

# TRAVELSAFE COMMITTEE OF THE 49TH PARLIAMENT

## INQUIRY INTO PUBLIC TRANSPORT IN SOUTH EAST QUEENSLAND

### INFORMATION PAPER NO.1

#### PURPOSE OF THIS PAPER

This paper provides information on the committee, the issues it will consider during its inquiry and guidelines for making submissions.

Issues raised within this paper do not restrict the scope of submissions. People and organisations making submissions may comment on any matter that they consider to be relevant.

#### THE COMMITTEE

The Travelsafe Committee is a select committee of the Queensland Legislative Assembly. The committee was appointed by the Parliament on 30 July 1998<sup>1</sup> to inquire into and report on all aspects of road safety and public transport in Queensland. In particular the committee is responsible for monitoring, investigating and reporting on:-

- issues affecting road safety including the causes of road crashes and measures aimed at reducing deaths, injuries and economic costs to the community;
- the safety of passenger transport services, and measures aimed at reducing the incidence of related deaths and injuries; and
- measures for the enhancement of public transport in Queensland and reducing dependence on private motor vehicles as the predominant mode of transport.

#### THE CONTEXT OF THIS INQUIRY

Reducing car dependency and enhancing public transport are key transport issues in South East Queensland (SEQ).

Over the past 40 years residential development has spread out from the region's cities at alarming rates. This has increased the separation between jobs and housing and other services like education and recreation.

As a result of this separation, car dependency has continued to rise. Queensland Transport estimates that over 78 percent of all trips in the region are undertaken in private vehicles (Queensland Transport, 1997). This explosion in car use has major adverse impacts on the need for and cost of road infrastructure and the costs to the community of pollution, congestion and accidents. There is a growing body of evidence that car dependence has adverse effects on regional economies.

The shift to cars has other more subtle effects on the design of cities, social interaction and quality of life. The region's strong population growth will exacerbate these effects.

One of the more successful strategies by governments to address the problems of car dependence has been to provide the travelling public with a realistic alternative to car travel - reliable and efficient public transport.

Improving the region's public transport is vital. Queensland Transport (1997) estimates that between 1992 and 2011:

- Population will increase by 60 percent;
- The number of person trips per day will increase by 70 percent;
- The total amount of car travel will increase by 100 percent (partly caused by urban sprawl);
- Average vehicle occupancy rates (the average number of persons travelling in

<sup>1</sup> See the Hansard of debate in the Queensland Legislative Assembly on 30 July 1998 for the full text of the resolution.

vehicles) will decrease from 1.3 to 1.2 persons; and

- Trips to work will increase by 110 percent.

The proportion of trips taken by public transport in SEQ has declined significantly in the past few decades. In contrast to the growth in private vehicle trips, public transport's share of the total SEQ travel market is estimated to have dropped from 40 percent in 1960 to 6.5 percent in 1996 (Queensland Transport,1997).

Successive state governments have recognised the problems of car dependence. The *Integrated Regional Transport Plan for South East Queensland* seeks, as one of its targets, to increase the proportion of trips by public transport to 10.5 percent of trips by the year 2011. The department proposes to establish an interim target of 9 percent of trips by public transport by 2007(QT,1999).

### INQUIRY TERMS OF REFERENCE

The committee will inquire into and report on public transport in South East Queensland. In particular it will examine:

- The importance of public transport to the region;
- The effectiveness and efficiency of the region's existing public transport system;
- Problems with the existing system; and
- Measures for the system's improvement.

The committee seeks written submissions on these terms. Based on the issues raised in submissions, the committee will present a status report to the Parliament and select key issues for further investigation.

**South East Queensland** extends from Noosa in the north, west to Toowoomba (including Toowoomba city) and south to the NSW border. It comprises the local government areas of: Beaudesert; Beenleigh; Boonah; Brisbane; Caboolture; Caloundra; Esk; Gatton; Ipswich; Kilcoy; Laidley; Logan; Maroochy; Noosa; Pine Rivers; Redcliffe; Redlands; and Toowoomba. Combined, these areas contain just over 1 percent of the state's total area and almost two-thirds of its population (Queensland Transport,1999).

**Public transport** is defined as transportation by bus, rail, ferry, taxi or other conveyance, either publicly or privately owned, which provides general or special services to the public on a regular and continuing basis.

### INQUIRY PROGRAM

|                                    |  |
|------------------------------------|--|
| <b>Friday<br/>12 November 1999</b> | Announcement of the inquiry by the committee and call for public submissions |
| <b>Friday<br/>11 February 2000</b> | Closing date for the lodgment of submissions                                 |
| <b>March/April 2000</b>            | Public hearings  |
| <b>May/June 2000</b>               | Report to Parliament   |

#### *The importance of public transport*

Public transport provides users with access to employment opportunities, education, medical and other government services, recreation and entertainment. For transport-disadvantaged user groups such as people on low incomes, people with disabilities, the elderly and visitors, public transport may be the only means of inter-urban and inter-city transport available.

#### *The effectiveness and efficiency of public transport in SEQ*

Measures of public transport effectiveness include: geographical and population coverage of services; frequency of services; proportion of trips taken by public transport; standards of services; safety; and the ability of user groups to access the services provided.

Measures of efficiency include costs per passenger kilometre travelled and the proportion of operating costs recovered as fares revenue.

#### *The system's problems*

Problems with the region's public transport system raised in other forums and studies include:

- The lack of integration and coordination of services;
- The lack of integrated ticketing;
- The subsidisation of competing rail and bus services;
- The absence of measures to manage travel demand; and
- The need to encourage transit-oriented urban developments.

### **QUEENSLAND TRANSPORT'S ROLE IN PUBLIC TRANSPORT**

Queensland Transport is the lead agency responsible for public transport in Queensland. Its role is:

- to take a holistic approach to the public transport system;
- to ensure co-ordination and integration of modes of public transport;
- to provide consistent strategic long term land use and public transport system planning;
- to set and fund the level of public transport services; and
- to set and monitor safety standards .

Within Queensland Transport, three divisions share responsibility for public transport:

- The Public Transport Division;
- The Land Transport and Safety Division; and
- The Integrated Transport Planning Division.

### **TRANSPORT PLANNING FOR SEQ**

Queensland Transport has a long-term plan for SEQ transport - the *Integrated Regional Transport Plan for South East Queensland* (1997) (IRTP). It is the primary transport planning document for SEQ.

The IRTP is a 25 year plan which aims to achieve an integrated and seamless transport system to allow efficient and effective movement of people, goods and services through the region and to other regions. Key targets set out in the IRTP for 2011 are to achieve:

- 10.5 percent of trips by public transport;
- 8 percent of trips by cycling;
- 15 percent of trips by walking; and
- an increase in vehicle occupancy from 1.3 to 1.4 people per vehicle.

3-year rolling programs guide the implementation of the IRTP. The department has also released for consultation a draft intermediate-term plan called *2007 Vision – a draft transport technical paper* (Queensland Transport,1999). This plan provides updates on demographic and travel projections in the IRTP and identifies key achievements needed to meet IRTP targets by 2007:

- 9 percent of all trips by public transport;
- 6 percent of all trips by cycling; and
- 14 percent of all trips by walking.

### **REFERENCES**

Queensland Transport (1997) *Integrated Regional Transport Plan for South East Queensland* (Queensland Transport: Brisbane)

Queensland Transport (1999) *Vision 2007 – a draft transport technical paper* (Queensland Transport: Brisbane)

### **GUIDELINES FOR MAKING A SUBMISSION**

All submissions should include the name, address and telephone number of the person or organisation making the submission. Anonymous submissions will not be considered.

The best submissions are short, to the point and supported by evidence. If the submission refers to other documents or reports it is helpful if these are clearly identified for reference. In the case of longer submissions include page numbering, a brief summary and a table of contents.

The committee can only consider written submissions. Typed or printed text is preferable, though, legible hand-written submissions are acceptable.

Once received by the committee, all submissions become its sole property. As such they must not be released to other people, including the media, without the committee's prior consent. Submissions may be tabled by the committee in the Legislative Assembly, or otherwise publicly released.

## CONFIDENTIAL SUBMISSIONS

The committee may direct that a submission be treated confidentially. If you believe that your submission contains information that should not be made public, please write 'confidential' at the top of the appropriate pages/sections, and outline the basis for the confidentiality in a brief covering letter to the Research Director.

### All submissions should be forwarded to:

The Research Director  
Parliamentary Travelsafe Committee  
Parliament House  
BRISBANE QLD 4000

*The closing date for submissions is Friday, 11 February 2000.*

The committee may consider submissions received after this date by prior arrangement. The research director can advise on extensions to lodge submissions past the closing date.

Persons/organisations who make a submission may be invited to give evidence to the committee at a public hearing.

## COMMITTEE MEMBERS

Mrs Nita Cunningham MLA,  
(Chairman)  
Member for Bundaberg

Mr Howard Hobbs MLA,  
(Deputy Chairman)  
Member for Warrego

Ms Lindy Nelson-Carr MLA,  
Member for Mundingburra

Mr Graham Healy MLA,  
Member for Toowoomba North

Mr Len Stephan MLA,  
Member for Gympie

Mr Terry Sullivan MLA  
Member for Chermside

## CONTACTING THE COMMITTEE

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Information about the Travelsafe Committee and copies of its publications are also available on the Internet at:

<http://www.parliament.qld.gov.au/committees/travel.htm>