

Question on Notice

No. 646

Asked on Thursday 19 April 2007

MR NICHOLLS asked the Minister for Transport and Main Roads (MR LUCAS) –

QUESTION:

With reference to the South East Queensland Travel Survey which revealed that Brisbane residents travel an average of 37 kilometres per person per day–

(1) What research has been undertaken to (a) determine and measure the time taken by residents to travel to their place of work or educational institution in 2007 compared to travel times 10 years ago and (b) determine and examine changes adopted by residents to their respective departure times to accommodate traffic congestion or overcrowded public transport?

(2) Will the research be made public and if no research has been done when will he be instructing this research to be done?

ANSWER:

1(a)

Household travel surveys of residents in the Brisbane Statistical Division were conducted in the mid-1970s, 1986, 1992, 2003-04 and 2006. The data from the 2006 survey is currently undergoing extensive checking and preliminary analysis.

The South East Queensland Travel Survey (SEQTS) is conducted by recording weekday personal travel information of members of randomly selected households using travel diaries. The data collected includes departure and arrival times for travel between home, workplaces and educational institutions.

1(b)

Historic household travel survey data can be used to determine a profile of departure times. The surveys collect information on what travel actually occurred including the purpose of travel. However, the surveys do not collect attitudinal information about why a particular departure time was chosen as individual departure times reflect personal needs and circumstances.

Queensland Transport, in conjunction with Brisbane City Council and the Australian Greenhouse Office are conducting a TravelSmart Communities project in a specific area of north Brisbane covering 75,000 households. Such projects endeavour to assist the general public to better plan their travel, including alternatives to private vehicle usage. As a result, this approach may require earlier start and longer travel times. Before and after surveys to determine travel behaviour change are conducted one year apart as part of this project. TravelSmart Communities projects have proven to be extremely successful in the past with decreases in vehicle kilometres travelled of up to 14%. Results of the TravelSmart project in the north Brisbane area are expected to be known by October 2007.

Queensland Transport, through TransLink, has committed significant funding for improved rail and bus infrastructure and services, as well as the planning and implementation of future enhancements. The success of TransLink is clearly evident with patronage increasing at a rate well in excess of population growth – 27% since 2004.

Under the *South East Queensland Plan and Program 2006-2026 (SEQIPP)* the Queensland Government has committed \$9 billion from 2006-07 to 2014-15 for public transport infrastructure initiatives to ensure the future transport system has a greater focus on public transport and provides more travel choices. Investment in major public transport infrastructure by the Queensland Government, through *SEQIPP*, includes a number of major rail initiatives including:

- \$310m on a third track between Corinda and Darra
- \$320m on the Springfield passenger rail line
- \$279m on additional tracks and upgrades for Ormeau to Coomera, Helensvale to Robina and Salisbury to Kuraby
- \$330m on additional tracks for Coomera to Helensvale, Kuraby to Kingston and Salisbury to Park Road
- \$300m on a southern extension of the rail line for Robina to Elanora
- \$1.1b on the CAMCOS rail corridor from Beerwah to Maroochydore
- \$550m on an additional rail line from Caboolture to Beerburrum to Landsborough

The Queensland Government is also investing a further \$580 million to deliver 44, 3-car train sets by June 2011 targeted at providing extra services during peak periods.

As part of the four year *TransLink Network Plan 2004-05 to 2007-08*, the Queensland Government has committed \$1.763 billion for upgrading rail and bus infrastructure, (including major public transport commitments outlined in *SEQIPP*), and improving bus stations, park n' ride facilities and bus stops across the South East Queensland network, including:

- constructing the Inner Northern and Boggo Road Busways
- planning and commencing construction of the Eastern and Northern Busways
- planning the Gold Coast Rapid Transit Project.
- upgrading Maroochydore, Indooroopilly, Brookside, Carindale, Aspley and Loganholme bus stations
- providing additional signature stops on Gympie Road
- expanding park n' ride facilities at key locations across the Network, including: rail stations at Burpengary, Morningside, Ferny Grove, Narangba and Petrie; and bus stations at Aspley, Moggill Road Kenmore and Chandler (with access improvement to the Sleeman Centre)

TransLink has also established and administers the Station and Stop Infrastructure Improvement Grant for the general improvement of bus stations and stops. The improvements include bus shelters, seats, bus indents and security measures.

Through the *TransLink Network Plan* the Queensland Government will spend an extra \$695 million over the next decade providing additional bus services in South East Queensland.

Overall, in 2005-06 the Queensland Government, through TransLink, spent approximately \$628 million on contracted bus, rail and ferry services in South East Queensland. In the same period, fare revenue from these services was approximately \$198.8 million. The difference between these figures amounts to an annual subsidy by the Queensland Government, in 2005-06, of around \$429.2 million for improved public transport services across South East Queensland.

In 2004-05 the total number of public transport trips in South East Queensland grew by 9.9% compared to the previous year. Patronage growth continued in 2005-06 with a total of 151 million trips being taken on buses, trains and ferries, resulting in annual growth of 11.5% compared to the previous year. This upward trend is continuing in 2006-07 with the total number of trips taken by public transport in South East Queensland, as at 31 March, 2007, exceeding the corresponding period in 2005-06 by 6.6%.

In terms of road network development, the Government is delivering more than \$8.7bn in road infrastructure over the next two decades. The Government is also playing a key role in facilitating delivery of the \$2bn North South Bypass Tunnel and is procuring the Airport Link/Northern Busway project through City North Infrastructure Pty Ltd.

Examples of major road projects currently being planned and delivered include the:

- \$1.88bn Gateway Upgrade project
- \$427m M1 Upgrade Project (pending federal government funding)
- \$543m Tugun Bypass Project (\$120 m from federal government)
- \$223m Sunshine Motorway Project

(2)

The Honourable member is aware that the Brisbane results of the survey are available on the Queensland Transport website. Queensland Transport advises that analysis comparing 1992 with 2003/04, including work and education travel times is underway.