	18	3	17%	2	11%	3	2	67%	2	67%	15	1	7%	0	0%
Nambour	6	1	17%	1	17%	0	0	0%	0	0%	6	1	17%	1	17%
Nambour-Only	6	0	0%	0	0%	0	0	0%	0	0%	6	0	0%	0	0%
Richlands	12	0	0%	0	0%	0	0	0%	0	0%	12	0	0%	0	0%
Shorncliffe	8	1	13%	0	0%	0	0	0%	0	0%	8	1	13%	0	0%
PM	125	8	6%	1	1%	8	1	13%	0	0%	117	7	6%	1	1%
Airport	9	0	0%	0	0%	1	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	13	0	0%	0	0%	2	0	0%	0	0%	11	0	0%	0	0%
Caboolture	21	1	5%	0	0%	0	0	0%	0	0%	21	1	5%	0	0%
Cleveland	12	2	17%	1	8%	1	0	0%	0	0%	11	2	18%	1	9%
Doomben	4	0	0%	0	0%	1	0	0%	0	0%	3	0	0%	0	0%
Ferny Grove	16	0	0%	0	0%	1	0	0%	0	0%	15	0	0%	0	0%
Gold Coast	9	1	11%	0	0%	0	0	0%	0	0%	9	1	11%	0	0%
Gold Coast-Only	9	0	0%	0	0%	0	0	0%	0	0%	9	0	0%	0	0%
Ipswich-Rosewood	13	2	15%	0	0%	0	0	0%	0	0%	13	2	15%	0	0%
Nambour	7	1	14%	0	0%	1	0	0%	0	0%	6	1	17%	0	0%
Nambour-Only	7	0	0%	0	0%	1	0	0%	0	0%	6	0	0%	0	0%
Richlands	13	1	8%	0	0%	1	1	100%	0	0%	12	0	0%	0	0%
Shorncliffe	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%

NOTE: Capacity is based on the standing capacity

Nambour Only and Gold Coast Only Line descriptions only consider loads north of Caboolture and south of Beenleigh respectively. These values are omitted from the Totals.

ICE trains are included in the 6 car figures

6.5 Line Capacity - Seated

*Loading is greater than seated capacity**

Peak Line	2009Q3					2010Q3					2011Q3				
	Services	>90%	>100%			Services	>90%	>100%			Services	>90%	>100%		
AM	123	66	54%	58	47%	126	63	50%	52	41%	137	66	48%	49	36%
Airport	7	0	0%	0	0%	8	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	15	8	53%	7	47%	15	6	40%	5	33%	16	7	44%	5	31%
Caboolture	21	16	76%	15	71%	22	14	64%	14	64%	26	14	54%	9	35%
Cleveland	15	7	47%	4	27%	15	6	40%	3	20%	15	8	53%	4	27%
Doomben	5	1	20%	1	20%	5	1	20%	1	20%	5	0	0%	0	0%
Ferny Grove	15	8	53%	6	40%	15	8	53%	7	47%	15	9	60%	8	53%
Gold Coast	7	6	86%	5	71%	8	5	63%	4	50%	8	5	63%	5	63%
Gold Coast-Only	7	6	86%	3	43%	8	3	38%	3	38%	8	5	63%	5	63%
Ipswich-Rosewood	25	13	52%	13	52%	25	15	60%	12	48%	18	7	39%	6	33%
Nambour	5	3	60%	3	60%	5	4	80%	3	60%	6	4	67%	3	50%
Nambour-Only	5	1	20%	0	0%	5	1	20%	0	0%	6	0	0%	0	0%
Richlands											12	7	58%	5	42%
Shorncliffe	8	4	50%	4	50%	8	4	50%	3	38%	8	5	63%	4	50%
PM	109	63	58%	49	45%	112	59	53%	52	46%	125	56	45%	42	34%
Airport	9	0	0%	0	0%	9	0	0%	0	0%	9	0	0%	0	0%
Beenleigh	12	6	50%	3	25%	12	4	33%	4	33%	13	5	38%	2	15%
Caboolture	16	15	94%	14	88%	17	15	88%	13	76%	21	13	62%	9	43%
Cleveland	12	9	75%	6	50%	12	8	67%	6	50%	12	7	58%	7	58%
Doomben	4	0	0%	0	0%	4	0	0%	0	0%	4	0	0%	0	0%
Ferny Grove	16	8	50%	4	25%	16	7	44%	5	31%	16	5	31%	3	19%
Gold Coast	8	5	63%	4	50%	9	4	44%	4	44%	9	6	67%	6	67%
Gold Coast-Only	8	1	13%	1	13%	9	3	33%	2	22%	9	4	44%	2	22%
Ipswich-Rosewood	19	13	68%	13	68%	20	13	65%	13	65%	13	5	38%	3	23%
Nambour	5	2	40%	1	20%	5	3	60%	3	60%	7	4	57%	4	57%
Nambour-Only	5	0	0%	0	0%	5	0	0%	0	0%	7	0	0%	0	0%
Richlands											13	7	54%	5	38%
Shorncliffe	8	5	63%	4	50%	8	5	63%	4	50%	8	4	50%	3	38%

*Any services that breach 90% or 100% of the seated capacity of the train at any stage in its run is reported on.

NOTE: Nambour Only and Gold Coast Only Line descriptions only consider loads north of Caboolture and south of Beenleigh respectively. These values are omitted from the Totals.

6.6 Line Capacity - Seated - Car Breakdown

Peak Line	Total					3 Car					6 Car				
	Services	>90%		>100%		Services	>90%		>100%		Services	>90%		>100%	
AM	137	11	8%	4	3%	8	2	25%	2	25%	129	9	7%	2	2%
Airport	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	16	0	0%	0	0%	2	0	0%	0	0%	14	0	0%	0	0%
Caboolture	26	1	4%	0	0%	0	0	0%	0	0%	26	1	4%	0	0%
Cleveland	15	1	7%	0	0%	0	0	0%	0	0%	15	1	7%	0	0%
Doomben	5	0	0%	0	0%	1	0	0%	0	0%	4	0	0%	0	0%
Ferny Grove	15	4	27%	1	7%	2	0	0%	0	0%	13	4	31%	1	8%
Gold Coast	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%
Gold Coast-Only	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%
Ipswich-Rosewood	18	3	17%	2	11%	3	2	67%	2	67%	15	1	7%	0	0%
Nambour	6	1	17%	1	17%	0	0	0%	0	0%	6	1	17%	1	17%
Nambour-Only	6	0	0%	0	0%	0	0	0%	0	0%	6	0	0%	0	0%
Richlands	12	0	0%	0	0%	0	0	0%	0	0%	12	0	0%	0	0%
Shorncliffe	8	1	13%	0	0%	0	0	0%	0	0%	8	1	13%	0	0%
PM	125	8	6%	1	1%	8	1	13%	0	0%	117	7	6%	1	1%
Airport	9	0	0%	0	0%	1	0	0%	0	0%	8	0	0%	0	0%
Beenleigh	13	0	0%	0	0%	2	0	0%	0	0%	11	0	0%	0	0%
Caboolture	21	1	5%	0	0%	0	0	0%	0	0%	21	1	5%	0	0%
Cleveland	12	2	17%	1	8%	1	0	0%	0	0%	11	2	18%	1	9%
Doomben	4	0	0%	0	0%	1	0	0%	0	0%	3	0	0%	0	0%
Ferny Grove	16	0	0%	0	0%	1	0	0%	0	0%	15	0	0%	0	0%
Gold Coast	9	1	11%	0	0%	0	0	0%	0	0%	9	1	11%	0	0%
Gold Coast-Only	9	0	0%	0	0%	0	0	0%	0	0%	9	0	0%	0	0%
Ipswich-Rosewood	13	2	15%	0	0%	0	0	0%	0	0%	13	2	15%	0	0%
Nambour	7	1	14%	0	0%	1	0	0%	0	0%	6	1	17%	0	0%
Nambour-Only	7	0	0%	0	0%	1	0	0%	0	0%	6	0	0%	0	0%
Richlands	13	1	8%	0	0%	1	1	100%	0	0%	12	0	0%	0	0%
Shorncliffe	8	0	0%	0	0%	0	0	0%	0	0%	8	0	0%	0	0%

NOTE: Capacity is based on the seated capacity

Nambour Only and Gold Coast Only Line descriptions only consider loads north of Caboolture and south of Beenleigh respectively. These values are omitted from the Totals.

ICE trains are included in the 6 car figures

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Passenger movements

Prepared by Service Planning
Quarter three 2011

The Queensland Rail logo, featuring a stylized 'Q' and 'R' inside a square, followed by the text 'QueenslandRail' in a sans-serif font. The logo is positioned on a red banner that spans the width of the page, with diagonal stripes in shades of red and orange behind it.

QueenslandRail



7.1 Passenger Boardings & Alightings Ranking Passenger Load Survey 2011-Q3

Ranking	Boardings		Alightings	
	Morning Peak	Afternoon Peak	Morning Peak	Afternoon Peak
	(Inbound)	(Outbound)	(Inbound)	(Outbound)
1	Roma Street	Central	Central	Roma Street
2	Central	Roma Street	Roma Street	Central
3	Petrie	Fortitude Valley	Fortitude Valley	Petrie
4	Darra	Bowen Hills	Bowen Hills	Ferny Grove
5	Ferny Grove	South Bank	South Bank	Indooroopilly
6	Indooroopilly	South Brisbane	South Brisbane	Darra
7	Mitchelton	Park Road	Indooroopilly	Caboolture
8	Caboolture	Milton	Park Road	Mitchelton
9	Richlands	Indooroopilly	Milton	Fortitude Valley
10	Eagle Junction	Toowong	Toombul	Northgate
11	Northgate	Darra	Darra	Sandgate
12	Oxley	Northgate	Toowong	Helensvale
13	Goodna	Petrie	Eagle Junction	Eagle Junction
14	Sandgate	Eagle Junction	Northgate	Toowong
15	Bald Hills	Toombul	Corinda	Nundah
16	Helensvale	Buranda	Lindum	Richlands
17	Nundah	Beenleigh	Buranda	Beenleigh
18	Morningside	Dutton Park	Petrie	Oxley
19	Fortitude Valley	Auchenflower	Morningside	Bald Hills
20	Bray Park	Caboolture	Strathpine	Nerang
21	Burpengary	Mitchelton	Dutton Park	Burpengary
22	Albion	Strathpine	Beenleigh	Bray Park
23	Manly	Albion	Albion	Morningside
24	Strathpine	Nundah	Coorparoo	Goodna
25	Narangba	Enoggera	Zillmere	Strathpine
26	Taringa	Wooloowin	Sunshine	Albion
27	Carseldine	Helensvale	Geebung	Manly
28	Beenleigh	Gaythorne	Auchenflower	Bowen Hills
29	Toowong	Woodridge	Yeronga	Robina
30	Nerang	Loganlea	Wooloowin	Toombul
31	Zillmere	Manly	Nundah	Narangba
32	Morayfield	Zillmere	Bray Park	Carseldine
33	Robina	Windsor	Cannon Hill	Taringa
34	Wooloowin	Coopers Plains	Fruitgrove	Morayfield
35	Graceville	Sunshine	Coopers Plains	Auchenflower
36	Alderley	Geebung	Enoggera	Graceville
37	Cleveland	Coomera	Windsor	Loganlea
38	Corinda	Salisbury	Mitchelton	Wooloowin
39	Auchenflower	Taringa	Salisbury	Cannon Hill
40	Lawnton	Virginia	Loganlea	Zillmere
41	Toombul	Coorparoo	Gaythorne	Lawnton
42	Redbank	Fairfield	Murarie	Cleveland
43	Bowen Hills	Yeerongpilly	Taringa	Corinda
44	Loganlea	Bald Hills	Redbank	Alderley
45	Dinmore	Corinda	Wacol	Varsity Lakes
46	Cannon Hill	Lawnton	Virginia	Grovely
47	Shorncliffe	Sunnybank	Woodridge	Domestic
48	Grovely	Cannon Hill	Yeerongpilly	Coomera
49	Birkdale	Murarie	Sherwood	Coorparoo
50	Coorparoo	Altandi	Caboolture	Dinmore
51	Enoggera	Ipswich	Bald Hills	Sherwood
52	Gaythorne	Nerang	Banoon	Redbank
53	Norman Park	Yeronga	Oxley	Enoggera
54	Windsor	Morningside	Sunnybank	Windsor
55	Booval	Banoon	Dinmore	Deagon
56	Coomera	International	Goodna	South Bank
57	Varsity Lakes	Rocklea	Altandi	Milton

7.1 Passenger Boardings & Alightings Ranking

Passenger Load Survey 2011-Q3

Ranking	Boardings		Alightings	
	Morning Peak	Afternoon Peak	Morning Peak	Afternoon Peak
	(Inbound)	(Outbound)	(Inbound)	(Outbound)
58	Wacol	Wilston	Fairfield	Birkdale
59	Yeronga	Goodna	Hemmant	Yeronga
60	Deagon	Redbank	Ipswich	Ipswich
61	Coopers Plains	Oxley	Helensvale	Shorncliffe
62	Wynnum North	Fruitgrove	Chelmer	Booval
63	Milton	Bray Park	Manly	Gaythorne
64	Sherwood	Kuraby	Wellington Point	Norman Park
65	Wilston	Sherwood	Bundamba	Sunnybank
66	Ipswich	Wynnum Central	Carseldine	Yeerongpilly
67	Sunnybank	Kingston	Graceville	Wacol
68	Fairfield	Burpengary	Rocklea	Oxford Park
69	Oxford Park	Carseldine	Banyo	Wilston
70	Lindum	Lindum	Dakabin	Fairfield
71	Yeerongpilly	Moorooka	Kingston	Landsborough
72	Dakabin	Morayfield	Narangba	East Ipswich
73	Wellington Point	Trinder Park	Gailes	Wellington Point
74	Newmarket	Wacol	Wynnum Central	Kuraby
75	Ormiston	Alderley	Lawnton	Ormiston
76	Wynnum Central	Banyo	Nerang	Coopers Plains
77	Banyo	Dinmore	International	Newmarket
78	East Ipswich	Thorneside	Kuraby	Dakabin
79	Woodridge	Graceville	Ormiston	Wynnum North
80	Boondall	Hemmant	Coomera	Geebung
81	Landsborough	Thomas Street	Ebbw Vale	Chelmer
82	Kuraby	Newmarket	Moorooka	Boondall
83	Geebung	Narangba	Birkdale	Woodridge
84	Domestic	Wynnum North	Lota	Lindum
85	Runcorn	Norman Park	Burpengary	Banyo
86	North Boondall	Ormeau	Wynnum North	Wynnum Central
87	Fruitgrove	Oxford Park	Ormeau	Keperra
88	Keperra	Riverview	Riverview	South Brisbane
89	Murarie	Bethania	Keperra	Runcorn
90	Moorooka	Booval	Wilston	Park Road
91	Chelmer	Bundamba	Alderley	Altandi
92	Altandi	Wynnum	Runcorn	Murarie
93	Kingston	Birkdale	Bindha	North Boondall
94	Banoon	Dakabin	Grovely	Moorooka
95	Ormeau	Bindha	Thorneside	Fruitgrove
96	South Bank	Deagon	Trinder Park	Ormeau
97	Salisbury	East Ipswich	Booval	Thorneside
98	Thorneside	Beerwah	Landsborough	Banoon
99	Trinder Park	Edens Landing	Boondall	Salisbury
100	Lota	Runcorn	Nambour	Kingston
101	Gailes	Boondall	Newmarket	Lota
102	Park Road	Chelmer	Norman Park	Virginia
103	Virginia	Keperra	East Ipswich	Gailes
104	Bundamba	Grovely	Glass House Mtns	Bundamba
105	Sunshine	Sandgate	Sandgate	Sunshine
106	Riverview	Gailes	Bethania	Bethania
107	Buranda	Glass House Mtns	Deagon	Trinder Park
108	Nudgee	Ebbw Vale	Oxford Park	Ebbw Vale
109	Bethania	Robina	Beerwah	Buranda
110	Clayfield	Lota	Holmview	Riverview
111	South Brisbane	Nambour	Thomas Street	Nambour
112	Hendra	Clayfield	Nudgee	Dutton Park
113	Doomben	Holmview	Wynnum	Clayfield
114	Wynnum	Mooloolah	Elimbah	Doomben

**7.1 Passenger Boardings & Alightings Ranking
Passenger Load Survey 2011-Q3**

Ranking	Boardings		Alightings	
	Morning Peak	Afternoon Peak	Morning Peak	Afternoon Peak
	(Inbound)	(Outbound)	(Inbound)	(Outbound)
115	International	Nudgee	Karrabin	Hemmant
116	Rosewood	Palmwoods	Morayfield	Nudgee
117	Edens Landing	Woombye	Robina	Wynnum
118	Ebbw Vale	North Boondall	Clayfield	Beerwah
119	Hemmant	Ormiston	Edens Landing	Edens Landing
120	Dutton Park	Wellington Point	Hendra	International
121	Beerwah	Beerburrum	Mooloolah	Hendra
122	Nambour	Elimbah	Palmwoods	Glass House Mtns
123	Glass House Mtns	Landsborough	Walloon	Rocklea
124	Rocklea	Walloon	Woombye	Mooloolah
125	Holmview	Ascot	Wulkuraka	Elimbah
126	Mooloolah	Cleveland	Ascot	Rosewood
127	Palmwoods	Domestic	Beerburrum	Woombye
128	Woombye	Doomben	Cleveland	Palmwoods
129	Thomas Street	Eudlo	Domestic	Ascot
130	Elimbah	Ferny Grove	Doomben	Holmview
131	Walloon	Hendra	Eudlo	Beerburrum
132	Wulkuraka	Karrabin	Ferny Grove	Bindha
133	Beerburrum	Richlands	North Boondall	Eudlo
134	Ascot	Rosewood	Richlands	Wulkuraka
135	Eudlo	Shorncliffe	Rosewood	Karrabin
136	Thagoona	Thagoona	Shorncliffe	Thomas Street
137	Bindha	Varsity Lakes	Thagoona	Thagoona
138	Karrabin	Wulkuraka	Varsity Lakes	Walloon

7.2 Passenger Boardings & Alightings

Passenger Load Survey 2011-Q3

Stations	Boardings		Alightings		Passenger Movements
	Morning Peak	Afternoon Peak	Morning Peak	Afternoon Peak	
	(Inbound)	(Outbound)	(Inbound)	(Outbound)	
Albion	849	126	151	722	1848
Alderley	654	23	16	530	1223
Altandi	245	41	49	255	590
Ascot	22	0	0	28	50
Auchenflower	648	148	123	592	1511
Bald Hills	981	46	55	811	1893
Banoon	236	39	55	199	529
Banyo	377	23	38	297	735
Beenleigh	748	169	152	839	1908
Beerburum	23	1	0	22	46
Beerwah	91	9	6	99	205
Bethania	164	12	7	141	324
Bindha	13	10	13	18	54
Birkdale	555	11	21	424	1011
Boondall	370	8	9	315	702
Booval	508	12	10	411	941
Bowen Hills	597	2209	2229	697	5732
Bray Park	875	34	114	765	1788
Bundamba	187	12	42	158	399
Buranda	171	171	230	130	702
Burpengary	875	26	20	773	1694
Caboolture	1381	141	56	1439	3017
Cannon Hill	579	43	112	573	1307
Carseldine	753	25	41	662	1481
Central	2548	28429	31484	3255	65716
Chelmer	271	8	47	317	643
Clayfield	144	3	1	108	256
Cleveland	650	0	0	540	1190
Coomera	502	64	25	499	1090
Coopers Plains	490	80	103	352	1025
Coorparoo	547	53	141	490	1231
Corinda	650	44	286	533	1513
Dakabin	398	11	38	327	774
Darra	1932	353	419	1457	4161
Deagon	492	10	7	438	947
Dinmore	581	23	53	476	1133
Domestic	344	0	0	508	852
Doomben	134	0	0	105	239
Dutton Park	112	168	167	113	560
Eagle Junction	1186	238	359	1031	2814
East Ipswich	371	10	8	364	753
Ebbw Vale	115	5	24	131	275
Edens Landing	118	9	1	95	223
Elimbah	33	1	4	56	94
Enoggera	545	110	98	450	1203
Eudlo	21	0	0	18	39
Fairfield	431	50	49	375	905
Ferny Grove	1851	0	0	1684	3535
Fortitude Valley	918	5316	5241	1242	12717
Fruitgrove	290	35	111	226	662
Gailes	203	6	37	171	417
Gaythorne	538	95	78	407	1118
Geebung	355	76	129	321	881
Glass House Mtns	72	6	8	77	163
Goodna	1031	37	53	729	1850
Graceville	670	22	40	586	1318
Grovely	559	7	13	514	1093

7.2 Passenger Boardings & Alightings

Passenger Load Survey 2011-Q3

Stations	Boardings		Alightings		Passenger Movements
	Morning Peak	Afternoon Peak	Morning Peak	Afternoon Peak	
	(Inbound)	(Outbound)	(Inbound)	(Outbound)	
Helensvale	968	99	48	1041	2156
Hemmant	113	22	49	105	289
Hendra	135	0	1	79	215
Holmview	55	3	6	27	91
Indooroopilly	1589	443	972	1646	4650
International	120	39	32	89	280
Ipswich	451	41	49	421	962
Karrabin	2	0	4	13	19
Keperra	290	8	18	291	607
Kingston	240	28	38	185	491
Kuraby	362	34	32	354	782
Landsborough	367	1	10	370	748
Lawnton	632	44	34	549	1259
Lindum	412	25	236	300	973
Loganlea	584	85	81	586	1336
Lota	205	4	21	177	407
Manly	799	84	45	701	1629
Milton	456	579	632	427	2094
Mitchelton	1394	134	86	1278	2892
Mooloolah	52	3	1	66	122
Moorooka	282	24	24	228	558
Morayfield	691	24	4	600	1319
Morningside	929	40	169	754	1892
Murarie	285	42	76	255	658
Nambour	85	4	9	126	224
Narangba	766	19	38	669	1492
Nerang	740	41	33	791	1605
Newmarket	390	21	9	342	762
Norman Park	532	15	9	401	957
North Boondall	307	2	0	249	558
Northgate	1163	301	347	1065	2876
Nudgee	165	3	5	105	278
Nundah	961	113	116	917	2107
Ormeau	224	14	19	216	473
Ormiston	388	2	27	354	771
Oxford Park	420	14	7	384	825
Oxley	1154	36	55	834	2079
Palmwoods	44	3	1	32	80
Park Road	195	656	712	268	1831
Petrie	2034	245	224	1889	4392
Redbank	598	37	75	457	1167
Richlands	1212	0	0	877	2089
Riverview	182	13	19	129	343
Robina	684	5	2	682	1373
Rocklea	70	39	40	74	223
Roma Street	2799	10455	10086	3605	26945
Rosewood	120	0	0	56	176
Runcorn	325	9	14	276	624
Salisbury	218	59	86	199	562
Sandgate	1002	7	8	1063	2080
Sherwood	456	29	57	466	1008
Shorncliffe	564	0	0	418	982
South Bank	221	1566	2040	433	4260
South Brisbane	139	1394	1783	277	3593
Strathpine	769	130	169	724	1792
Sunnybank	434	44	55	399	932
Sunshine	185	80	138	142	545

7.2 Passenger Boardings & Alightings

Passenger Load Survey 2011-Q3

Stations	Boardings		Alightings		Passenger Movements
	Morning Peak	Afternoon Peak	Morning Peak	Afternoon Peak	
	(Inbound)	(Outbound)	(Inbound)	(Outbound)	
Taringa	766	55	76	652	1549
Thagoona	18	0	0	8	26
Thomas Street	42	22	6	12	82
Thorneside	218	23	12	206	459
Toombul	603	199	423	671	1896
Toowong	743	416	395	962	2516
Trinder Park	213	24	12	140	389
Varsity Lakes	500	0	0	519	1019
Virginia	188	54	65	176	483
Wacol	495	24	68	394	981
Walloon	28	1	1	7	37
Wellington Point	391	2	44	362	799
Wilston	453	38	17	384	892
Windsor	523	81	89	450	1143
Woodridge	371	86	64	312	833
Wooloowin	683	104	119	578	1484
Woombye	43	3	1	41	88
Wulkuraka	28	0	1	14	43
Wynnum	134	12	5	105	256
Wynnum Central	381	29	37	293	740
Wynnum North	469	19	20	327	835
Yeerongpilly	403	48	64	398	913
Yeronga	494	41	121	424	1080
Zillmere	739	83	141	568	1531
Total	70889	57134	63205	66359	257587

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End of Report