



Honourable Steve Bredhauer MP  
Member for Cook



Queensland  
Government

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Minister for Transport  
Minister for Main Roads

- 4 MAR 2003

Mr Neil Laurie  
Clerk of the Parliament  
Parliament House  
George Street  
Brisbane Qld 4000

Dear Mr Laurie

I refer to the parliamentary Select Committee on Travelsafe Report No. 38 entitled *Public Transport in South East Queensland* which was tabled in the Legislative Assembly on 4 December 2002.

In accordance with the *Parliamentary Committees Act 2001, s.107(4)*, a copy of the government's response is attached for tabling in the Legislative Assembly.

Yours sincerely

Steve Bredhauer  
**Minister for Transport  
and Minister for Main Roads  
Member for Cook**

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**QUEENSLAND GOVERNMENT**

**RESPONSE TO**

**SELECT COMMITTEE ON  
TRAVELSAFE REPORT NO. 38**

*PUBLIC TRANSPORT IN SOUTH  
EAST QUEENSLAND*

## SUMMARY OF RECOMMENDATIONS

- RECOMMENDATION 1.....6**  
THAT QUEENSLAND TRANSPORT, THROUGH CITYTRANS, EXPANDS JOINT TICKETING ARRANGEMENTS IN CONJUNCTION WITH OTHER DEPARTMENTS AND THE MANAGEMENT OF MAJOR SPORTING AND ENTERTAINMENT FACILITIES ACROSS SOUTH EAST QUEENSLAND  
Ministers Responsible: Minister for Transport and Minister for Main Roads  
Deputy Premier, Treasurer and Minister for Sport
- RECOMMENDATION 2.....7**  
THAT QUEENSLAND TRANSPORT AND THE DEPARTMENT OF MAIN ROADS PUBLISH THEIR ANALYSES FOR MAJOR TRANSPORT INVESTMENTS USING THEIR MULTI-MODAL EVALUATION FRAMEWORK AND PORTFOLIO PRIORITISATION FRAMEWORK  
Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 3.....8**  
THAT THE DEPARTMENT OF PREMIER AND CABINET AMEND THE CABINET HANDBOOK TO INCLUDE QUEENSLAND TRANSPORT AND THE DEPARTMENT OF MAIN ROADS WITHIN THE RANGE OF AGENCIES WITH STANDING CONSULTATION REQUIREMENTS IN REGARD TO CABINET SUBMISSIONS. AND FURTHER, THAT THE DEPARTMENT OF PREMIER AND CABINET CONSIDER INTRODUCING A TRANSPORT IMPACT ASSESSMENT PROCESS FOR SUBMISSIONS TO CABINET.  
Minister Responsible: Premier and Minister for Trade
- RECOMMENDATION 4.....9**  
THAT QUEENSLAND TRANSPORT ESTABLISHES A PROTOCOL BETWEEN THE STATE GOVERNMENT AND THE LOCAL GOVERNMENT ASSOCIATION OF QUEENSLAND TO ENSURE DEVELOPERS, COUNCILS AND OTHER STAKEHOLDERS IN URBAN DEVELOPMENTS ABIDE BY THE GUIDELINES IN QUEENSLAND TRANSPORT'S 1998 *SHAPING UP* GUIDELINES TO IMPROVE THE INTEGRATION OF TRANSPORT AND LAND USE IN SOUTH EAST QUEENSLAND.  
Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 5.....10**  
THAT THE *INTEGRATED PLANNING ACT 1997* BE AMENDED TO GIVE QUEENSLAND TRANSPORT CONCURRENCE AGENCY STATUS IN REGARD TO ASSESSMENT AND CONTROL OF THE PUBLIC TRANSPORT IMPLICATIONS OF DEVELOPMENT APPLICATIONS, CONSISTENT WITH THE STATUS OF THE DEPARTMENT OF MAIN ROADS FOR ROADS IMPACTS. SECTION 145 OF THE *TRANSPORT OPERATIONS (PASSENGER TRANSPORT) ACT 1994* AND S 148 OF THE *TRANSPORT INFRASTRUCTURE ACT 1994* SHOULD BE USED AS THE BASIS OF THESE NEW TRANSPORT IMPACT PROVISIONS WITH CLARIFICATION OF THEIR SCOPE.  
Minister Responsible: Minister for Local Government and Planning  
Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 6.....11**  
THAT THE MINISTER FOR TRANSPORT AND MINISTER FOR MAIN ROADS LOBBY THE COMMONWEALTH GOVERNMENT THROUGH THE AUSTRALIAN TRANSPORT COUNCIL TO DEVELOP A NATIONAL POLICY ON URBAN TRANSPORT.  
Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 7.....12**  
THAT QUEENSLAND TRANSPORT'S ANNUAL REPORTING ON THE IMPLEMENTATION OF *TRANSPORT 2007* BE EXPANDED TO INCLUDE REPORTING ON THE INDICATORS: AVERAGE TRIP LENGTH; THE PROPORTION OF THE REGION'S POPULATION WITHIN 400 METRES OF AN ACCESS POINT TO REGULAR SCHEDULED PUBLIC TRANSPORT SERVICES; PER CAPITA VEHICLE KILOMETRES TRAVELLED; PER CAPITA FUEL CONSUMPTION; AND URBAN TRAVEL TIME PER KILOMETRE.  
Minister Responsible: Minister for Transport and Minister for Main Roads

- RECOMMENDATION 8.....13**  
 THAT QUEENSLAND TRANSPORT PUBLISH A TWO-TIERED SYSTEM OF PUBLIC TRANSPORT SERVICE STANDARDS FOR SEQ BASED ON POPULATION AND URBAN DENSITY. THE STANDARDS SHOULD PROVIDE FOR HALF-HOURLY MINIMUM SERVICES IN BUILT UP AREAS AND HOURLY SERVICES WITH EARLIER FINISHING TIMES IN THE LOWER-DENSITY FRINGE AND SMALL TOWNS.  
 Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 9.....14**  
 THAT QUEENSLAND TRANSPORT AND QUEENSLAND RAIL INSTALL BICYCLE LOCKERS AT ALL BUS AND RAIL INTERCHANGES IN THE REGION AS A LONG-TERM GOAL  
 Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 10.....15**  
 THAT QUEENSLAND TRANSPORT AND QUEENSLAND RAIL INVESTIGATE THE FEASIBILITY OF CARRYING BICYCLES ON BUSES AND TRAINS DURING PEAK HOUR TRAFFIC. THIS INVESTIGATION SHOULD INCLUDE A STUDY OF BEST PRACTICE APPROACHES USED BY OTHER RAILWAYS AND RECOMMEND DESIGN MODIFICATIONS FOR CITYTRAIN CARRIAGES.  
 Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 11.....16**  
 THAT QUEENSLAND TRANSPORT EVALUATES INNOVATIVE SERVICE SOLUTIONS LIKE THE GOLD COAST HINTERLINK BUS SERVICE PILOT AND, SUBJECT TO THE EVALUATION FINDINGS, CONSIDER SUPPORTING SIMILAR PILOT SERVICES IN OTHER TRANSPORT-DISADVANTAGED AREAS.  
 Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 12.....17**  
 THAT QUEENSLAND TRANSPORT, IN CONJUNCTION WITH THE DEPARTMENT OF FAMILIES, INVESTIGATES THE FEASIBILITY OF TRANSFERRING RESPONSIBILITY FOR ADMINISTRATION OF COMMUNITY TRANSPORT TO QUEENSLAND TRANSPORT.  
 Minister Responsible: Minister for Transport and Minister for Main Roads  
 Minister for Community Care
- RECOMMENDATION 13.....18**  
 THAT QUEENSLAND TRANSPORT EXPLORES OPPORTUNITIES TO USE COMMUNITY AND SCHOOL BUSES TO DELIVER COST-EFFECTIVE PUBLIC TRANSPORT SERVICES IN AREAS WHERE FULLSERVICES ARE NOT VIABLE.  
 Ministers responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 14.....19**  
 THAT PAPER-BASED AND SMART CARD INTEGRATED TICKETING SYSTEMS BE FULLY IMPLEMENTED FOR THE SOUTH EAST QUEENSLAND PUBLIC TRANSPORT SYSTEM BY 2006 AND, IN THE INTERIM, THAT STANDARDISED FARES AND CONCESSIONS BE INTRODUCED ACROSS ALL SERVICES BY JULY 2004. THE MINISTER SHOULD REPORT TO PARLIAMENT ON THE ACHIEVEMENT OF SIGNIFICANT MILESTONES FOR THE PROJECT.  
 Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 15.....20**  
 THAT QUEENSLAND TRANSPORT EXAMINES THE FEASIBILITY, COSTS AND BENEFITS OF EXTENDING THE PROPOSED INTEGRATED TICKETING PROJECT TO GIVE THE WIDEST COVERAGE OF SOUTH EAST QUEENSLAND AREAS AND SERVICES.  
 Minister Responsible: Minister for Transport and Minister for Main Roads
- RECOMMENDATION 16.....21**  
 THAT REPRESENTATIVES OF PUBLIC TRANSPORT USERS BE APPOINTED TO QUEENSLAND TRANSPORT'S INTEGRATED TICKETING PROJECT ADVISORY BOARD  
 Minister Responsible: Minister for Transport and Minister for Main Roads

<b>RECOMMENDATION 17</b> .....	<b>22</b>
<p>THAT QUEENSLAND TRANSPORT COMMISSION AN INDEPENDENT STUDY OF THE FEASIBILITY, BENEFITS AND COSTS OF PROVIDING PUBLIC TRANSPORT FARES CONCESSIONS FOR:  (A) THE UNEMPLOYED TO ASSIST IN THEIR PURSUIT OF WORK; AND  (B) REGISTERED CARERS WHILE ATTENDING TO PEOPLE IN THEIR CARE WHO ARE UNABLE TO TRAVEL UNAIDED.</p> <p>Minister Responsible: Minister for Transport and Minister for Main Roads</p>	
<b>RECOMMENDATION 18</b> .....	<b>23</b>
<p>THAT QUEENSLAND TRANSPORT, IN CONSULTATION WITH TRANSPORT-DISADVANTAGED GROUPS, COLLECTS TRAVEL BEHAVIOUR DATA IN CONNECTION WITH MAJOR TRIP GENERATORS ACROSS THE REGION SUCH AS AIRPORTS, HOSPITALS, UNIVERSITIES, TAFE COLLEGES AND SHOPPING CENTRES TO SUPPLEMENT DATA COLLECTED THROUGH HOUSEHOLD TRAVEL SURVEYS.</p> <p>Minister Responsible: Minister for Transport and Minister for Main Roads</p>	
<b>RECOMMENDATION 19</b> .....	<b>24</b>
<p>THAT QUEENSLAND TRANSPORT IMPLEMENTS A PROGRAM TO COLLECT VEHICLE OCCUPANCY DATA FOR THE SOUTH EAST QUEENSLAND REGION</p> <p>Minister Responsible: Minister for Transport and Minister for Main Roads</p>	
<b>RECOMMENDATION 20</b> .....	<b>25</b>
<p>THAT QUEENSLAND TRANSPORT AND MAIN ROADS CONTINUE TO EXPLORE ALTERNATIVE SOURCES OF FUNDING TO SUPPLEMENT FUNDING AVAILABLE FROM CONSOLIDATED REVENUE.</p> <p>Minister Responsible: Minister for Transport and Minister for Main Roads</p>	
<b>RECOMMENDATION 21</b> .....	<b>26</b>
<p>THAT THE QUEENSLAND GOVERNMENT, WITH THE SUPPORT OF OTHER STATES AND TERRITORIES, CONTINUE TO LOBBY THE FEDERAL GOVERNMENT THROUGH THE AUSTRALIAN TRANSPORT COUNCIL TO FULLY FUND THE MAINTENANCE AND DEVELOPMENT OF THE NATIONAL HIGHWAY NETWORK.</p> <p>Minister Responsible: Minister for Transport and Minister for Main Roads</p>	
<b>RECOMMENDATION 22</b> .....	<b>27</b>
<p>THAT THE MINISTER FOR TRANSPORT AND MINISTER FOR MAIN ROADS LOBBY THE FEDERAL GOVERNMENT THROUGH THE AUSTRALIAN TRANSPORT COUNCIL TO ADOPT TAXATION POLICIES THAT SUPPORT PUBLIC TRANSPORT AND OTHER SUSTAINABLE TRANSPORT CHOICES INCLUDING THE EXEMPTION OF PUBLIC TRANSPORT FARES FROM GOODS AND SERVICES TAX (GST) AND FRINGE BENEFITS TAX (FBT) CONCESSIONS FOR EMPLOYER-PROVIDED PUBLIC TRANSPORT FARES.</p> <p>Minister Responsible: Minister for Transport and Minister for Main Roads</p>	
<b>RECOMMENDATION 23</b> .....	<b>28</b>
<p>THAT THE PUBLIC SERVICE COMMISSIONER, IN CONJUNCTION WITH QUEENSLAND TRANSPORT AND QUEENSLAND TREASURY, REVIEWS POLICIES ON THE PROVISION OF GOVERNMENT VEHICLES TO STAFF FOR HOME GARAGING AND PRIVATE USE IN SOUTH EAST QUEENSLAND, AND PARKING PROVIDED TO STAFF, TO IDENTIFY OPTIONS TO MINIMISE ADVERSE IMPACTS ON TRAVEL DEMAND IN SOUTH EAST QUEENSLAND.</p> <p>Minister Responsible: Premier and Minister for Trade</p>	
<b>RECOMMENDATION 24</b> .....	<b>29</b>
<p>THAT QUEENSLAND TREASURY EXAMINES OPTIONS TO BETTER TARGET THE STATE FUEL SUBSIDY SCHEME TO ACHIEVE OPTIMAL OUTCOMES FOR THE SOUTH EAST QUEENSLAND TRANSPORT SYSTEM.</p> <p>Deputy Premier and Treasurer</p>	
<b>RECOMMENDATION 25</b> .....	<b>30</b>
<p>THAT QUEENSLAND TRANSPORT EXTENDS ITS TRAVELSMART PROGRAM TO AREAS OF SOUTH EAST QUEENSLAND WHERE PUBLIC TRANSPORT SERVICES ARE AVAILABLE BUT UNDERUTILISED.</p> <p>Minister Responsible: Minister for Transport and Minister for Main Roads</p>	

**Response to the recommendations of the parliamentary Select Committee on Travelsafe on  
Public Transport in South East Queensland, Report No. 38, December 2002**

One of three actions is provided in response to each recommendation contained in this document. The following key is provided to guide the reader:

Response key

This recommendation is supported	The recommendation supports current initiatives that will achieve the recommendation outcome.
This recommendation is conditionally supported	This recommendation is supported within the conditions specified in the response.
This recommendation is not supported	This recommendation is not supported and an alternative course of action is proposed.

## **Response to Recommendation: 1**

That Queensland Transport, through CityTrans, expands joint ticketing arrangements in conjunction with other departments and the management of major sporting and entertainment facilities across south-east Queensland.

### **Ministers Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steven Bredhauer  
Deputy Premier, Treasurer and Minister for Sport – Hon Terry Mackenroth

### **Response:**

This recommendation is **supported**.

### **Comments:**

The concept of incorporating the individual costs of public transport travel with sporting and entertainment events would obviously allow for the provision of improved services, and for this reason will be supported and implemented wherever possible. However, it is important to understand that a range of social, financial and practical issues would need to be addressed in detail before such a scheme could be fully implemented.

Such arrangements have been in place in a limited and successful way for some time. For example, a combined rail and entrance ticket between Citytrain and Gold Coast theme parks have proved popular and advantageous. Joint ticketing arrangements were successful during the Goodwill Games.

Queensland Transport is keen to explore the possibilities of expanding joint ticketing to incorporate sporting and entertainment events and, through TransLink, is pursuing the inclusion of public transport services in the admission price to venues operated by the government's Major Sports Facilities Authority.

The Travelsafe Committee should note that the matter is primarily one for consideration by the Major Sports Facilities Authority. However, discussions between Queensland Transport and the Major Sports Facilities Authority indicate strong support for the concept, provided the cost does not make the event unviable by pricing it out of the market.

## **Response to Recommendation: 2**

That Queensland Transport and the Department of Main Roads publish their analyses for major transport investments using their Multi-Modal Evaluation Framework and Portfolio Prioritisation Framework.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **conditionally supported**.

### **Comments:**

In many cases it will be cabinet's prerogative to determine the extent to which full details of analyses for major transport investments are released publicly.

Current study processes are further refining the evaluation methodology used to determine the need and priority of multi-modal transport investment /decisions for improvements to infrastructure and services.

### **Background:**

Queensland Transport and the Department of Main Roads do publish their analyses for major transport initiatives in study reports, which are publicly available (for example Caboolture to Maroochydoore Corridor Study and Western Ipswich Bypass Study). These studies determine the preferred transport solution (both at transport system wide and project levels) to meet the identified transport need or overcome the deficiency. Once individual initiatives are evaluated, they need to be prioritised and programmed.

Prioritisation is undertaken using both quantifiable and non-quantifiable measures (economic, financial, environmental and social criteria) and consultation with key agencies and other stakeholders. For larger projects, Cabinet approval is usually required and the extent to which the full details of the final decision-making process might be released would be a matter for Cabinet's consideration on a case-by-case basis.

There is work being undertaken by the portfolio to find possible areas of improvement in evaluating and prioritising initiatives and to propose better approaches. These include:

- The IRTP working group had recognised some time ago that the Multi-Modal Evaluation Framework (MMEF) needed improvement. For this reason, since early 2001, Queensland Transport and key transport stakeholders have been reviewing the MMEF to enhance objectivity, transparency and multi-modal considerations, and to improve the use of established techniques such as cost-benefit analysis.
- The portfolio prioritisation process is also being developed and tested to improve the process of policy development and prioritisation through improving the transparency of decision-making.
- The Gold Coast Light Rail investigation is a current project where this recommendation will be further progressed.



## **Response to Recommendation: 3**

That the Department of Premier and Cabinet amend the Cabinet Handbook to include Queensland Transport and the Department of Main Roads within the range of agencies with standing consultation requirements in regard to cabinet submissions. And further, that the Department of Premier and Cabinet consider introducing a Transport Impact Assessment process for submissions to cabinet.

### **Minister Responsible:**

Premier and Minister for Trade – Hon Peter Beattie

### **Response:**

This recommendation is **not supported**.

### **Comments:**

Consultation is an essential component in the development of all submissions to cabinet. It improves the quality of decision making and ensures that the government is responsive to the needs of the community. Agencies are required to consult with Ministers, departments and other bodies such as employers, unions and special interest groups that are potentially affected by a cabinet submission. This requirement covers submissions that include transport related initiatives.

A review of the Cabinet Handbook is currently being undertaken by the Department of the Premier and Cabinet. The review will consider streamlining aspects of the handbook to reduce the administrative burden placed on agencies. This review will not compromise agencies' responsibilities to consult widely on their submissions.

## **Response to Recommendation: 4**

That Queensland Transport establishes a protocol between the state government and the Local Government Association of Queensland to ensure developers, councils and other stakeholders in urban developments abide by the guidelines in Queensland Transport's 1998 *Shaping Up* guidelines to improve the integration of transport and land use in South East Queensland.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer  
Minister for Local Government & Planning – Hon Nita Cunningham

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport supports the concept of establishing a protocol between state and local governments to encourage better transport and land use integration across the region. Queensland Transport will pursue such a protocol with local government, however the department cannot guarantee the response of individual local governments.

A similar protocol on the respective roles and responsibilities of State and local government in relation to land use planning has been in place since 1993 and is currently under review by the Department of Local Government and Planning. This creates an opportunity to enhance the existing protocol to include a focus on integrating transport and land use in Queensland, including south-east Queensland. Consequently it may be more appropriate to amend the existing protocol rather than develop an additional protocol between Queensland Transport and the Local Government Association of Queensland. This would comply with the recommendation of the Select Committee on Travelsafe.

### **Background:**

The purpose of the existing protocol between state government and the Local Government Association of Queensland is in "*recognising the need for greater co-operation in planning between the spheres of Government, this Protocol establishes roles and responsibilities of State and Local Government in the Queensland planning system and seeks to promote efficient, timely and quality decisions on planning and development matters to create a good quality of life for all Queenslanders*".

The outcomes sought by integrating land use and transport planning decisions fit within this purpose.

## **Response to Recommendation: 5**

That the *Integrated Planning Act 1997* be amended to give Queensland Transport concurrence agency status in regard to assessment and control of the public transport implications of development applications, consistent with the status of the Department of Main Roads for road impacts. Section 145 of the *Transport Operations (Passenger Transport) Act 1994* and s.148 of the *Transport Infrastructure Act 1994* should be used as the basis of these new transport impact provisions with clarification of their scope.

### **Ministers Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer  
Minister for Local Government and Planning – Hon Nita Cunningham

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport has long supported amendments to the *Integrated Planning Act 1997* to ensure that existing powers under the *Transport Operations (Passenger Transport) Act 1994* are adequately incorporated into the development assessment framework. This will ensure that significant development applications with potential impacts on public transport provision will be assessed against these impacts. Queensland Transport is in the process of preparing legislation to enable the transfer of powers under the *Transport Operations (Passenger Transport) Act 1994* to the *Integrated Planning Act 1997*. Progress on this depends upon legislative priorities. It is the department's intention that through such a transfer of powers, Queensland Transport will become a concurrence agency under *Integrated Planning Act 1997*, providing the department with an avenue to set conditions on development.

### **Background:**

The translation of powers under the *Transport Operations (Passenger Transport) Act 1994* into the framework of the *Integrated Planning Act 1997* is a complex task given the need to more clearly define the powers of Queensland Transport in relation to setting development conditions. Queensland Transport officers are currently investigating thresholds to trigger referral agency responsibility under the *Integrated Planning Act 1997*. These thresholds will relate to critical development that has the potential to significantly impact on the provision of public passenger transport.

## **Response to Recommendation: 6**

That the Minister for Transport and Minister for Main Roads lobby the Commonwealth Government through the Australian Transport Council to develop a national policy on urban transport.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

The Minister for Transport and Minister for Main Roads has, for some time, argued strongly for the development of a national approach to the planning, development and operation of Australia's transport system.

The Queensland Government has proposed the cooperative development of a national transport plan on a number of occasions, under the auspices of the Australian Transport Council (ATC), most recently in May and November 2002.

The Commonwealth Government released a Green Paper, *AusLink: Towards a National Land Transport Plan* in November 2002. In the development of that paper and in the subsequent consultation, the Minister for Transport and Minister for Main Roads, together with officers from both Queensland Transport and the Department of Main Roads, has consistently pressed the Commonwealth Government to include urban transport issues and policies in the national transport plan. The formal Queensland Government response to AusLink argued for the inclusion of urban transport policies in the national transport plan. Of particular importance are policies to support public transport and an increased focus on stronger integration between land use and transport planning.

Minister for Transport and Minister for Main Roads, through the ATC, will continue to lobby the Commonwealth to develop national policies on urban transport and for those policies to be included in a national transport plan.

## **Response to Recommendation: 7**

That Queensland Transport's annual reporting on the implementation of Transport 2007 be expanded to include reporting on the indicators:

- Average trip length;
- The proportion of the region's population within 400 metres of an access point to regular scheduled public transport services;
- Per capita vehicle kilometres travelled;
- Per capita fuel consumption; and
- Urban travel time per kilometre.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **conditionally supported**.

### **Comments:**

Queensland Transport recognises and supports the importance of enhanced performance indicators to improve understanding of transport behaviour and system performance, and the development of improved public transport options in the state's south-east region.

The use of the particular recommended indicators is supported, subject to future detailed assessment about the feasibility and cost of individual indicators.

The IRTP Implementation Group will consider the usefulness of these and other indicators and how they can be effectively used for future reporting. Queensland Transport will also consider the relevance of the proposed additional indicators to the whole of the state.

Any indicators used have issues relating to: continuity of data collection; cost of the collection of additional data; availability of data; ability to detect annual changes; and accuracy. In addition, to enable useful comparison, performance indicators need to be consistent across Queensland's urban areas, and not just south-east Queensland.

Queensland Transport has committed itself to the current round of Household Travel Surveys.

## **Response to Recommendation: 8**

That Queensland Transport publish a two-tiered system of public transport service standards for SEQ based on population and urban density. The standards should provide for half-hourly minimum services in built up areas and hourly services with earlier finishing times in the lower-density fringe and small towns.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **conditionally supported**.

### **Comments:**

A key component in the development of a new 10-year Public Transport Network Plan requires TransLink to develop a set of standards and guidelines for the public transport network. The standards will ensure an equitable and consistent approach to service and infrastructure provision and will contribute to the development of a more integrated network to compliment the introduction of integrated ticketing in 2004.

Standards will be developed for each of the key elements of the public transport network and will be used as a guide to identify deficiencies in the current system. Guidelines and standards will be developed for the following:

- Service hierarchy;
- Service intervals - base & demand;
- Network coverage;
- Network connectivity;
- Passenger loading;
- Route productivity;
- Route design;
- Stop facilities & spacing; and
- Interchange facilities (including Park and Ride).

As specifically mentioned in this committee recommendation, service intervals (for example, hourly, half hourly or other) will be defined according to a multi-tiered categorisation of all urban areas of south-east Queensland based on urban densities.

### **Background:**

In 1997, the Integrated Regional Transport Plan for South East Queensland (IRTP) identified the need for a high quality, integrated public transport system for the region to meet the objectives identified in the plan. It was recognised at that time that this would require a new way of delivering the public transport system in south-east Queensland, including integrated ticketing and fares, new contracting and integrated public transport planning.

To meet the requirements of new service contracts associated with the introduction of integrated ticketing in July 2004, TransLink will take a lead role in the planning and specification of the public transport network. This will include the development of a Public Transport Network Plan (PTNP) to define the required integrated public transport network (including integrated services and infrastructure enhancements) in 2004 and the manner in which this network will develop over time. The PTNP will be developed in accordance with consistent standards for service provision and infrastructure development across the network.

## **Response to Recommendation: 9**

That Queensland Transport and Queensland Rail install bicycle lockers at all bus and rail interchanges in the region as a long-term goal.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport and Queensland Rail support the installation of bicycle parking, including lockers, at all bus and rail interchanges and stations in south-east Queensland as a long term goal.

Both agencies have already undertaken extensive work in this regard, with 1744 bicycle lockers available at 90 stations throughout the Citytrain network and 46 bicycle lockers at 6 stations on the South East Busway.

At new stations/interchanges, the provision of such bicycle facilities occurs during construction, while retrofitting is undertaken as part of a rolling plan.

The need for secure bicycle storage extends beyond interchanges. Consequently the rollout of such facilities will be based on priority rather than interchanges only.

### **Background:**

Citytrain has 1,744 bicycle lockers (two bicycles are locked in each locker) available at 90 of the 143 stations throughout the Citytrain network (not including the two airport stations). Of these sites, 32 are bus/rail interchanges. The construction and installation of 100 lockers was funded by Queensland Transport through the Citytrain Transport Service Contract under the Intermodal Program at a cost of \$173,000. The program was completed in mid 2002.

There is an ongoing program to address the growth in demand. A further \$50,000 was allocated from the Citytrain TSC to install an electronically secured bike shed at Banyo station that will house 24 bicycles. Access will be via an individually issued PIN number. Installation is expected to be complete in early 2003. The "shed" is a cost and space effective solution, however, the owners have to forfeit individual security for their bicycle.

In response to demand, and subject to government approval, funding for secure bicycle facilities throughout the network, whether they be lockers or sheds, will continue to be provided to Queensland Rail.

## **Response to Recommendation: 10**

That Queensland Transport and Queensland Rail investigate the feasibility of carrying bicycles on buses and trains during peak hour traffic. This investigation should include a study of best practice approaches used by other railways and recommend design modifications for Citytrain carriages.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport supports the investigation of the feasibility of carrying bicycles on buses and trains during peak hour traffic. A report will be prepared for consideration by relevant agencies covering the areas identified in this recommendation.

The Rail Issues Working Group is a subcommittee of the State Cycle Committee and is looking at these types of issues, with support from the bicycle policy area in Queensland Transport's Land Transport and Safety Division.

The investigation will need to consider the impacts of bicycles on surrounding passengers during peak times, impacts on train passenger capacity and legal liability issues.

### **Background:**

Queensland Rail has a Bicycle Policy that permits the carriage of bicycles on Citytrain services, excluding the following periods of heavy patronage: 0700-0930 and 1500-1830.

The Brisbane City Council is currently trialing bicycle racks on the front of 33 buses on three specific routes. The 12-month trial is being conducted under a permit from Queensland Transport and will continue until October 2003. Council will consider extending the bicycle racks to other routes depending on the outcome of the trial.



## **Response to Recommendation: 11**

That Queensland Transport evaluates innovative service solutions like the Gold Coast Hinterlink Bus Service pilot and, subject to the evaluation findings, consider supporting similar services in other transport disadvantaged areas.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport has always encouraged and supported service innovations introduced by contracted bus operators at their own risk, such as the Gold Coast Hinterlink service being trialed by Surfside Buslines. Caboolture Buslines is another south-east Queensland bus operator that is currently trialing innovative services on a similar basis.

Queensland Transport carries out evaluations of trials to determine their utility.

Queensland Transport routinely treats such services, even when being provided on a trial basis only, as part of the operator's contracted service network. This treatment, thereby enables the operator to claim pensioner and other fare concession top-ups for those services.

Queensland Transport will continue to consider innovative service solutions.

## **Response to Recommendation: 12**

That Queensland Transport, in conjunction with the Department of Families, investigate the feasibility of transferring responsibility for the administration of community transport to Queensland Transport.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads - Hon Steve Bredhauer  
Minister for Families and Minister for Aboriginal and Torres Straight Islander Policy and Minister for Disability Services and Minister for Seniors – Hon Judy Spence  
Minister for Health and Minister Assisting the Premier on Women’s Policy – Hon Wendy Edmund

### **Response:**

This recommendation is **conditionally supported**.

### **Comments:**

Queensland Transport endorses the committee's conclusions about the importance of community transport.

A key aim of Queensland Transport's Safe Mobility, for All, for Life (SMFAFL) discussion paper (cited by the committee in paragraph 272 of its report) is improved cooperation between departments, rather than any transfer of responsibilities. Queensland Transport welcomes the opportunity to work with the Department of Families and Community Care and Queensland Health on investigating its feasibility within the context of the whole-of-government policy framework.

A key element of the SMFAFL discussion paper is the need to make more efficient and effective utilisation of community transport services, along with mainstream public transport services, as components of what the discussion paper terms the 'total' passenger transport system.

### **Background:**

The SMFAFL discussion paper was the outcome of the so-called Community Transport Project. This project involved considerable consultation/engagement with the community services sector, whole-of government workshops, an extensive literature search/review, a demonstration project and a major two-day community transport conference/expo (organised in partnership with the Queensland Council of Social Services).

Queensland Health funds community transport services for Home and Community Care (HACC) eligible clients across the State. Under the current terms of the Commonwealth/State HACC Amending Agreement, HACC funded buses can only be used to transport HACC eligible patients. HACC funded services can not be directed toward community transport generally.

Queensland Health has been exploring options with other agencies for use of these vehicles in down time, on a full cost recovery basis, where such use does not disadvantage HACC clients.

Queensland Health supports the recommendation of the Committee and would like to be involved in the process. However, the broader use of HACC funded vehicles would require the agreement of the Commonwealth.

## **Response to Recommendation: 13**

That Queensland Transport explores options to use community and school buses to deliver cost-effective public transport services in areas where full-services are not viable.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer  
Minister for Families and Minister for Aboriginal and Torres Strait Islander Policy and Minister for Disability Services and Minister for Seniors – Hon Judy Spence  
Minister for Health and Minister Assisting the Premier on Women's Policy – Hon Wendy Edmund

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport was actively involved in the development and implementation of the community bus service trials cited by the committee in its report (paragraph 276). The contracted bus operator in Logan provides these services. Similar community bus services delivered by mainstream bus operators under contract to Queensland Transport are currently being trialed in Deception Bay and Caboolture.

Queensland Transport has an established policy of using school buses to provide mainstream public transport services where suitable, as recommended by the committee. Some are five day a week "village to town" services like the Woodford to Caboolture service, while others are one or two day per week shopper services. Two examples from south-east Queensland are the Jacobs Well to Beenleigh service operated by Brooker Coaches and the Boonah to Ipswich service operated by Fassifern Coaches. The larger urban bus operators in south-east Queensland also use school buses in their down time to provide supplementary services at their commercial discretion. An example is the shopper service operated by National Bus Lines that runs each week day from Redland Bay to the Logan Hyperdome.

Education Queensland supports this proposal provided that the standard of service to school students is maintained.

## **Response to Recommendation: 14**

That paper-based and smart card integrated ticketing systems be fully implemented for south-east Queensland public transport system by 2006 and, in the interim, that standardised fares and concessions be introduced across all services by July 2004. The minister should report to Parliament on the achievement of significant milestones for the project.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport acknowledges the committee's support for its vision of providing south-east Queenslanders with an integrated ticketing system and is pleased to report that much progress in this area has already been made.

The State government announced in June 2002 that it will implement an integrated ticketing system with aligned fares and concessions in south-east Queensland from July 2004. This system will initially provide for paper based integrated ticketing products with smartcards to be rolled-out from mid-2004 to the end of 2006. Major progress to date includes:

- Creation of TransLink as an entity within Queensland Transport to implement integrated ticketing, fares and services;
- Beginning of software redevelopment to support the introduction of the paper-based ticketing system;
- Announcement of a preferred tenderer for the delivery of the smartcard ticketing system with an expectation that a contract will be finalised in the first quarter 2003.

### **Background:**

Paragraph 297 of the Committee's report quotes the cost of smart-cards at 80 cents. In evidence given to the committee, the department indicated that the cost of **disposable** smart-cards is down to around 80 cents. Standard smart-cards designed to be used regularly over, a two to four year period are significantly more expensive than this. The cost also varies in accordance with the capacity of the card. Details of these are still being negotiated with the preferred tenderer.

## **Response to Recommendation: 15**

That Queensland Transport examines the feasibility, costs and benefits of extending the proposed integrated ticketing project to give the widest coverage of south-east Queensland areas and services.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

The provision of integrated ticketing to the wider south-east Queensland community has always been a target for Queensland Transport.

In line with this strategy, the integrated ticketing project is currently working on the delivery of integrated ticketing to the main urban areas of south-east Queensland. This focus on the larger urban areas is designed to deliver benefits to the majority of residents without further delay.

Once the integrated ticketing system is established and new contracts are finalised, it is expected that the feasibility of extending integrated ticketing and the new contracting system to smaller centers can be examined. It is likely that any examination of the feasibility of extending integrated ticketing will occur after the initial round of smartcard ticketing is finalised at the end of 2006.

## **Response to Recommendation: 16**

That representatives of public transport users be appointed to Queensland Transport's integrated ticketing project advisory board.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport embraces the government's commitment to greater community engagement and involvement in matters such as public transport, that directly affect community members, their lifestyles and employment. Once again, the department acknowledges the support of the Travelsafe Committee for the direction taken by Queensland Transport.

There is an existing Ministerial Transport Planning Advisory Group (MTPAG), which meets regularly to advise the Minister for Transport and Minister for Main Roads on transport planning issues. This group, which consists of community representatives, has been involved in the discussions on integrated ticketing and TransLink

The TransLink governance structure includes an advisory board to provide advice to both TransLink management and the Minister for Transport and Minister for Main Roads on matters related to the direction and operation of integrated public transport in south-east Queensland.

The advisory Board currently comprises members with expertise in the delivery of public passenger transport services. This reflects the current emphasis on implementation and delivery of integrated fares, ticketing and services.

It is envisaged that, once the implementation phases are completed, membership of the advisory board will include representatives from the community and public transport consumers. This will complement the role of MTPAG in providing community advice to the Minister for Transport and Minister for Main Roads.

## **Response to Recommendation: 17**

That Queensland Transport commission an independent study of the feasibility, benefits and costs of providing public transport fares concessions for:

- a) The unemployed to assist in their pursuit of work; and
- b) Registered carers while attending to people in their care who are unable to travel unaided.

### **Ministers Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer  
Deputy Premier, Treasurer and Minister for Sport – Hon Terry Mackenroth

### **Response:**

This recommendation is **conditionally supported**.

### **Comments:**

As Queensland Transport indicated in its submissions to the committee, the funding of transport concessions for the unemployed is seen as a Commonwealth responsibility (paragraph 317 of the committee's report refers). Given that the information in the committee's report has been previously considered by either the Queensland Government's Jobs Policy Council or the Breaking the Unemployment Cycle Interdepartmental Labour Market Review Committee in 2002, there is no case for revisiting this issue.

As the committee notes, Queensland Transport is yet to come to a firm policy position on the issue of transport concessions for carers. A policy position in regard to concessions for carers is currently under development by Queensland Transport, in conjunction with other agencies and relevant external stakeholders. The views expressed in the committee's report will be taken into account in the development of policy options for government consideration. The issue of whether or not some form of independent study into the issue is needed is yet to be determined.

## **Response to Recommendation: 18**

That Queensland Transport, in consultation with transport-disadvantaged groups, collects travel behaviour data in connection with major trip generators across the region such as airports, hospitals, universities, TAFE colleges and shopping centres to supplement data collected through household travel surveys.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **conditionally supported**.

### **Comments:**

Queensland Transport's priority in data collection is the Household Travel Survey (HTS). The information gained from the HTS supplements data collected in association with the Australian Bureau of Statistics on Journey to Work surveys.

The HTS targets a random selection of households and collects data on all travel by all members of the household. While the focus of the HTS is not transport-disadvantaged households specifically, such a process will capture some data on travel by transport-disadvantaged households to a range of destinations including those identified in recommendation 18. This would enable limited examination of the travel characteristics of transport-disadvantaged households, including travel to major attractors, and identification of such households for potential participation in further studies. Journey to Work data by its nature is not as effective as HTS for this purpose.

Data collection is expensive, but Queensland Transport will consider the feasibility of further in-depth studies of transport-disadvantaged households to inform transport planning, following the analysis of HTS results.

Queensland Transport will encourage major trip generators to collect travel behaviour data about their clients and customers.

In regards to paragraph 344, only Queensland Transport and Main Roads have agreed to fund the South East Queensland Household Travel Survey. There is no identified funding from Queensland Rail and the Brisbane City Council, as stated in the committee's report.

In regards to paragraph 345, recent planning by Queensland Transport and the department of Main Roads indicates that it will not be cost effective to conduct the HTS in the western areas of south-east Queensland. Such rural areas may be better served by other types of surveys that capture major inter-regional travel.



## **Response to Recommendation: 19**

That Queensland Transport implements a program to collect vehicle occupancy data for the south-east Queensland region.

### **Minister Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport will be collecting vehicle occupancy data as a part of the proposed Household Travel Survey in south-east Queensland. This will allow comparison of vehicle occupancy values collected in the previous 1992/94 household travel surveys.

It is intended to survey the areas of Brisbane Statistical Division, then the Gold Coast and then the Sunshine Coast sequentially over the next 3 years.

The Department of Main Roads also has a program for collecting and reporting vehicle occupancy data for a sample of major roads in Brisbane on a three yearly basis. The Household Travel Survey will cover most major urban areas in south-east Queensland.

As with all sample survey data the results are subject to a degree of error. This is a major factor when considering the ability to monitor changes in values of vehicle occupancy that are expected to change only a small amount on an annual basis.

It is anticipated the fieldwork for the Household Travel Survey of the Brisbane Statistical Division will commence about mid-2003.

## **Response to Recommendation: 20**

That Queensland Transport and Main Roads continue to explore alternative sources of funding to supplement funding available from consolidated revenue.

### **Ministers Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer  
Deputy Premier, Treasurer and Minister for Sport – Hon Terry Mackenroth

### **Response:**

This recommendation is **supported**.

### **Comments:**

Queensland Transport and Main Roads will continue to explore the potential for additional funding to supplement funding available from consolidated revenue. This includes the application of Public Private Partnerships (PPPs) to support the achievement of efficient and effective services and infrastructure and representations to the Federal Government.

The State Government has adopted the PPP policy framework and a tolling policy aimed at encouraging private sector investment in infrastructure as a mechanism to provide additional funds for transport. Importantly, there is a range of preconditions that would need to be met for future toll roads.

The Queensland Government will continue to lobby the Federal Government for increased funding for transport in Queensland.

Significant private sector involvement in the provision of public transport infrastructure will be encouraged in projects where it can be shown that the state will achieve better value for money through a relationship contract with the private sector for a project's delivery, compared with the option of delivering the project at the public sector's cost and risk.

## **Response to Recommendation: 21**

That the Queensland Government, with the support of other states and territories, continue to lobby the federal government through the Australian Transport Council to fully fund the maintenance and development of the national highway network.

### **Ministers Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **supported**.

### **Comments:**

The improvement of the National Highway System is only partially completed. It carries the major proportion of freight and passenger movements – and would continue to do so even with further improvements to the national rail network. It is essential for the continued development of Australian industry, including large and expanding industries like tourism.

The Federal Government is using AusLink to withdraw from its responsibility for 100% funding of the National Highway System. Current arrangements for the 100% funding of the National Highway System are included in the 1991 Inter-governmental Road Agreement. Unlike some other states Queensland has not been provided with adequate Commonwealth funding to complete upgrading of major roads in their jurisdiction under the program. The Commonwealth Minister for Transport and Regional Services has acknowledged that Queensland's national highway system is far from complete.

The Queensland Government has long been arguing for a national approach to the planning, development and operation of Australia's transport system in recognition of the number of critical challenges facing Australia's transport system in the coming years that need to be addressed. AusLink has missed the mark on several fronts by:

- focusing only on freight transport;
- failing to utilise agreed national objectives for Australia's transport system as a basis for the document; and
- not addressing key concerns like urban transport, passenger movement, aviation, shipping and people issues.

The Queensland Government has sent a strong response to the Federal Government on AusLink, asking the Commonwealth to:

- fix the shortcomings in the Federal plan, particularly by committing to complete the National Highway System in Queensland; and
- develop a true national transport plan, based on genuine collaboration with the states and one that addresses the key transport issues facing us.

Queensland is also concerned about the proposed “pooling” of existing Commonwealth roads funds with rail funding programs. This may mean that Queensland will receive less of the funding pool than other states despite the fact that Queensland has one of the largest rail and road networks in Australia. Further, if a needs-based approach to funding is adopted, this may result in less funding for Queensland because of the relatively good state of Queensland's rail network, which is the result of a targeted upgrading program over a long period. Queensland may be disadvantaged relative to other states that have neglected their rail services in the past.

## **Response to Recommendation: 22**

That the Minister for Transport and Minister for Main Roads lobby the federal government through the Australian Transport Council to adopt taxation policies that support public transport and other sustainable transport choices including the exemption of public transport fares from goods and services tax (GST) and fringe benefits tax (FBT) concessions for employer provided public transport fares.

### **Ministers Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer  
Deputy Premier, Treasurer and Minister for Sport – Hon Terry Mackenroth

### **Response:**

This recommendation is **supported**.

### **Comments:**

The Minister has previously raised the inappropriateness of applying the Goods and Services Tax to public transport fares and will continue to do so when the opportunity arises.

The Minister for Transport and Minister for Main Roads has argued for some time that the Federal Government should include FBT concessions for employer-provided public transport passes. Following the development of the National Strategy for Lowering Emissions from Urban Traffic, The National Transport Secretariat (NTS) has commissioned a report on the impacts of issues such as FBT on people's travel choices.

## **Response to Recommendation: 23**

That the Public Service Commissioner, in conjunction with Queensland Transport and Queensland Treasury, reviews policies on the provision of government vehicles to staff for home garaging and private use in south-east Queensland, and parking provided to staff, to identify options to minimise adverse impacts on travel demand in south-east Queensland

### **Ministers Responsible:**

Premier and Minister for Trade – Hon Peter Beattie

### **Response:**

This recommendation is **conditionally supported**.

### **Comments:**

The Public Service Commissioner is aware of the environmental issues associated with motor vehicle use. In recent times, home garaging arrangements for official government vehicles have been reviewed and amended to encourage consistency across the public service. Home garaging can occur only in situations where improved operational effectiveness for an agency can be clearly demonstrated, or where there is no safe or suitable garaging facility available at the work location.

Home garaging arrangements do not form part of recruitment processes; nor is it offered as a condition of employment.

Similar to home garaging arrangements, government policy requires that private vehicles may be parked on official premises: if it can be demonstrated that it will improve the operational effectiveness of the employee; if the employee has a disability that makes the use of public transport impracticable; or if there are issues involving the personal safety of the employee.

The Public Service Commissioner will continue to be mindful of the government's strong commitment to the environment, and will consider the financial and operational effectiveness of alternative green transport options in the development and refinement of policies dealing with the official and private use of government vehicles, their home garaging and the impact of provision of parking to staff.

## **Response to Recommendation: 24**

That Queensland Treasury examines options to better target the State fuel subsidy scheme to achieve optimal outcomes for the South East Queensland transport system.

### **Ministers Responsible:**

Deputy Premier, Treasurer and Minister for Sport – Hon Terry Mackenroth

### **Response:**

This recommendation is **not supported**.

### **Comments:**

The committee report discussed the removal of the 8.354 cents per litre fuel subsidy in south-east Queensland, with the resultant savings to be used to increase road and public transport funding and reduce vehicle registration charges.

The Queensland Government has no intention of abolishing the fuel subsidy scheme and has publicly ruled it out on many occasions, including in the context of both this report and the Local Government Association of Queensland's recent *Public Inquiry on Mechanisms to Fund Queensland's Road and Transport Infrastructure*.

The Queensland Government notes, but does not agree with, research presented in the committee report which suggests that the majority of Queenslanders view the abolition of the fuel subsidy in return for increased road and public transport expenditure as an acceptable trade off.

## **Response to Recommendation: 25**

That Queensland Transport extends its TravelSmart program to areas of south-east Queensland where public transport services are available but under-utilised.

### **Ministers Responsible:**

Minister for Transport and Minister for Main Roads – Hon Steve Bredhauer

### **Response:**

This recommendation is **conditionally supported**.

### **Comments:**

A TravelSmart Suburbs Pilot, trialed in Brisbane's northside in 2001, proved highly successful. Of the 450 households involved over a five-month period, there was a reduction of 10% in private car use, a 16% increase in walking, a six per cent increase in cycling and a 33% increase in public transport use.

Queensland Transport is exploring how to expand the program both in south-east and regional Queensland. Expansion will depend upon the contribution and commitment by local governments and public transport operators, funding, and the availability of services and infrastructure to support the uptake of sustainable transport options by the community.

Other TravelSmart programs (such as the schools, workplaces and destinations sub-programs) are currently being implemented or are under consideration and it is expected that any new programs will result in increases in public transport patronage.

A decision regarding a possible regional Queensland application of the successful TravelSmart Suburbs Pilot demonstrated in Brisbane in 2001 will be made in the near future, depending on the outcome of negotiations currently underway with local governments.

It is proposed that a TravelSmart Suburbs Pilot will be undertaken in Townsville and Thuringowa in 2004 with funding assistance from the Australian Greenhouse Office (AGO) and the Townsville and Thuringowa City Councils. A TravelSmart Schools program is also being negotiated with Queensland Health and the Cooloola Shire Council for implementation in Gympie.

### Summary of recommendation responses

Recommendation	Accountable Department/s	Response
1. That Queensland Transport, through Citytrans, expands joint ticketing arrangements in conjunction with other departments and the management of major sporting and entertainment facilities across south-east Queensland.	Queensland Transport  Department of Innovation and Information Economy, Sport and Recreation Queensland.	This recommendation <b>SUPPORTED</b>
2. That Queensland Transport and the Department of Main Roads publish their analyses for major transport investments using their Multi-Modal Evaluation Framework and Portfolio Prioritisation Framework.	Queensland Transport  Department of Main Roads	This recommendation <b>CONDITIONALLY SUPPORTED</b>
3. That the Department of Premier and Cabinet amend the Cabinet Handbook to include Queensland Transport and the Department of Main Roads within the range of agencies with standing consultation requirements in regard to Cabinet submissions. And further, that the Department of Premier and Cabinet consider introducing a transport impact assessment process for submissions to Cabinet.	Department of Premier & Cabinet	This recommendation <b>NOT SUPPORTED</b>
4. That Queensland Transport establishes a protocol between the state government and the Local Government Association of Queensland to ensure developers, councils and other stakeholders in urban developments abide by the guidelines in Queensland Transport's 1998 <i>Shaping Up</i> guidelines to improve the integration of transport and land use in south-east Queensland.	Queensland Transport  Department of Local Government & Planning  Department of Main Roads	This recommendation <b>SUPPORTED</b>



<p>5. That the <i>Integrated Planning Act 1997</i> be amended to give Queensland Transport concurrence agency status in regard to assessment and control of the public transport implications of development applications, consistent with the status of the Department of Main Roads for roads impacts. Section 145 of the <i>Transport Operations (Passenger Transport) Act 1994</i> and s 148 of the <i>Transport Infrastructure Act 1994</i> should be used as the basis of these new transport impact provisions with clarification of their scope.</p>	<p>Queensland Transport  Department of Local Government &amp; Planning</p>	<p>This recommendation <b>SUPPORTED</b></p>
<p>6. That the Minister for Transport and Minister for Main Roads lobby the Commonwealth Government through the Australian Transport Council to develop a national policy on urban transport.</p>	<p>Queensland Transport  Department of Main Roads</p>	<p>This recommendation <b>SUPPORTED</b></p>
<p>7. That Queensland Transport's annual reporting on the implementation of <i>Transport 2007</i> be expanded to include reporting on the indicators: average trip length; the proportion of the region's population within 400 metres of an access point to regular scheduled public transport services; per capita vehicle kilometers travelled; per capita fuel consumption; and urban travel time per kilometre.</p>	<p>Queensland Transport  Department of Main Roads</p>	<p>This recommendation <b>CONDITIONALLY SUPPORTED</b></p>
<p>8. That Queensland Transport publish a two-tiered system of public transport service standards for south-east Queensland based on population and urban density. The standards should provide for half-hourly minimum services in built up areas and hourly services with earlier finishing times in the lower-density fringe and small towns.</p>	<p>Queensland Transport</p>	<p>This recommendation <b>CONDITIONALLY SUPPORTED</b></p>
<p>9. That Queensland Transport and Queensland Rail install bicycle lockers at all bus and rail interchanges in the region as a long-term goal.</p>	<p>Queensland Transport</p>	<p>This recommendation <b>SUPPORTED</b></p>
<p>10. That Queensland Transport and Queensland Rail investigate the feasibility of carrying bicycles on buses and trains during peak hour traffic. This investigation should include a study of best</p>	<p>Queensland Transport</p>	<p>This recommendation <b>SUPPORTED</b></p>

practice approaches used by other railways and recommend design modifications for Citytrain carriages.		
11. That Queensland Transport evaluates innovative service solutions like the Gold Coast Hinterlink bus service pilot and, subject to the evaluation findings, consider supporting similar pilot services in other transport disadvantaged areas.	Queensland Transport	This recommendation <b>SUPPORTED</b>
12. That Queensland Transport, in conjunction with the Department of Families, investigates the feasibility of transferring responsibility for administration of community transport to Queensland Transport.	Queensland Transport Queensland Health Department of Families	This recommendation <b>CONDITIONALLY SUPPORTED</b>
13. That Queensland Transport explores opportunities to use community and school buses to deliver cost effective public transport services in areas where full-services are not viable.	Queensland Transport Queensland Health Department of Families	This recommendation <b>SUPPORTED</b>
14. That paper-based and smart card integrated ticketing systems be fully implemented for the south-east Queensland public transport system by 2006 and, in the interim, that standardised fares and concessions be introduced across all services by July 2004. The minister should report to Parliament on the achievement of significant milestones for the project.	Queensland Transport	This recommendation <b>SUPPORTED</b>
15. That Queensland Transport examines the feasibility, costs and benefits of extending the proposed integrated ticketing project to give the widest coverage of south-east Queensland areas and services.	Queensland Transport	This recommendation <b>SUPPORTED</b>
16. That representatives of public transport users be appointed to Queensland Transport's integrated ticketing project advisory board.	Queensland Transport	This recommendation <b>SUPPORTED</b>
17. That Queensland Transport commission an independent study of the feasibility, benefits and costs of providing public transport fares concessions for: (a) The unemployed to assist in their pursuit of work; and (b) Registered carers while attending to people in their care who are unable to travel unaided.	Queensland Transport Treasury Department	This recommendation a) <b>NOT SUPPORTED</b>  b) <b>CONDITIONALLY SUPPORTED</b>

18. That Queensland Transport, in consultation with transport-disadvantaged groups, collects travel behaviour data in connection with major trip generators across the region such as airports, hospitals, universities, TAFE colleges and shopping centres to supplement data collected through household travel surveys.	Queensland Transport	This recommendation CONDITIONALLY SUPPORTED
19. That Queensland Transport implements a program to collect vehicle occupancy data for the south-east Queensland region.	Queensland Transport  Department of Main Roads	This recommendation SUPPORTED
20. That Queensland Transport and Main Roads continue to explore alternative sources of funding to supplement funding available from consolidated revenue.	Queensland Transport  Department of Main Roads  Queensland Treasury	This recommendation SUPPORTED
21. That the Queensland Government, with the support of other states and territories, continue to lobby the federal government through the Australian Transport Council to fully fund the maintenance and development of the national highway network.	Queensland Transport  Department of Main Roads	This recommendation SUPPORTED
22. That the Minister for Transport and Minister for Main Roads lobby the federal government through the Australian Transport Council to adopt taxation policies that support public transport and other sustainable transport choices including the exemption of public transport fares from goods and services tax (GST) and fringe benefits tax (FBT) concessions for employer-provided public transport fares.	Queensland Transport  Queensland Treasury	This recommendation SUPPORTED
23. That the Public Service Commissioner, in conjunction with Queensland Transport and Queensland Treasury, reviews policies on the provision of government vehicles to staff for home garaging and private use in South East Queensland, and parking provided to staff, to identify options to minimise adverse impacts on travel demand in south-east Queensland.	Department of Premiers & Cabinet  Queensland Treasury	This recommendation CONDITIONALLY SUPPORTED

24. That Queensland Treasury examines options to better target the State Fuel Subsidy Scheme to achieve optimal outcomes for the south-east Queensland transport system.	Queensland Treasury	This recommendation NOT SUPPORTED
25. That Queensland Transport extends its TravelSmart program to areas of South East Queensland where public transport services are available but underutilised.	Queensland Transport	This recommendation CONDITIONALLY SUPPORTED