

# How to use this document

## HOW Queensland Travels

Navigation blocks to individual chapters

Navigation within chapters

Previous page

Next page

INTRODUCTION
**QUEENSLAND TRENDS**
SEQ CENTRES
MAJOR REGIONAL CENTRES
MINOR REGIONAL CENTRES
MORE INFORMATION

Setting the scene | Work travel | Education travel | **Passenger transport** | Active transport | Travelling by over 65s

### Passenger transport

**Travelling by passenger transport**

Passenger transport networks, including bus, trains, ferries and taxis, fulfil different purposes across Queensland.

In the Brisbane CBD, where 10% of all trips are made by public transport – the highest mode share in the state – the competitiveness and size of the passenger transport network drives its use across education, work and social needs. Elsewhere, with the exception of Queensland’s larger regional centres, passenger networks fulfil specific needs, such as community service or school transport. These differences are reflected in mode share choices.

Across Queensland, passenger transport plays a key role in servicing education trips. The highest mode share is in rural areas such as Mackay (52%), Bundaberg (47%) and Whitsunday (41%), compared to 30% in Greater Brisbane.

Work commutes using passenger transport are a different story. In Greater Brisbane, 14% of workers commute by passenger transport, compared to just 1% in regional areas. Low regional use reflects the greater distance and time required to travel.

Note: The G:Link light rail network was not operational when surveys on the Gold Coast were conducted.

Go to contents



# HOW Queensland Travels

A decade of  
household  
travel surveys  
in Queensland

# Contents

## Chapter 1 – Introduction 1

Foreword	2
Introduction	3
Benefits for Queenslanders	4
Learning from regional centres	6
How we conduct the surveys	7
Shopping in Rockhampton (infographic)	8

## Chapter 2 – Queensland travel trends 9

Setting the scene	10
Work travel	11
Education travel	13
Passenger transport	15
Active transport	18
Travelling for over 65s	21
Commuting from the coast (infographic)	23

## Chapter 3 – South-east Queensland centres 24

Setting the scene	25
South-east Queensland travel facts	26
Greater Brisbane travel facts	31
Gold Coast travel facts	35
Sunshine Coast travel facts	39
Using passenger transport on the Gold Coast (infographic)	43

## Chapter 4 – Major regional centres 44

Setting the scene	45
Cairns travel facts	46
Townsville travel facts	50
Toowoomba travel facts	54
Cycle to school trip in Cairns (infographic)	58

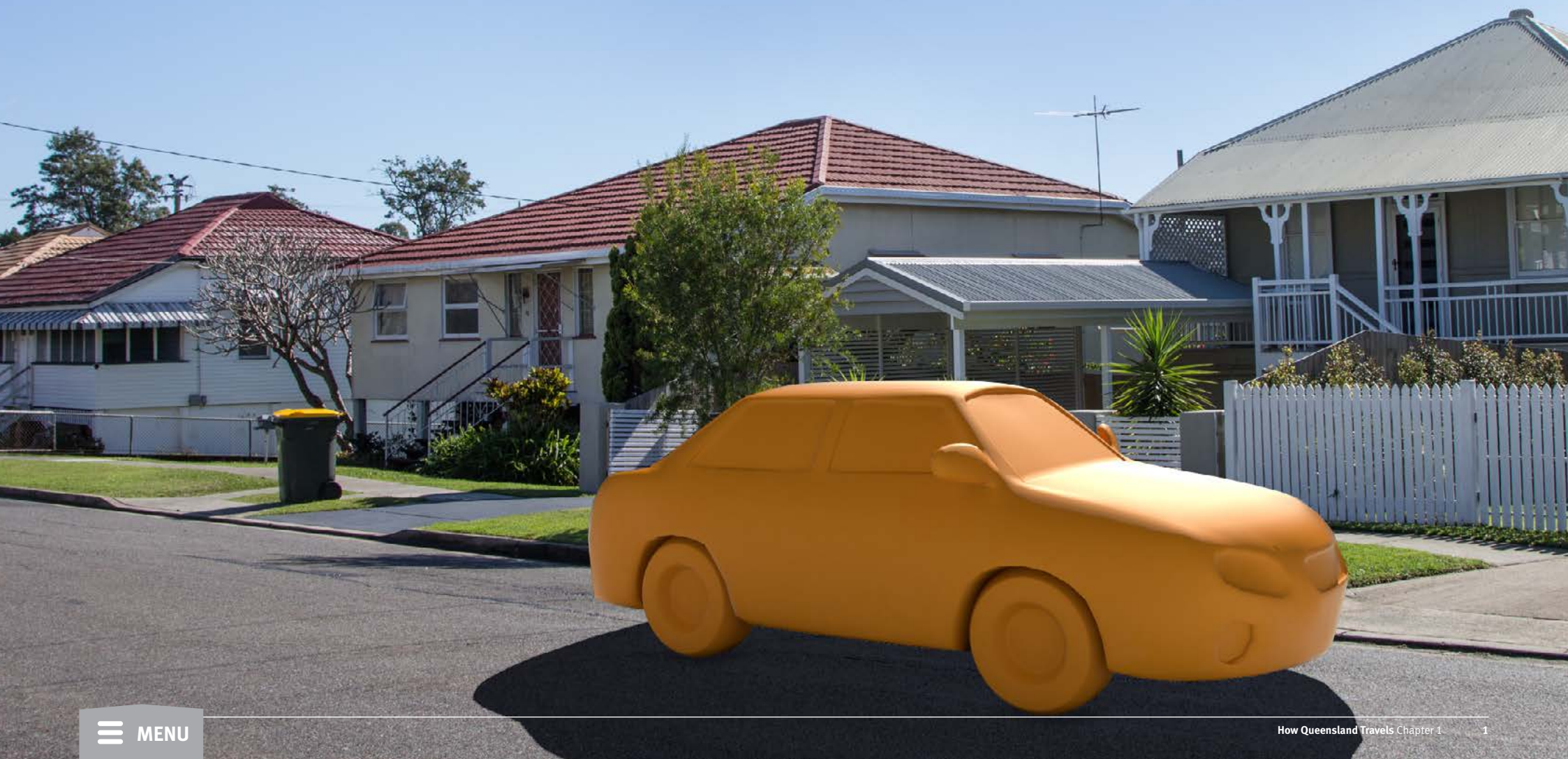
## Chapter 5 – Minor regional centres 59

Setting the scene	60
Bundaberg travel facts	61
Gladstone travel facts	64
Hervey Bay–Maryborough travel facts	67
Mackay travel facts	70
Rockhampton travel facts	73
Queensland's rural centres	76

## Chapter 6 – More information 77



# Chapter 1 – Introduction





# Foreword

The Department of Transport and Main Roads is committed to delivering an accessible transport system that connects communities and underpins the prosperity, livability and sustainability of our state, now and into the future.

*How Queensland Travels* is the first report of its kind in Australia to combine three decades of household travel research and tell a comprehensive story of how, where and why Queenslanders travel. More than 71,000 people have been surveyed since 2009 and this report provides a snapshot of the travel decisions Queenslanders make every day, including what these mean for our towns and regions.

The data within *How Queensland Travels* allows the Department of Transport and Main Roads to identify travel trends and behaviours that will shape our transport future. Accurate and insightful information about Queenslanders' travel behaviour supports the delivery of infrastructure and services in the right places at the right time.

The department will continue to deliver a transport system that reflects the needs of the people using it, helping to create more jobs, a thriving economy, and safe and connected communities across our state.



A stylized, handwritten signature of Neil Scales in dark ink.

**Neil Scales** OBE  
Director-General,  
Department of Transport and Main Roads



# Introduction

The future of Queensland's transport network relies on accurate, insightful data from the people who use it: Queensland householders.

With information collected through the *Household Travel Survey*, the Department of Transport and Main Roads increases its understanding of how the state's transport network supports Queensland's population and economic growth.

The surveys provide information on the day-to-day travel behaviour of households, including how and why they travel, at what time of day trips are made, and how far and for how long people travel. Results inform infrastructure and public transport planning, helping to ensure the transport system is ready for future growth and demand.

*How Queensland Travels* offers an invaluable look at how the state has grown, too, with the travel survey program dating back to 1976 in south-east Queensland and 1986 in regional areas.

Survey data has been made available to planners and researchers. With the publication of *How Queensland Travels*, Queenslanders can see how their travel behaviour shapes their towns, regions and state, too.





# Benefits for Queenslanders

*How Queensland Travels* is more than just numbers. The insights help to build our economy, strengthen business and industry decisions, and lead to valuable research.

## Data means infrastructure:

Every road, train, marina and busway is built in response to existing and forecast demand. Large surveys like the Australian Bureau of Statistics' *Census of Population and Housing* help us to pinpoint how Queensland centres are growing and changing. *How Queensland Travels* gives the finer detail on travel demand: who, how far, for how long and why. Based on this information, the Department of Transport and Main Roads can plan for infrastructure and services across the state.

## Data guides decision-making:

The department uses data from *How Queensland Travels* to create strategic transport models, business cases and strategies to guide investment decisions. Without a robust and accurate evidence base, these investments would lack community and economic benefit.

## Data builds our economy:

For every \$1 the government spends on making data open to the public, \$5 is returned to the economy because of the research and business innovation it supports. (Source: Australian National Data Service, 2011).

# Benefits for Queenslanders

## Data supports business:

Business relies on accurate, insightful information. *How Queensland Travels* helps businesses to identify their target markets and understand their customers' needs.

## Data pinpoints our future:

We can show from *How Queensland Travels* how, when and why each age group travels and how this has changed over time. Combining this data with population forecasts, we can work out what kind of transport we'll need into the future across our regions as Queensland's population changes.

## Data leads to better ideas:

Researchers and university students use *How Queensland Travels* data to create an evidence base for their studies into a wide range of areas, including health, community mobility and urban planning. With this research in hand, businesses gain the confidence to innovate. To date, the *How Queensland Travels* data has been accessed more than 800 times to inform research and planning by academia and industry.

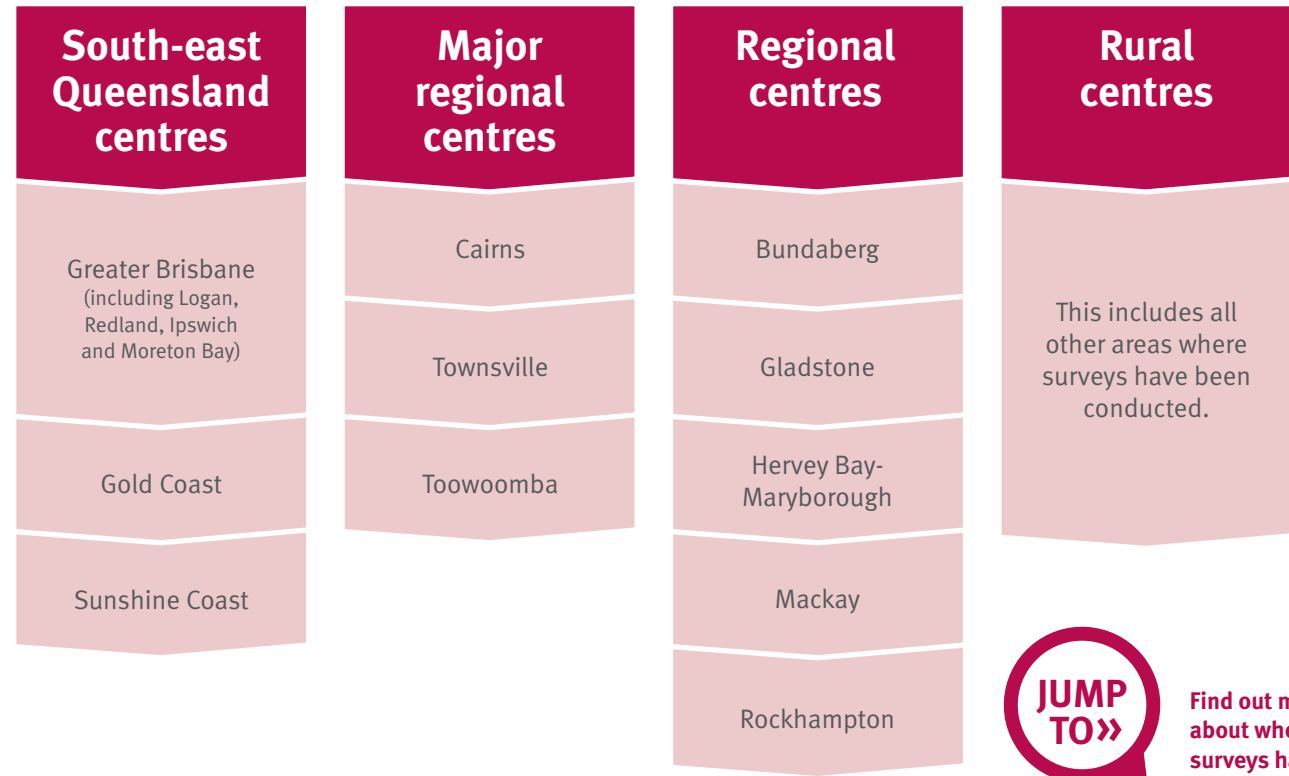


# Learning from regional centres

Queensland's population is distributed across a number of principal hubs, regional centres and major towns, which presents a unique challenge for understanding the travel behaviour of households. Queensland has a greater proportion of residents living outside its capital city than any other state in Australia (55%<sup>\*</sup>). This emphasises the need for the Department of Transport and Main Roads to understand travel behaviour beyond the south-east corner to enable our vision of *Connecting Queensland*.

From the surveys conducted to date, notable travel differences between regional Queensland and south-east Queensland households emerge, as well as differences between each of the regional centres themselves. Regional centres that have the most in common with south-east Queensland are those arguably transitioning into major cities in their own right.

To demonstrate these differences, this report structures Queensland cities and towns into groupings that reflect their unique transport, land use and demographic characteristics.



Find out more about where rural surveys have been conducted

<sup>\*</sup>Defined by major statistical region boundaries.

# How we conduct the surveys

Households throughout Queensland are invited to fill out diaries detailing the time, distance, duration and purpose of trips made by each member of the household over a random weekday. They are also asked to record the mode of travel they choose, such as active transport (cycling and walking), passenger transport (including train, bus and taxi), and car. Once received, this data is immediately de-identified and remains confidential.

Surveys have been conducted in different regions of Queensland across multiple years. To aggregate results to a common level, data is weighted to the same year as the most recent Australian Bureau of Statistics *Census of Population and Housing Data* (2011). This also further preserves participant confidentiality. Figures expressed in this report are all weighted to 2011.

All data in this document is from the Department of Transport and Main Roads' *Household Travel Survey*, unless otherwise stated.

## Meanings of phrases

Throughout this document, key phrases are used to describe data that has been collected for *How Queensland Travels*.

**Mode share:** The primary mode of transport used for a trip as a proportion of all trips.

**Purpose share:** The primary purpose for which a trip is made as a proportion of all trips.

**Private vehicle driver:** Driver of a private motor vehicle (includes motorcycle riders).

**Private vehicle passenger:** Passenger in a private motor vehicle.

**Passenger transport:** Passenger in a bus (including school buses), train, ferry or taxi.

**Active transport:** Person making a trip using walking and/or cycling only.

**Accompany others:** Trips where the trip-maker's primary purpose for making a trip is to assist someone else. One example of such a trip would be dropping a child at school (or returning directly home from such a trip), in which case the parent is making an accompanying trip and the child is making an education trip.

## How to use this PDF

*How Queensland Travels* is an interactive PDF that uses website navigation tools to enable greater online readability. Use the tabs at the top of each page to choose the chapter or sub-section of interest to you.



Click these icons to guide you to more information within the document on topics of interest.

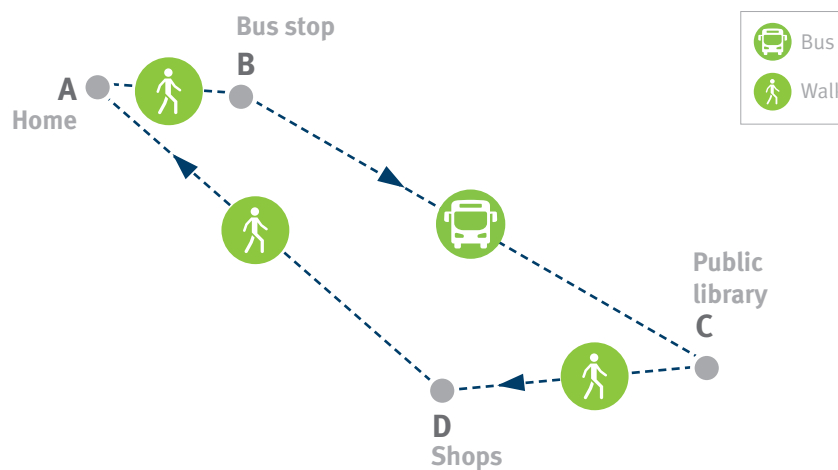
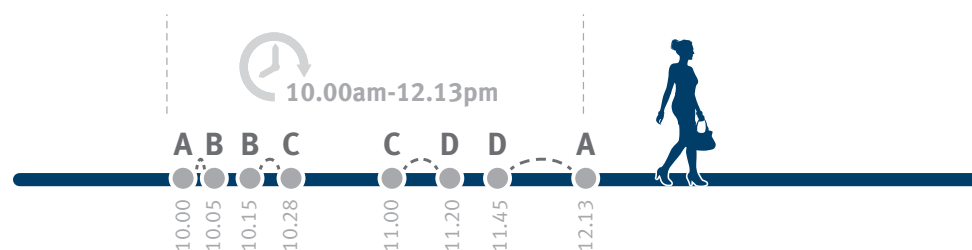
# Shopping in Rockhampton

## Using passenger transport for shopping



**Judy** relies on Rockhampton's passenger transport to carry out her chores. While she's one of the lucky ones – her bus stop is just five minutes' walk from home – the lack of direct routes makes the short bus trip to her local library last 23 minutes. She then walks to the nearby shops, and chooses a half-hour walk home rather than wait around for another bus.

Judy's is a familiar story around many of Queensland's regional centres, using a number of different modes, such as walking and passenger transport, to get around the network.



Find out more about active transport in the minor regional areas.



Setting the scene | Work travel | Education travel | Passenger transport | Active transport | Travelling by over 65s

# Chapter 2 – Queensland travel trends



# Setting the scene

Transport in Queensland needs to service diverse communities of all sizes across the state. In turn, each community has a different range of demographic characteristics, employment opportunities, services and local challenges that influence how people travel.

Each community shares similar stories despite these differences. People need transport to access work and education. Public transport plays an important role in community accessibility, and active transport – cycling and walking – is an essential part of ongoing community health.

There's also the changing structure of Queensland's population. Right now, 13% of Queenslanders are aged 65 or over. In 30 years' time, that percentage will have risen to 20%. The ageing population has strong implications for Queensland's future transport network, particularly the need for more community-based and accessible transport.

Source: Queensland Government population projections, 2013 edition; Australian Bureau of Statistics, Australian Demographic Statistics, Mar 2013 (Cat no. 3101.0).





# Work travel

## Travelling for work in Queensland

Queenslanders make more than 2 million work trips every weekday. Work commutes account for more than one in every five trips, last the longest of any trip type, and contribute the most towards the daily kilometres travelled by Queenslanders.

In many parts of Queensland, the transport system is congested during peak periods (7–9am and 3–5pm). South-east Queensland time series data shows work trips are only getting longer, leading to long-term effects on our quality of life and health.

To CBD locations, public transport use is typically stronger because of the multiple route options available, making it more competitive. Work located in non-central locations, however, largely requires car use. In fact, three out of every four commutes are made by car, either as a driver or a passenger.

Townsville, Queensland





# Work travel

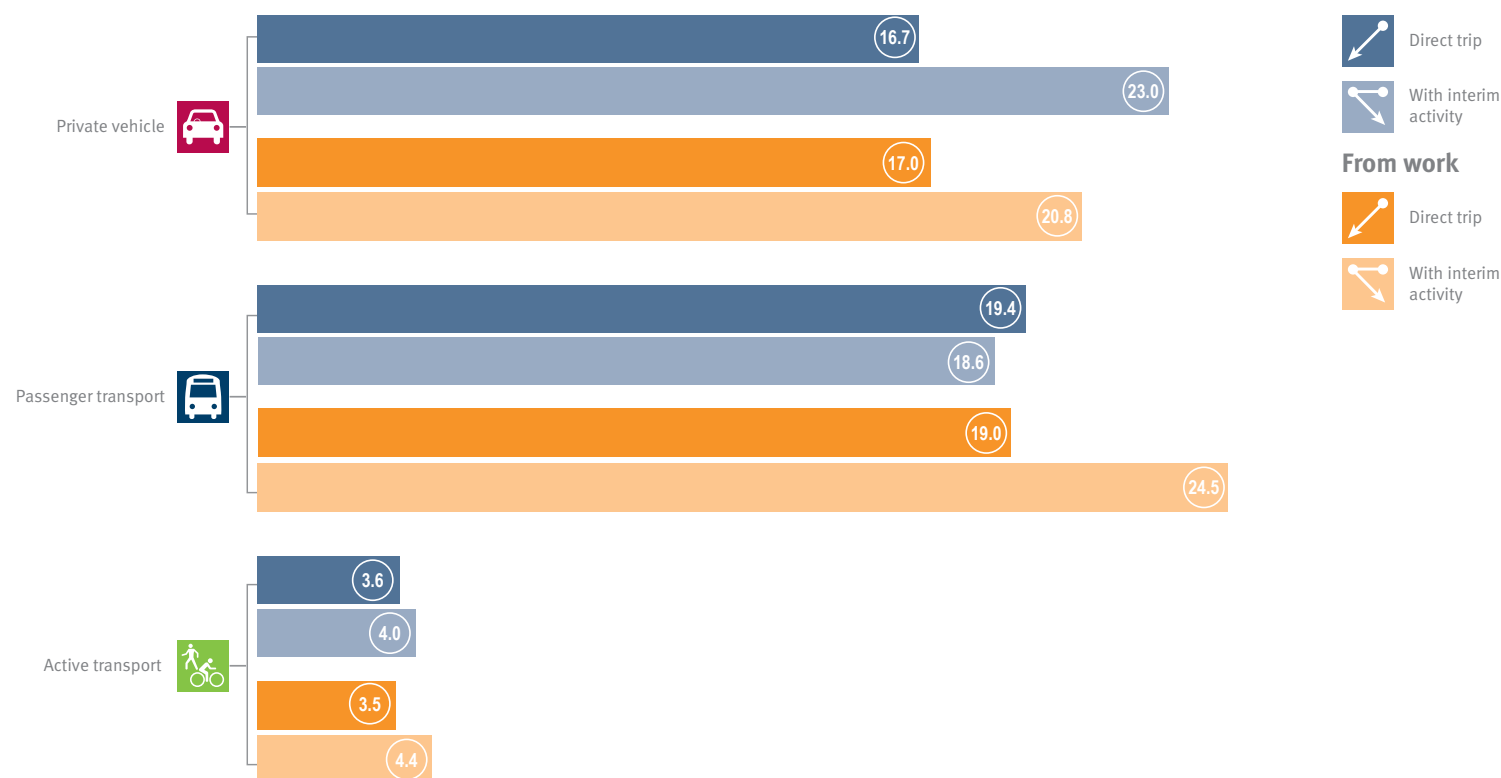
## Trip chaining

Trip chaining is the term given to indirect work travel – that is, journeys that involve stops at schools, gym or shops on the way to or from work. One in seven Queenslanders make extra stops as part of their work commute.

Trip chaining is why many people drive their own cars to work. Generally, trip chaining requires fewer kilometres than if each journey was made separately from home.

### Trip chaining in south-east Queensland

Average journey distance (km) per direct/indirect trip



# Education travel

## Travelling for education

Every weekday, Queenslanders make more than 1.25 million trips to primary, secondary and tertiary places of education. That's one in every 10 trips, state-wide.

The majority of travel movements for education across the state tend to occur during the morning peak, which places pressure on the transport network's overall capacity during this key period. Parents are increasingly making school drop-offs as stops on overall work trip chaining, making the range of travel on our network increasingly complicated.



# Education travel

## Trip distance for education travel in south-east Queensland

The average distance travelled to school is 4.2km for primary school students and 7.7km for secondary school students. These distances have changed little since 1992.

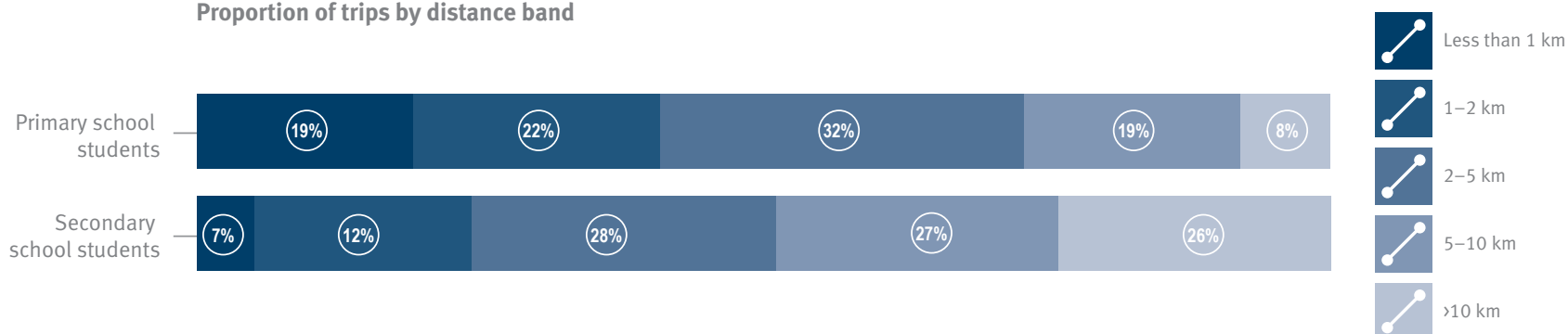
A high proportion of school trips are within favourable distances for active transport, and this can be seen in mode shares.

Two in five trips made by primary school students are less than 2km, while one in three trips made by secondary school students is less than 5km.

Tertiary students tend to travel further (16km) and longer – at an average of 43 minutes, they spend more time travelling than commuters!

### Trip distance in primary and secondary education in south-east Queensland

#### Proportion of trips by distance band





# Passenger transport

## Travelling by passenger transport

Passenger transport networks, including bus, trains, ferries and taxis, fulfil different purposes across Queensland.

In the Brisbane CBD, where 10% of all trips are made by public transport – the highest mode share in the state – the competitiveness and size of the passenger transport network drives its use across education, work and social needs. Elsewhere, with the exception of Queensland's larger regional centres, passenger networks fulfil specific needs, such as community service or school transport. These differences are reflected in mode share choices.

Across Queensland, passenger transport plays a key role in servicing education trips. The highest mode share is in rural areas such as Mackay (52%), Bundaberg (47%) and Whitsunday (41%), compared to 30% in Greater Brisbane.

Work commutes using passenger transport are a different story. In Greater Brisbane, 14% of workers commute by passenger transport, compared to just 1% in regional areas. Low regional use reflects the greater distance and time required to travel.

*Note: The G:Link light rail network was not operational when surveys on the Gold Coast were conducted.*



# Passenger transport

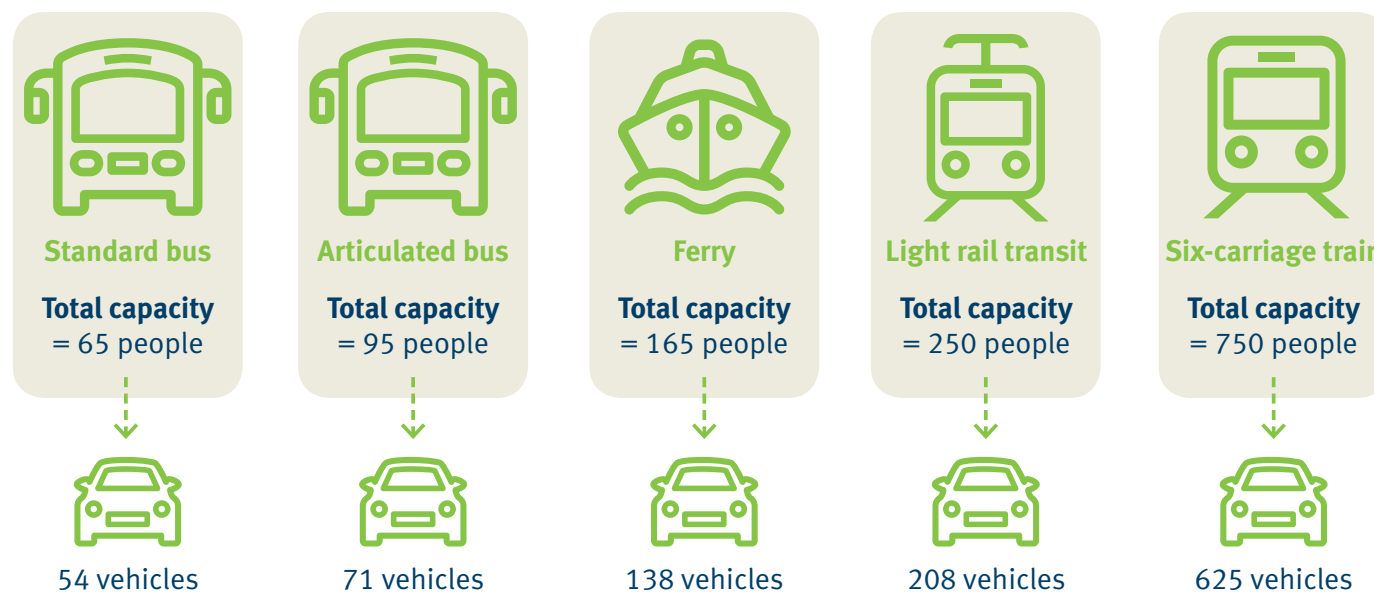
## Smarter solutions to reduce costs

The average south-east Queensland household spends \$195 per week on travel – among the highest per capita cost in the world<sup>1</sup>. Sprawling land use means long commutes, high car dependency rates and very high infrastructure costs to maintain private vehicle use. The more cars we put on the road, the worse our congestion gets.

Passenger transport systems take people out of private cars and into more efficient transport systems. They deliver environmental benefits – such as significantly less emissions – and better transit efficiency, and cut the negative impacts of congestion.

Congestion is widely regarded as one of the great productivity bottlenecks of developed economies. The Bureau of Transport and Regional Economics believes congestion costs are growing faster in Brisbane than in any other Australian city and will reach an estimated cost of \$3 billion by 2020<sup>2</sup>.

A high performing passenger transport system that prioritises appropriately designated corridors is a strong part of Queensland's solution to limiting congestion and travel costs.



*Note: Based on an average vehicle occupancy of 1.2 persons. Image source: TransLink*

<sup>1</sup> ABS, 2010. Household Expenditure Survey, Australia.

<sup>2</sup> Bureau of Transport and Regional Economics, 2007. Estimating urban traffic and congestion cost trends for Australian cities.

# Passenger transport

## Comparing modes of travel to bus stops

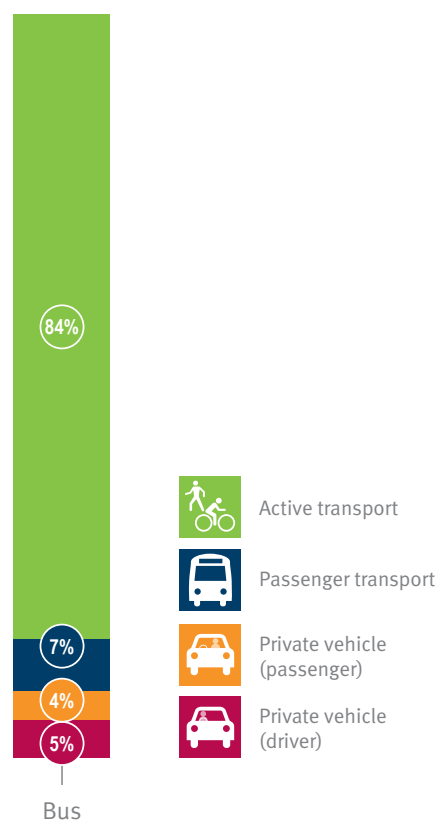
Every additional trip on passenger transport helps to reduce congestion on Queensland's roads. One full train means 625 fewer vehicles on the road, while standard buses remove 54 cars.

Conveniently located bus stops or train stations can help to reduce car use even further. The closer they are, the more people tend to walk or cycle there, helping to improve their health and wellbeing at the same time.

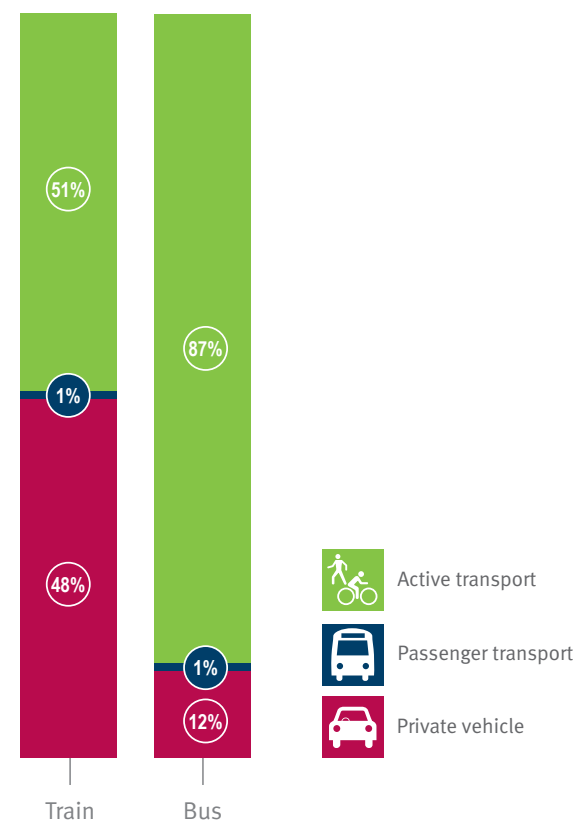
In Townsville, 83% of passenger transport users walk to the bus stop. In Brisbane, 87% will walk or cycle to the bus, and 51% will walk or cycle to the train.

### Mode of travel to passenger transport stops or stations (comparing south-east Queensland and Townsville)

Mode of travel to stop/station  
– based on trips in Townsville



Mode of travel to stop/station  
– based on trips in south-east Queensland



# Active transport

## Travelling by active transport

Active transport plays a crucial role in personal, social and recreational trips around Queensland. It's also the key to tackling the state's growing obesity epidemic and reducing the incidence of many preventable diseases.

More people commute to work using active transport when there is the right infrastructure close by to support it. This is evident in Greater Brisbane, which has an active transport mode share of 10% and proximity to urban hubs and activity centres. This is despite fewer trips overall (52%) falling within the active transport band (<5km).

Elsewhere in Queensland, the smaller towns of Gayndah, Biloela and Isaac also boast an active transport mode share of 10%. This is likely because most services are close enough to reach by cycling or walking.

### QUEENSLAND CYCLE STRATEGY 2011–2021

*“Cycling 5km to and from work each day instead of driving would save about 720kg of greenhouse gas emissions per year – 5% of the average Queensland household's greenhouse emissions.”*





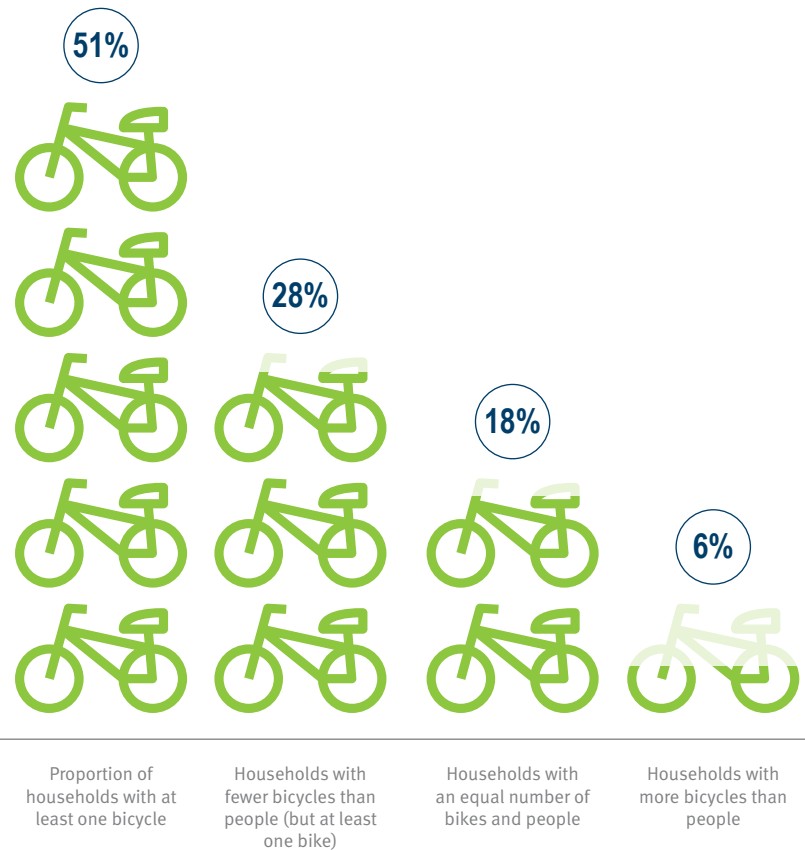
# Active transport

## Bike ownership across Queensland

Queenslanders are big bike owners. At least half of the state's householders have one bike, and nearly one in five have as many bikes as people.

A desire to be healthier is a significant factor in bike ownership. Cycling also reduces reliance on private vehicle travel, improving air quality and reducing congestion.

### Bike ownership across Queensland



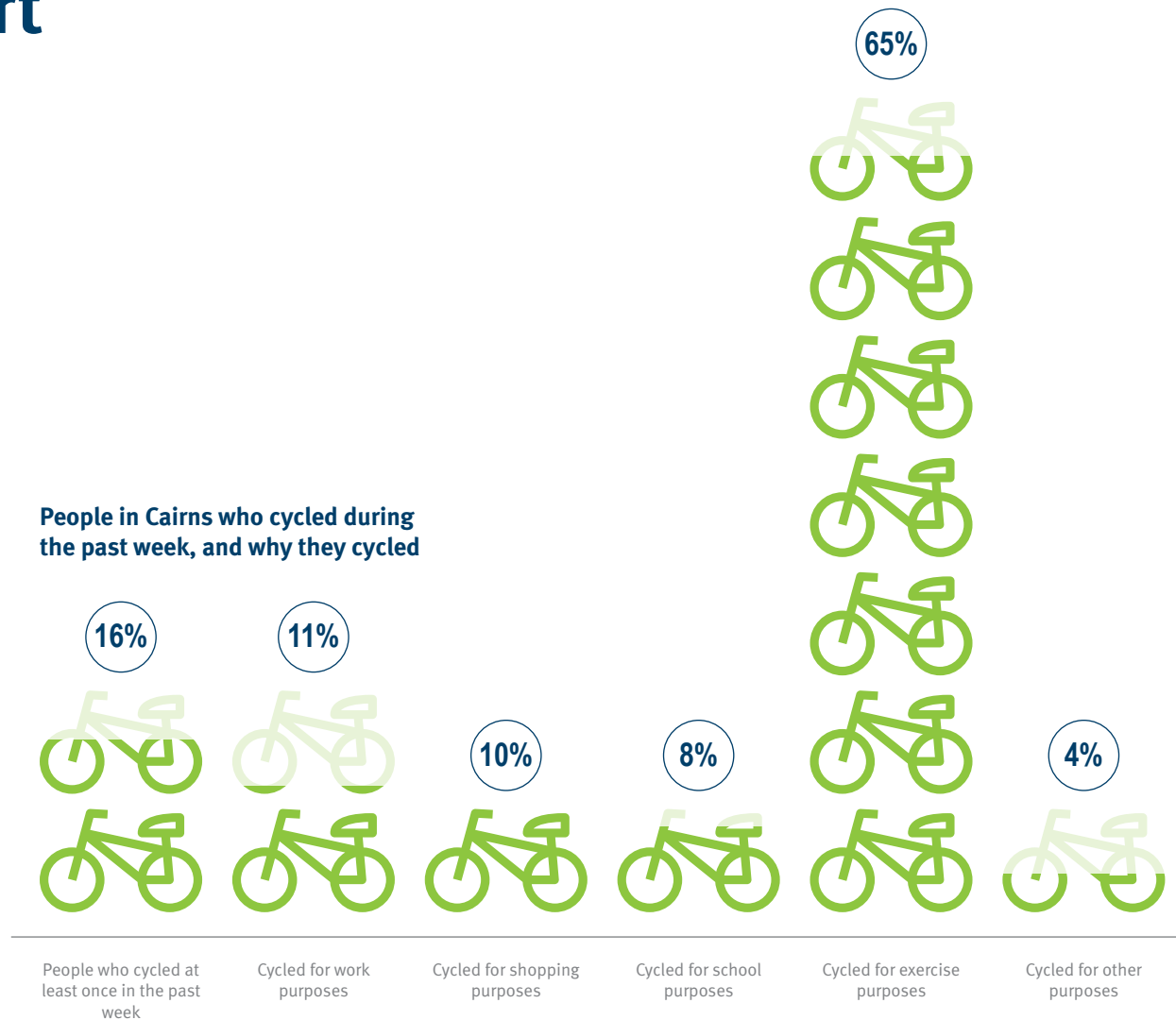
# Active transport

## Bike use in Cairns

Cairns is a cycling success story, thanks to protected cycleways, safety upgrades on road networks and a high quality cycling commuter facility at Aeroglen. More strategic cycle connections and end-of-trip facilities are planned.

Cairns is also a model for encouraging more students to cycle to school. Through the innovative ‘bike bus’ program, teachers lead cycling groups to and from schools every morning and afternoon, increasing participation in cycling through better safety and supervision.

People in Cairns who cycled during the past week, and why they cycled



See how quickly a Cairns student can travel by bike to school.

# Travelling by over 65s

## Travelling by over 65s

People's transport needs change as they grow older.

Regional coastal areas and the suburban fringe are where many of the state's ageing citizens choose to live, but these are areas that are not easily serviced by passenger transport or provide easy access to essential medical facilities and social services.

This is a key issue for future transport planning in the state.



# Travelling by over 65s

## Over 65s' travel in south-east Queensland

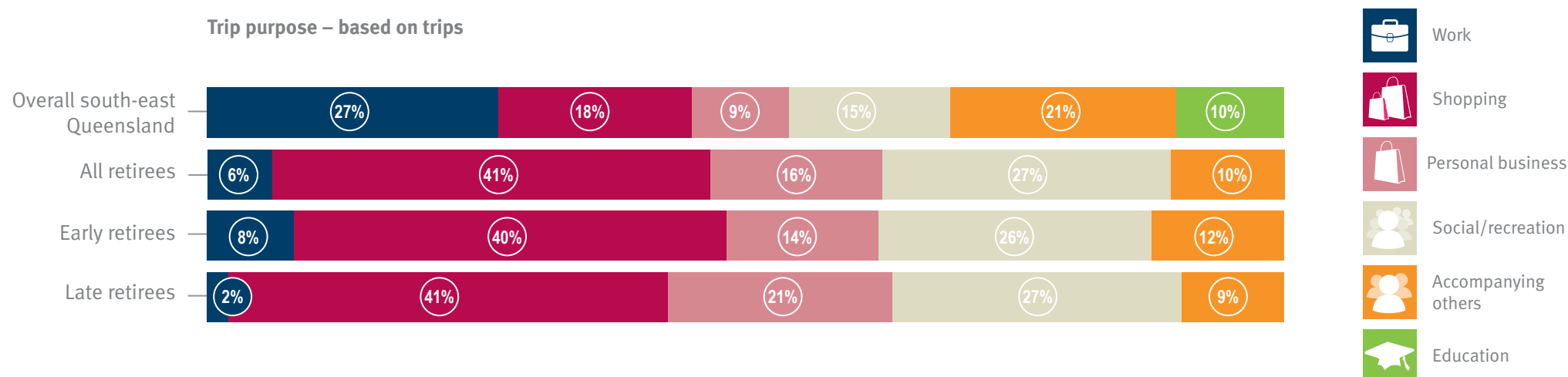
Retirees in south-east Queensland have a significantly lower average daily trip rate than the region's average. As the number of people aged over 65 grows, the total number of trips in the region is expected to reduce.

Over 65s travel more to shopping, personal business and recreation locations than any other group, but they choose to stay relatively close to home. Shopping represents just over two in every five trips made by over 65s, while social and recreational trips account for 27% of all travel.

*The high off-peak travel of over 65s enables the network to work more efficiently. This is because travel demand is spread evenly over peak and off-peak times.*

### Trip purpose for over 65s in south-east Queensland compared to Sunshine Coast retirees

#### Trip purpose – based on trips





# Commuting from the coast

## Which one's faster?



**John** drives the 90-minute journey each day, leaving home at 5am to avoid the peak-hour crush.

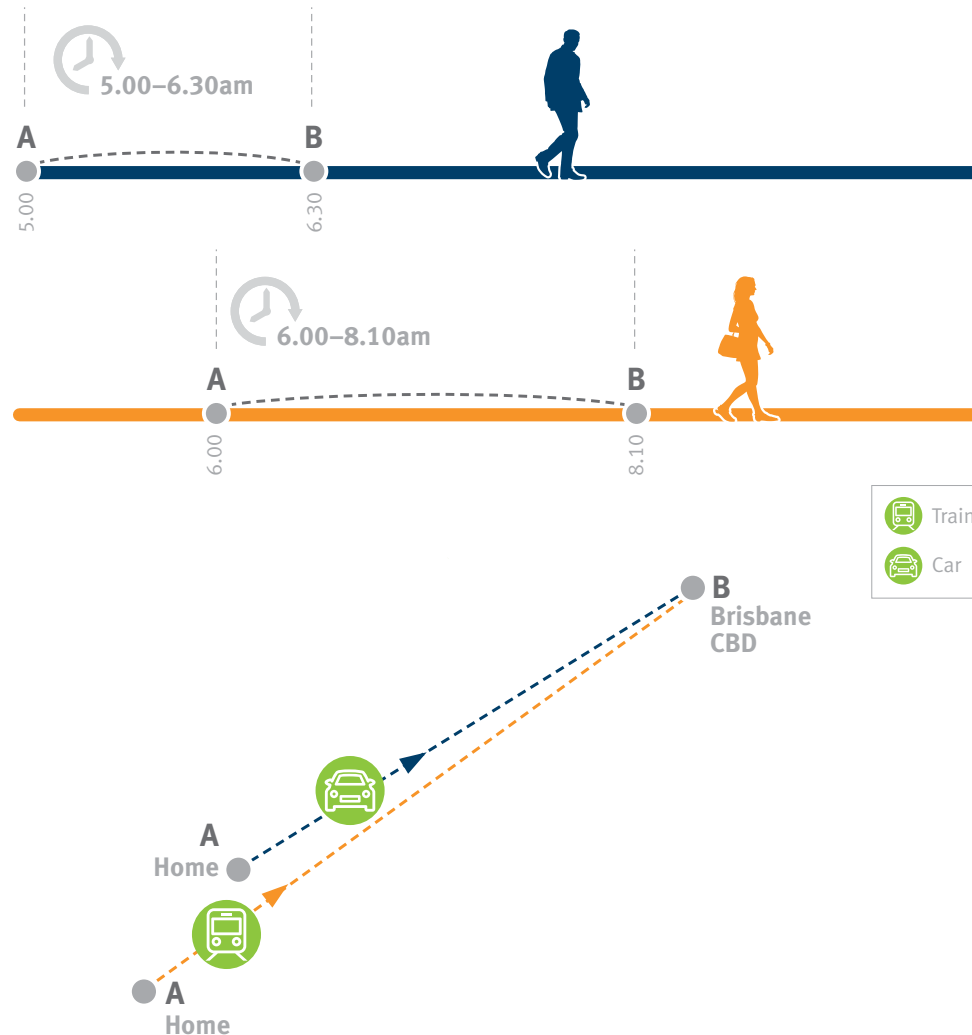


**Cathy** doesn't need to be at her desk until 8.30am, so she takes a 6am train. The train trip is about half an hour longer than the car but Cathy uses the time to write emails on her laptop or relax with a book.

Increasingly, people are choosing to live in south-east Queensland's coast cities and commute to the Brisbane CBD on weekdays. Presently, one in three commuter trips to the Brisbane CBD come from outside of the Brisbane local government area.



Find out more about how coastal commuters are causing congestion in south-east Queensland.



Setting the scene | SEQ travel facts | Greater Brisbane travel facts | Gold Coast travel facts | Sunshine Coast travel facts

# Chapter 3 – South-east Queensland centres



# Setting the scene

## What sets south-east Queensland apart?

The south-east region of Queensland is currently home to over 65% of the state's population, and includes the capital of Brisbane plus Ipswich, Moreton Bay, Redland City and the Sunshine Coast and Gold Coast. Its transport network is diverse and competitive, managing transport needs across all modes to encourage prosperity. Throughout the region, passenger transport and active transport networks are well established, with appropriate systems and infrastructure in place to allow for their optimal operation.



2014

**Population in 2014:** 3,087,663



2036

**Population in 2036:** 4,752,561



**Average age:** 36.2



**No. families:** 749,620



**3+ motor vehicles per home:** 16.6%



**Schools and early childhood facilities:** 2,590



**Remoteness:** 94.7% live in south-east Queensland cities

Source: Queensland Government Statistician

## South-east Queensland traits

### Population

South-east Queensland has a large population and a complete range of transport services, all available with high accessibility.

### Land use

There is moderate to high residential density across most of south-east Queensland, with key corridors of mixed land uses connecting trip attractors.

### Workforce mobility

South-east Queensland's diverse workforce and demographics promote competitiveness between transport modes for all trips.



# South-east Queensland travel facts

## Travel in south-east Queensland

In 2011, on an average weekday, south-east Queensland residents made around 9 million trips and travelled 86 million kilometres. Between 2007 and 2011, the total number of trips and kilometres travelled in the region declined, most likely because of economic repercussions from the global financial crisis. Private vehicle trips fell by 317,000 in the same period.

From a historical perspective, travel growth traditionally outstrips population growth. Since 1992, the total number of kilometres travelled has increased by 85%, compared to residential population growth of 59%.

### BRISBANE MAN, AGED 65–69

*“Love public transport, although would love it even more if it were a little cheaper and ran more frequently at peak times.”*



Greater Brisbane



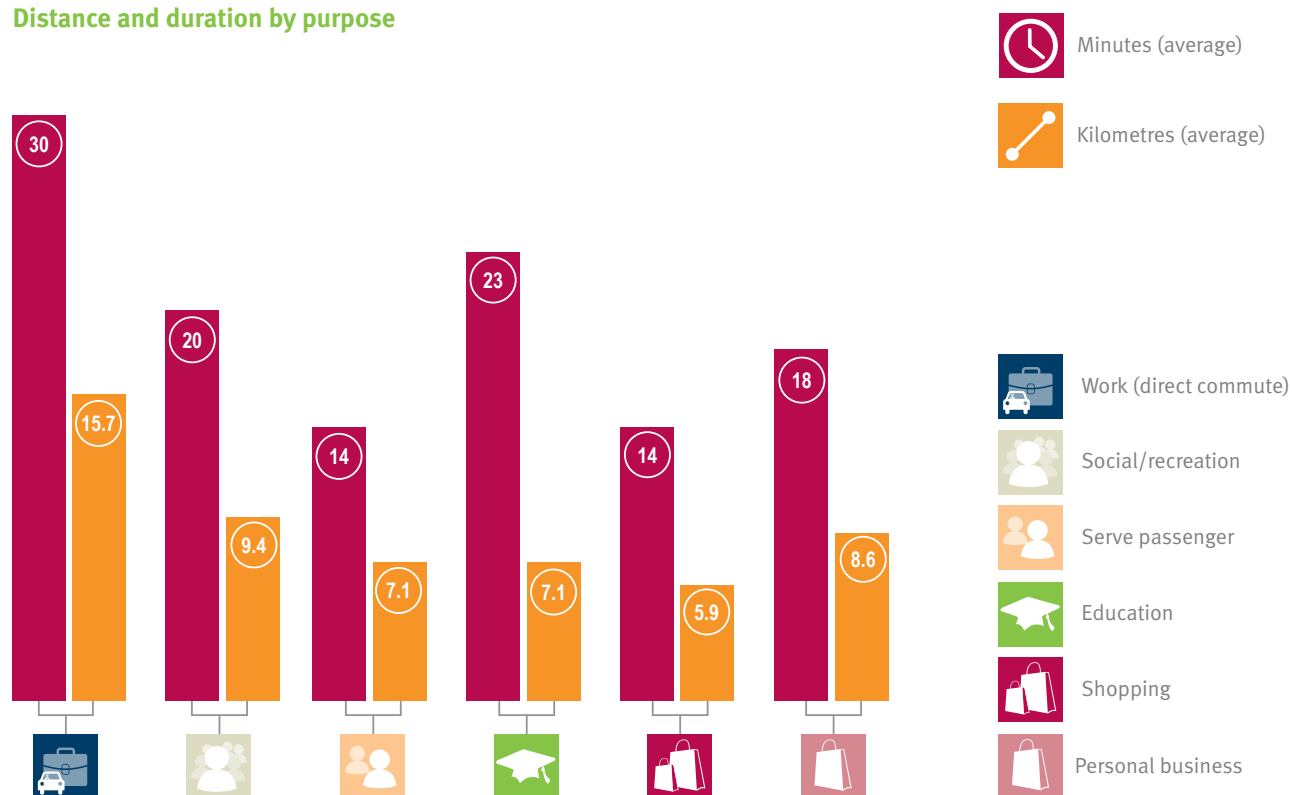
# South-east Queensland travel facts

## Distance and duration by purpose

Generally, work-related trips are twice the distance of other trips. The high average distance (15.7km) and long average duration (30 minutes) of work trips shows the amount of demand placed on south-east Queensland's network, particularly in peak times.

*On average, south-east Queensland residents travel 31km every day, taking 65 minutes to do so.*

### Distance and duration by purpose



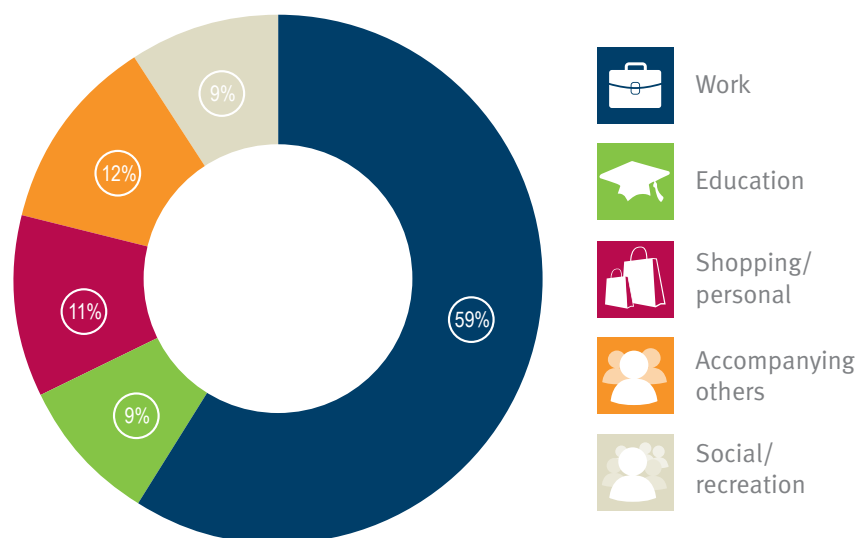
\*Due to trip weight variation, averages of distance and time cannot be used to calculate average speed.

## South-east Queensland travel facts

### Trip purpose

South-east Queensland's transport network is facing growing capacity constraints because the number of interregional work trips is forecast to increase. Presently, one in three commuter trips to the Brisbane CBD comes from outside of the local government area. This is forecast to more than double by 2031. If everyone travelled by car, we'd need 11 more lanes going into the CBD to cater for peak hour demand.

Overall, work trips have the greatest impact on the region's network, despite a lower proportion of travel due to distance.



*In 2011, more than 296,633 trips were made from around south-east Queensland regions to the Brisbane Local Government Area.*



# South-east Queensland travel facts

## Work commute mode share

Competitive travel options exist for the work commute to the Brisbane CBD. As Principal Activity Centres (PACs) grow across Brisbane, the Sunshine Coast and the Gold Coast, the challenge will be to increase competitive mode choices in these areas, too.

Presently, the car dominates for the way people travel to these centres. In most cases, car mode share to PACs is higher than the regional average, while passenger transport use, cycling and walking are slightly lower. There is clear potential to increase active transport use for trips to these centres.



See more  
mode choices in

Greater Brisbane >

Gold Coast >

Sunshine Coast >



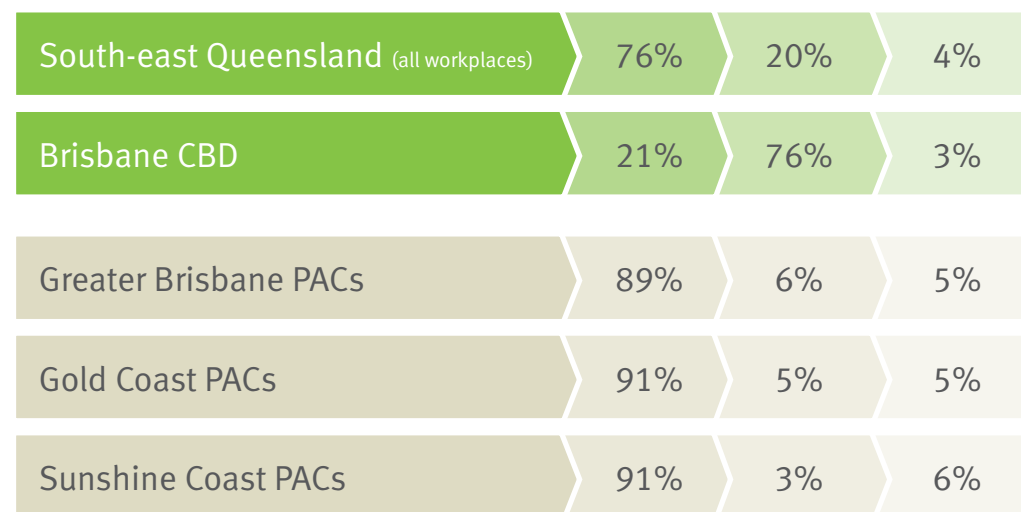
Private  
vehicle



Passenger  
transport



Active  
transport





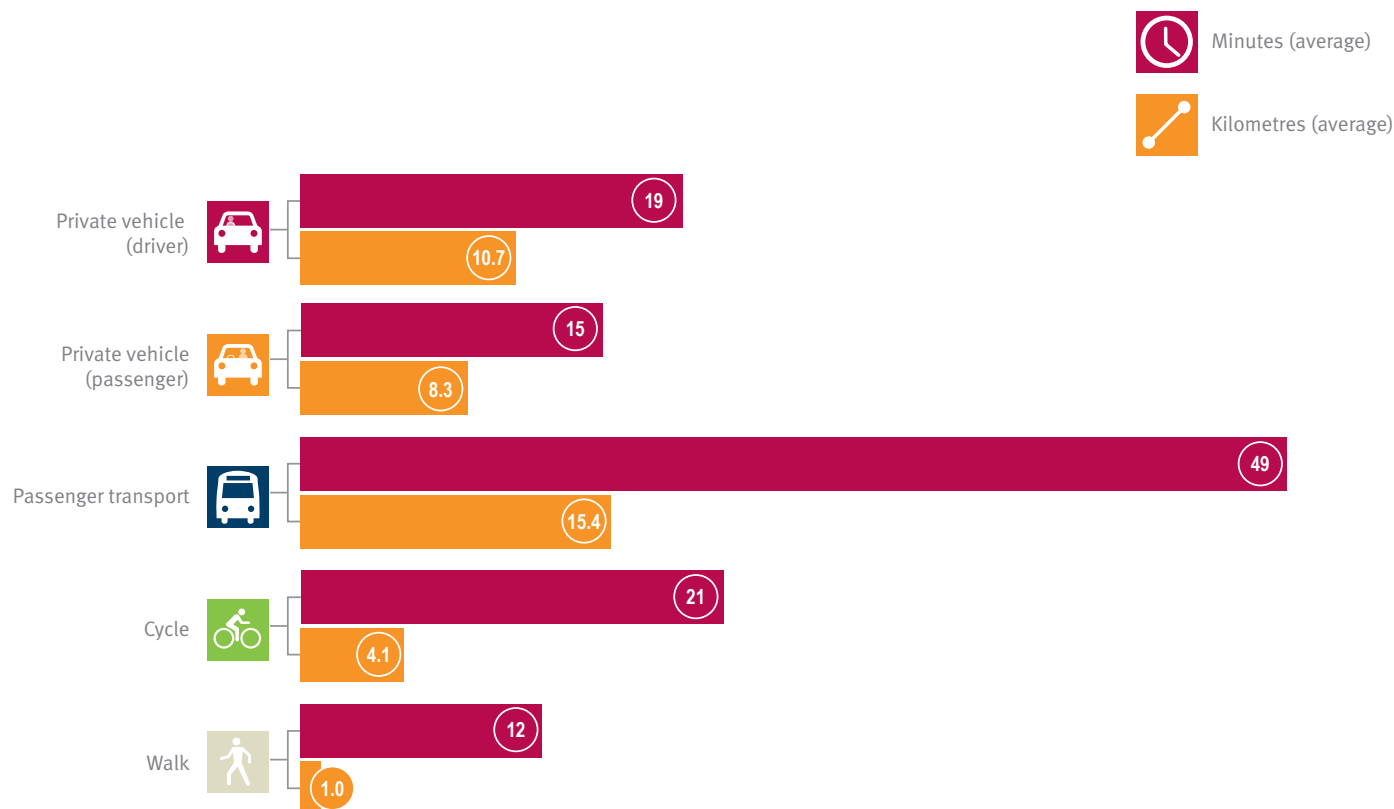
# South-east Queensland travel facts

## Distance and duration by mode

On average, trips using passenger transport take significantly longer than other modes; this includes the time taken waiting for the passenger transport service to arrive, and the time spent travelling to and from the bus, ferry or train stop.

The average distance travelled by passenger transport has been decreasing since 2004, while the distance of cycling trips has been increasing.

*In 2011, the average public transport trip was 49 minutes, decreasing from an average of 56 minutes in 2007.*



\*Due to trip weight variation, averages of distance and time cannot be used to calculate average speed.

Note: G:Link was not in operation when the corresponding surveys were conducted.

# Greater Brisbane travel facts

Collectively, Brisbane residents made 6.3 million trips per weekday in 2011, covering 57 million kilometres of network. This accounts for 70% of weekday trips within south-east Queensland and represents a 62% increase in the total distance travelled by Brisbane residents from 1992.

From 2007–2011, Greater Brisbane residents made:

- 307,000 less private vehicle trips
- 19,300 more passenger transport trips
- 94,000 more active transport trips.

## BRISBANE RESIDENT

*“If public transport was more accessible late at night, I’d catch the bus.”*

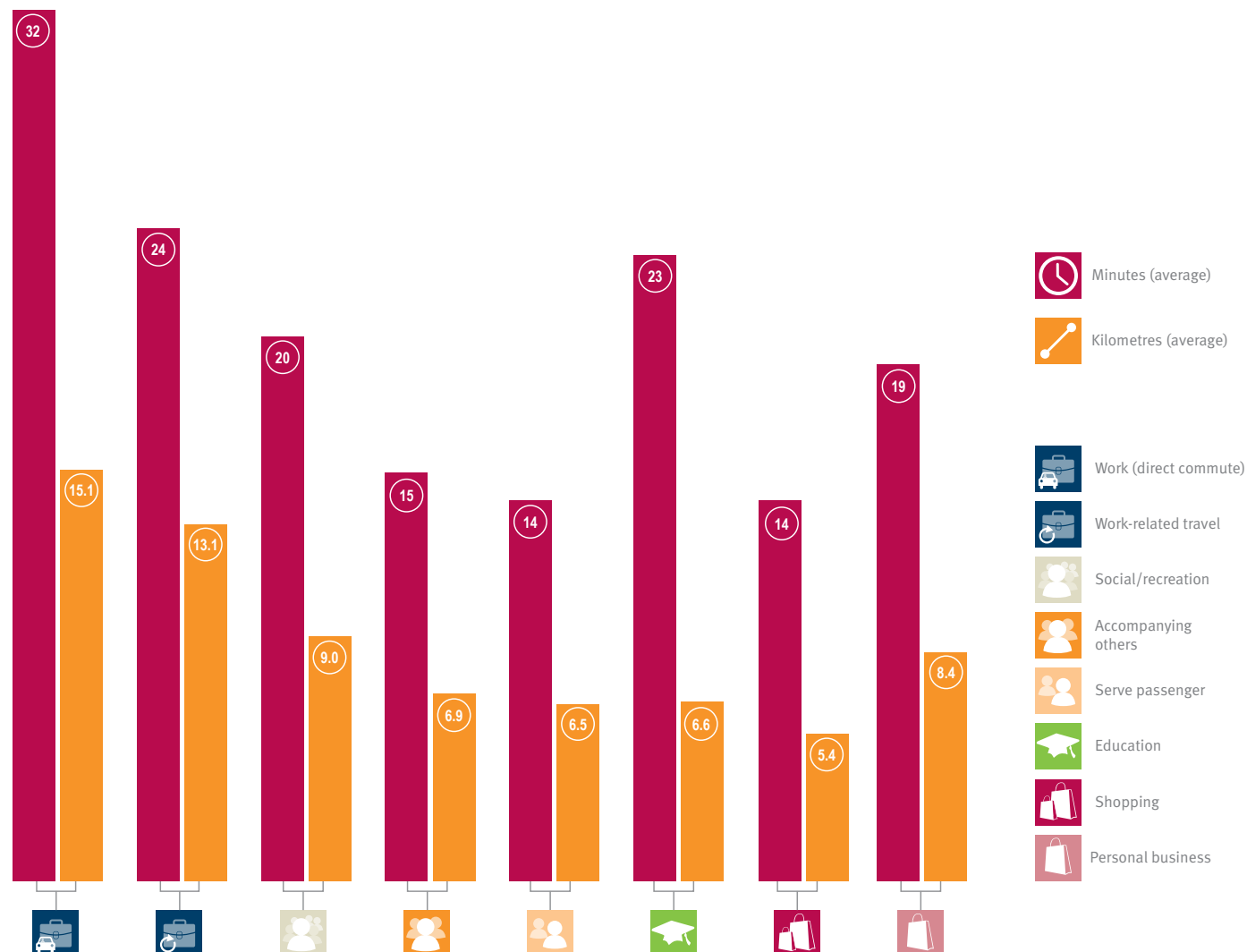


# Greater Brisbane travel facts

## Distance and duration by trip purpose

On average, Brisbane residents travel double the distance for work than they do for any other purpose. Work commutes take on average 32 minutes, while shopping or dropping off a passenger averages just 14 minutes.

The high number of work-related trips – and their tendency to happen over a short period of time – explains the high demands on the transport network during peak periods.



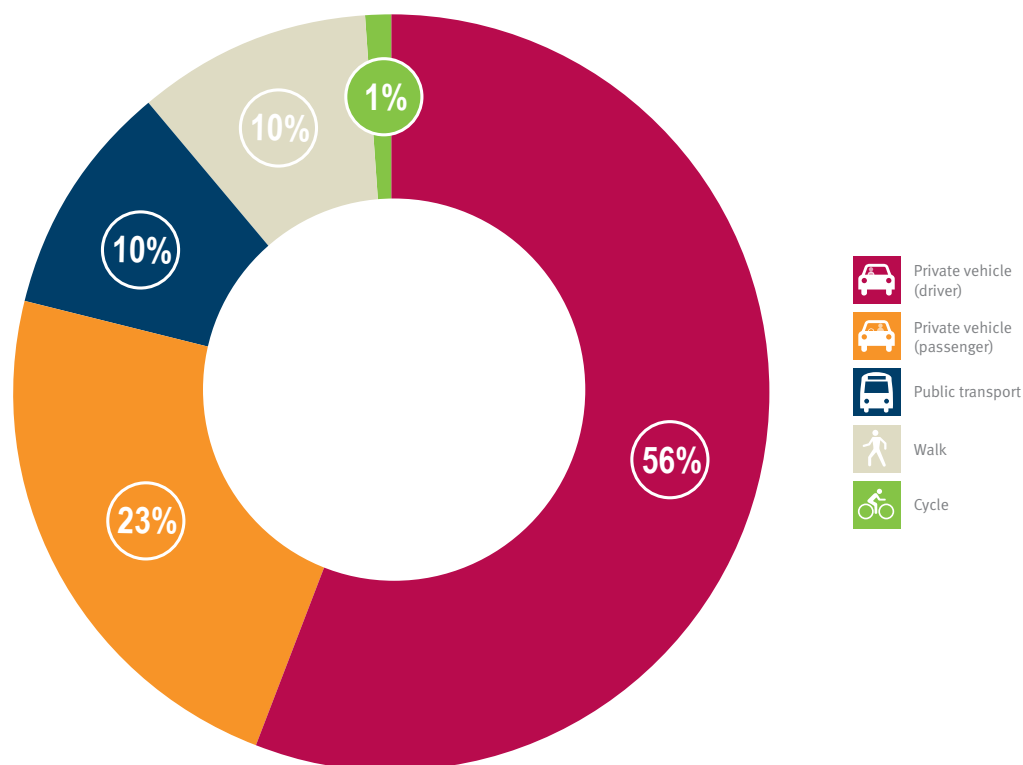
*\*Due to trip weight variation, averages of distance and time cannot be used to calculate average speed.*

# Greater Brisbane travel facts

## Mode share

Four out of five trips in Greater Brisbane are made using a private vehicle. However, passenger transport mode share has continued to increase since 1992.

*The majority of Greater Brisbane travel happens in off-peak times (60%), followed by 23% during the AM peak and 18% in the PM peak.*





## Greater Brisbane travel facts

Accessibility time  
to key destinations

% of 2011  
population

<15 mins

2.3%

15–30 mins

39.0%

30–45 mins

36.5%

45–60 mins

10.8%

>60 mins

11.5%

### Population accessibility time

Measuring trip accessibility gives us a picture of how easily community members can take the bus, walk or cycle to key destinations such as health, employment, schools, shopping and personal business places (like banks).

It's a useful tool to measure the effect of community planning on active and passenger transport use. Almost 40% of Brisbane's residents are less than 30 minutes away from key destinations in south-east Queensland. A further 36.5% of the population are able to access these destinations within 45 minutes.

# Gold Coast travel facts

In 2011, Gold Coast residents made 1.6 million trips each weekday, covering 17 million kilometres. Between 2004 and 2011, the number of Gold Coast weekday trips grew by 28%, although the total trips and kilometres travelled remained fairly consistent between 2007 and 2011 – increasing by just 1.2% and 2% respectively. The Gold Coast's population growth outstripped increases in total trips and distance travelled over this period.

## GOLD COAST RESIDENT

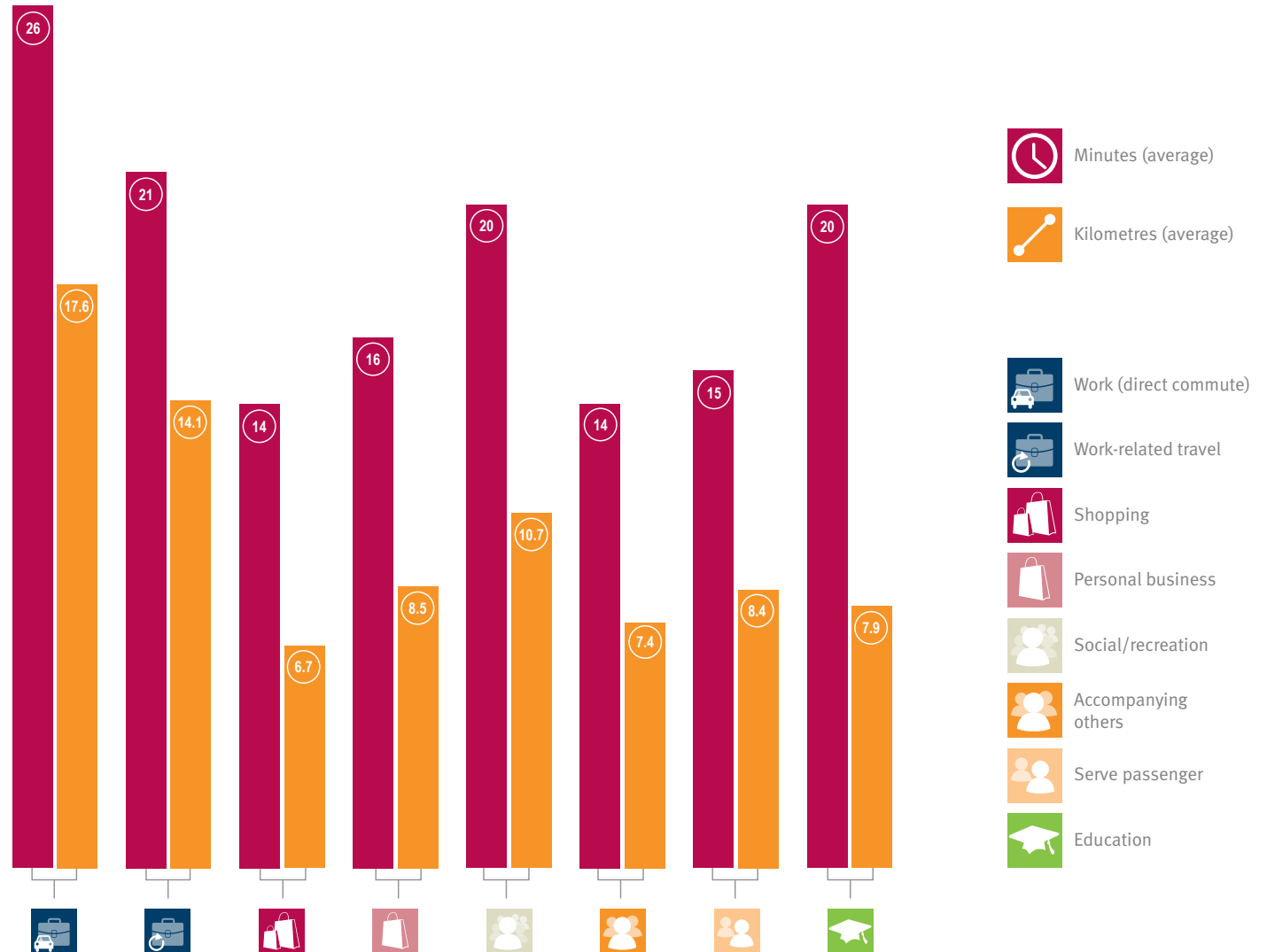
*"I am a regular bus user around the Gold Coast, and I've always found the system to be timely and reliable in getting to work."*



# Gold Coast travel facts

## Distance and duration by trip purpose

Work trips are generally twice the distance of other trips on the Gold Coast. Other trip purposes show less variation. On average, residents travel the shortest distances to shopping and to accompany others. Compared to Brisbane, Gold Coast residents travel slightly further for all trips.



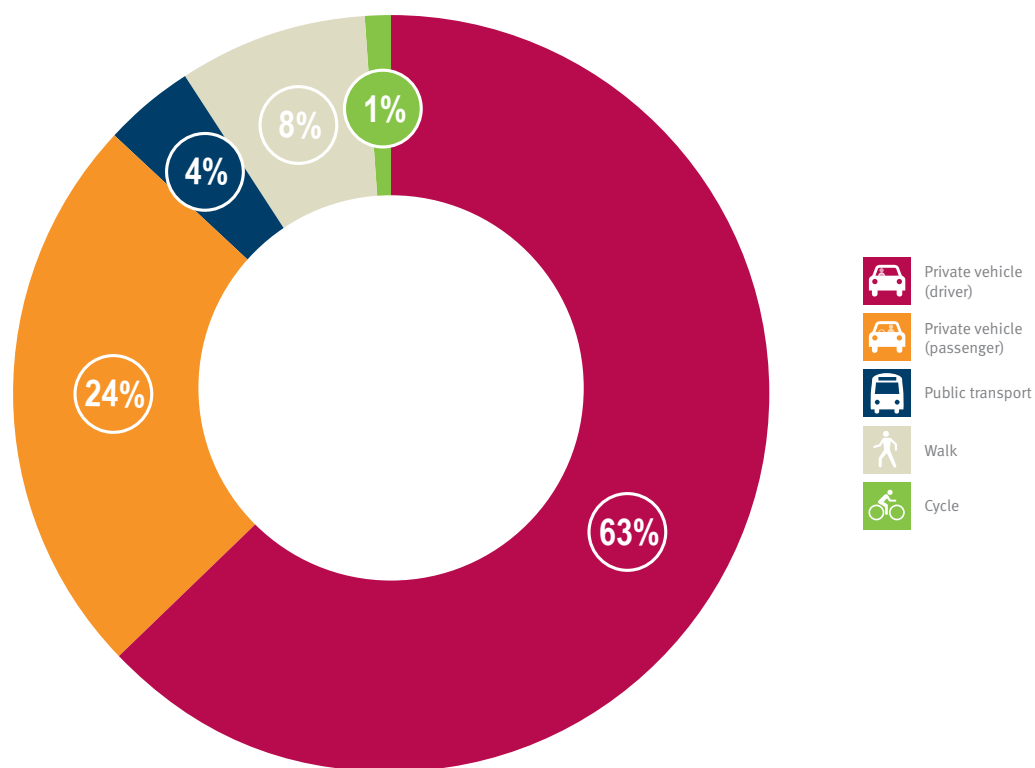
\*Due to trip weight variation, averages of distance and time cannot be used to calculate average speed.

# Gold Coast travel facts

## Mode share

Almost nine in 10 trips on the Gold Coast are made in a car. However, there was a slight increase in active transport from 2007–2011, reversing a decline since 1992. Passenger transport remained steady.

*At 61% of total trips, off-peak is still the most common time to travel on the Gold Coast. Peak-hour rush in the morning accounted for 22%, and 17% in the afternoon.*



*Note: G:Link was not in operation when the corresponding surveys were conducted.*



# Gold Coast travel facts

Accessibility time  
to key destinations

% of 2011  
population

<15 mins

1.0%

15–30 mins

32.7%

30–45 mins

33.8%

45–60 mins

13.8%

>60 mins

18.7%

## Population accessibility time

Gold Coast residents can access a wide range of local and regional destinations including banks, schools and employment. Two-thirds of residents are less than 45 minutes away from these destinations by active or passenger transport.

# Sunshine Coast travel facts

## Travel on the Sunshine Coast

Sunshine Coast residents collectively made 1.1 million trips per weekday in 2011, covering 11 million kilometres. This represents an 11% increase on the total kilometres travelled by Sunshine Coast residents in 2014, and accounts for 12% of weekday trips within south-east Queensland.

### SUNSHINE COAST RESIDENT

*“As I am retired, I mainly travel only in my local area by car. However, when I use public transport, I find it very satisfactory.”*

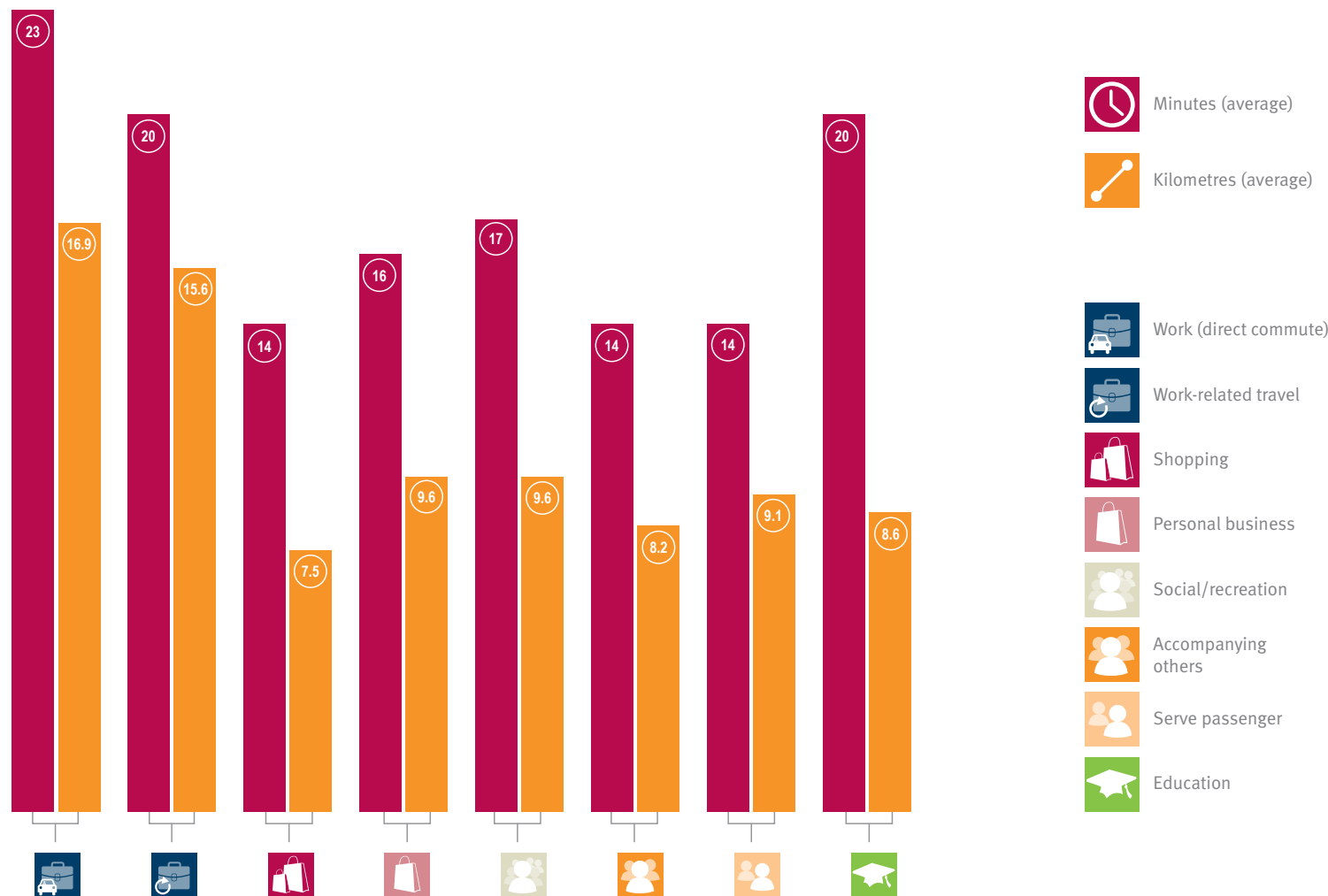


# Sunshine Coast travel facts

## Distance and duration by trip purpose

On the Sunshine Coast, commuters travel an average of 16.9km for work-related trips, generally twice the distance of discretionary travel such as personal business and shopping. However, Sunshine Coast residents travel the shortest distance in south-east Queensland to access shopping (7.5km).

Overall, compared to Brisbane, Sunshine Coast residents travel slightly further for all trip purposes but with a shorter average travel time.



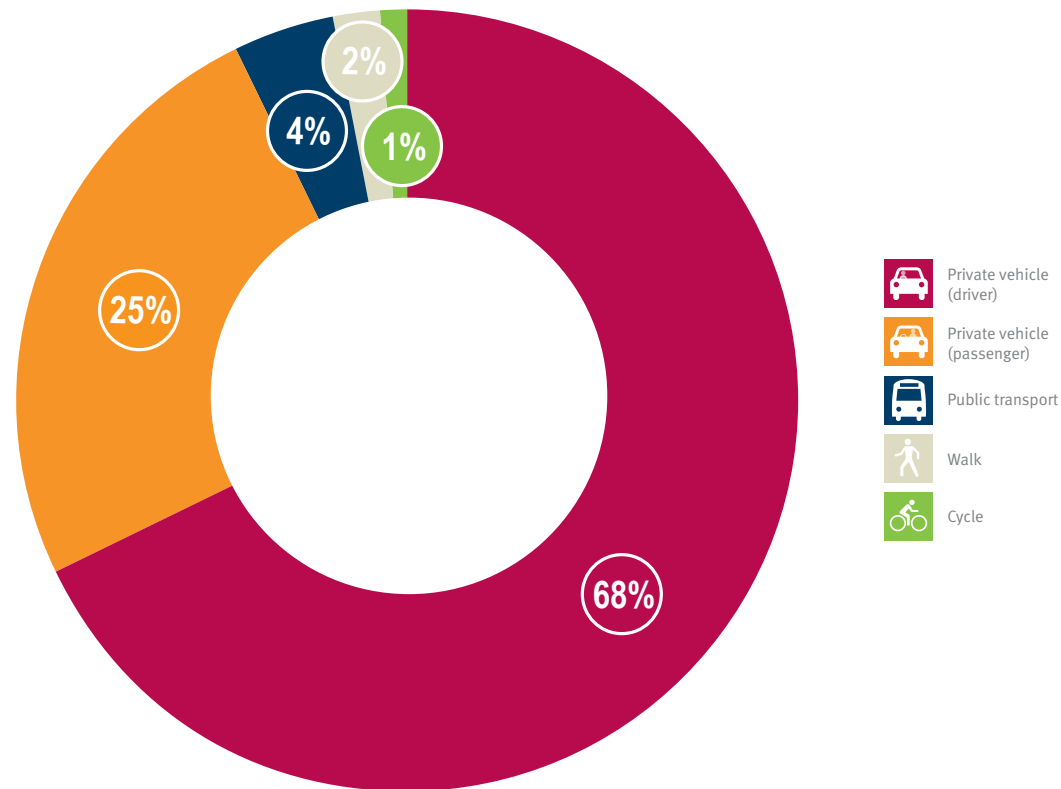
\* Due to trip weight variation, averages of distance and time cannot be used to calculate average speed.

# Sunshine Coast travel facts

## Mode share

Nearly nine in 10 trips are made in a car on the Sunshine Coast, and this has remained constant between 2004 and 2011. Active and passenger transport mode shares also remained unchanged over the period.

*Just 10% of Sunshine Coast residents' total trips happen during the afternoon peak, and 22% in the morning peak.*







# Sunshine Coast travel facts

Accessibility time  
to key destinations

% of 2011  
population

<15 mins

0%

15–30 mins

8.7%

30–45 mins

30.7%

45–60 mins

26.1%

>60 mins

34.5%

## Population accessibility time

Trip accessibility assesses planning effectiveness in encouraging active and passenger transport use to key destinations such as health services, schools and banks. For over 90% of Sunshine Coast residents, it would take more than 30 minutes to travel to key destinations in south-east Queensland.

# Using passenger transport on the Gold Coast

## A typical bus trip by over 65s



**Allan** is retired and lives on the Gold Coast. He and his fellow retirees are twice as likely as all other travellers to choose passenger or active transport.

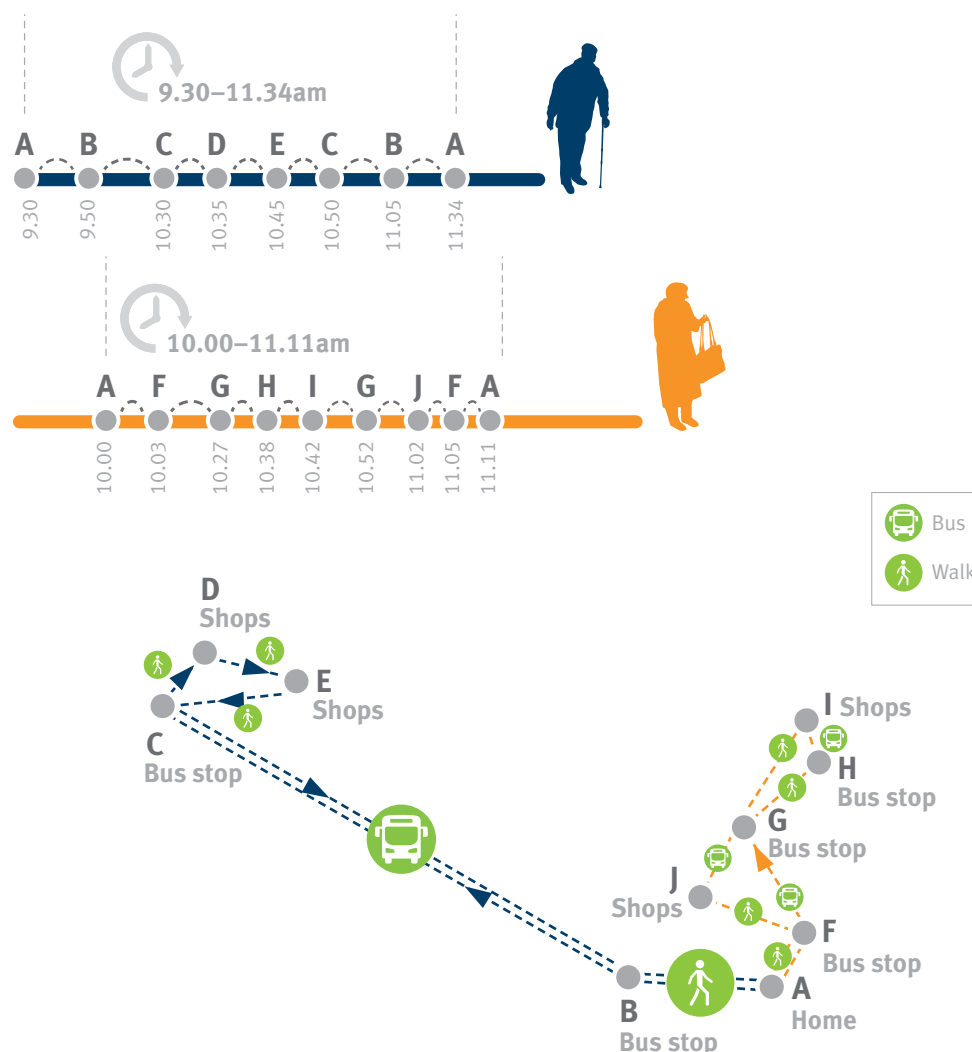
Today is no exception: He walks 20 minutes to the bus stop, travels 40 minutes to a major business centre, then walks to the places he needs to visit before returning home by bus.



**Fay** is also retired. Her shopping needs are local but direct routes are few. So she walks to the nearest bus stop, and gets off and takes another bus before walking around the shops and eventually travelling home. All up, she's away from home an hour and 11 minutes.



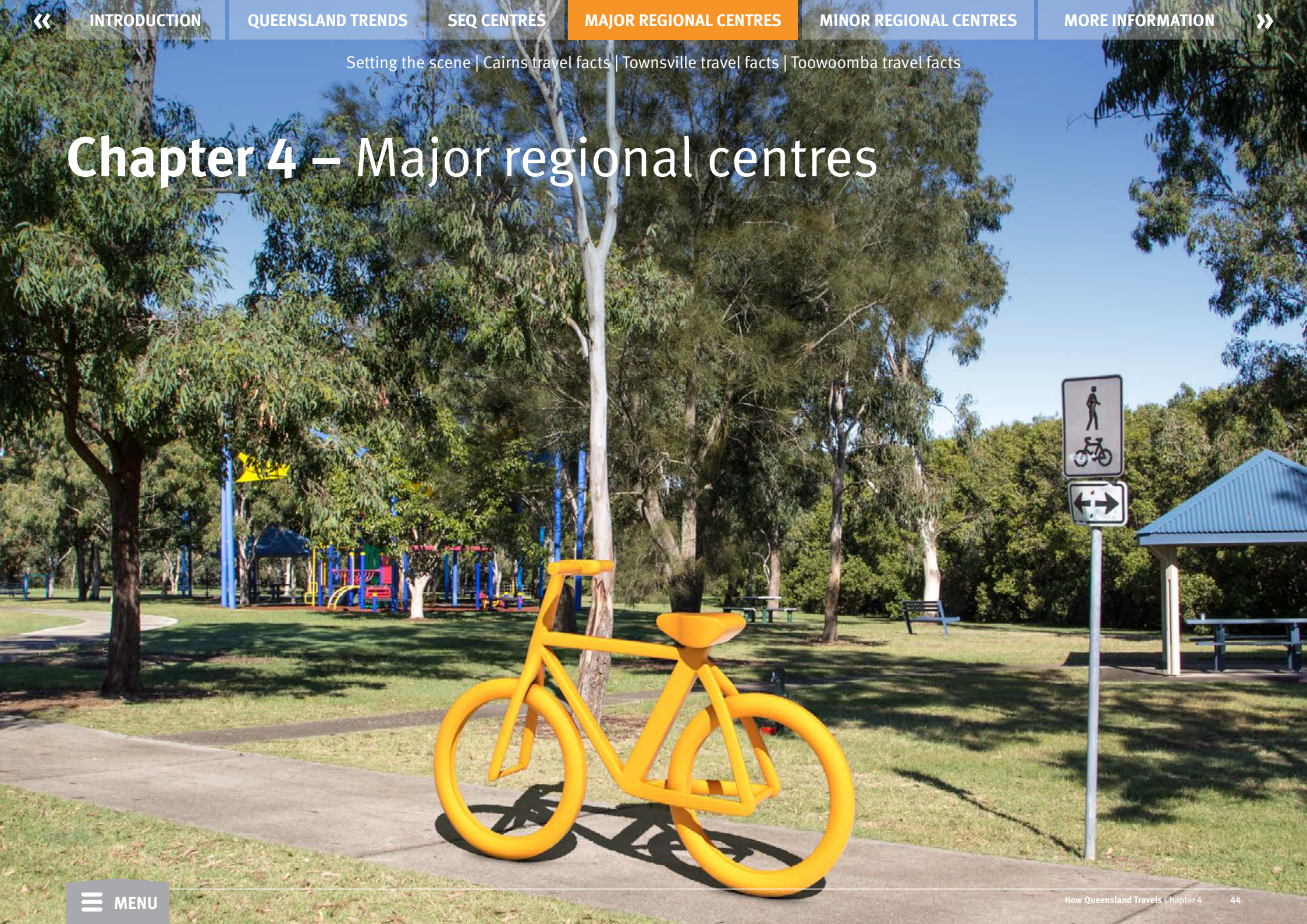
Find out more about how over 65s travel in south-east Queensland.





Setting the scene | Cairns travel facts | Townsville travel facts | Toowoomba travel facts

# Chapter 4 – Major regional centres





# Setting the scene

## What sets Queensland's major regional centres apart?

Queensland's population has grown significantly during the past 40 years and this growth is expected to continue. By 2031, Queensland will be home to an estimated additional 2.01 million people, over half of whom will live outside the Greater Brisbane metropolitan area. This growth in regional population will see a number of towns transitioning to cities, making the need to plan for transport in these regions more important than ever before.

Queensland's major regional centres of Cairns, Townsville and Toowoomba have integrated transport networks with strong public and active transport connections. Throughout these centres, key transport corridors are beginning to take shape, with efficiently operating major connections.



2014

**Population in 2014:** 512,993



2036

**Population in 2036:** 774,714



**Average age:** 35.2 years



**No. families:** 122,810



3+

**3+ motor vehicles per home:** 16.7%



**Schools and early childhood facilities:** 562

Source: Queensland Government Statistician

## Traits of Queensland's major regional centres

### Population

Queensland's major regional centres have medium-large populations, serviced by an extensive range of services. They offer good access to transport, provided across a number of different modes.

### Land use

Land use in these centres is of moderate residential density, with growing use of mixed-use development.

### Workforce mobility

Throughout Queensland's major regional centres, there is a diverse workforce and demographic structure, which promotes modal competitiveness for work and school trips.



# Cairns travel facts

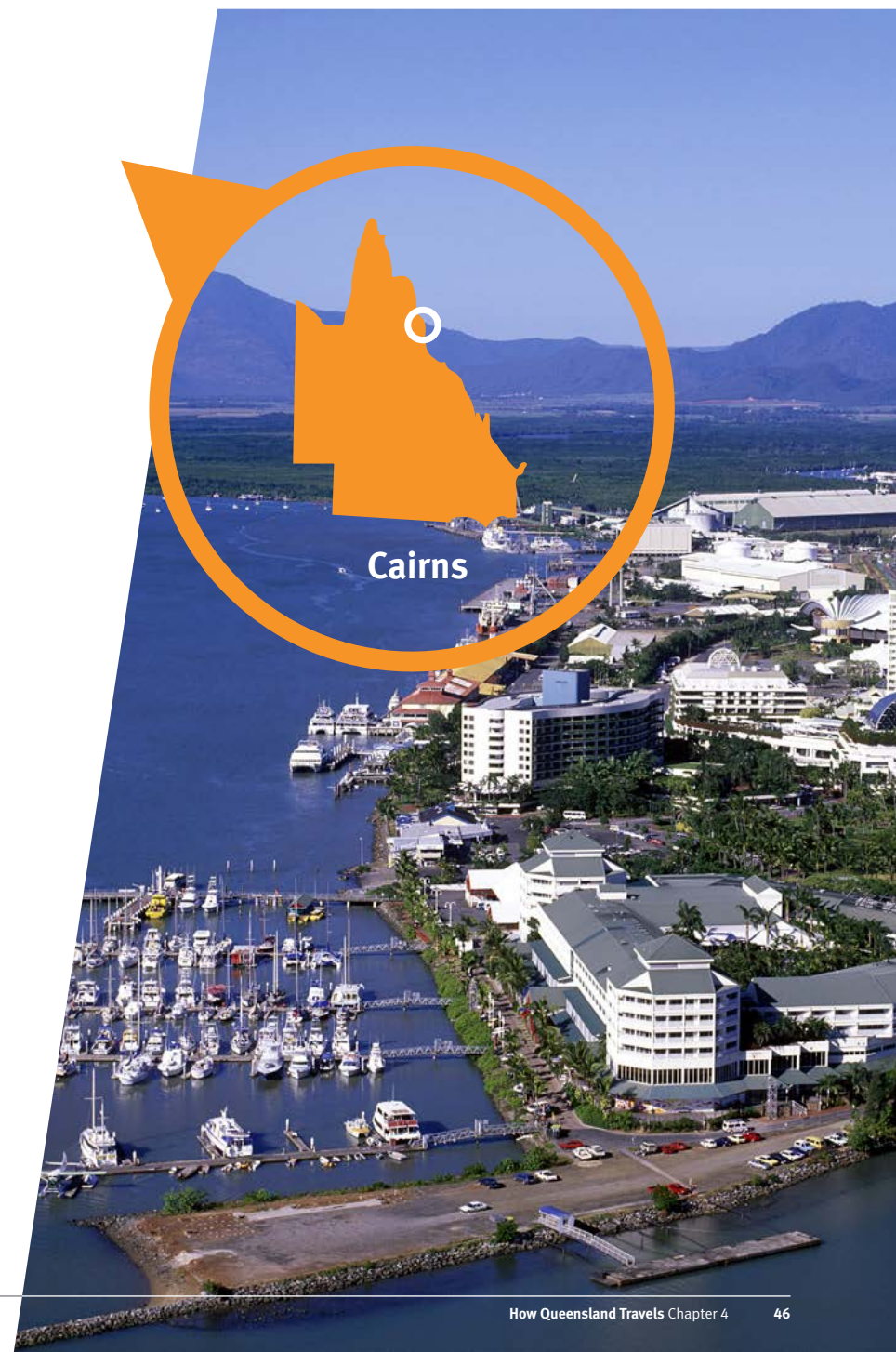
## Travel in Cairns

Cairns residents make 469,700 trips each weekday, around half of them during peak travel times. On average, residents travel just 11km a day, spending 18 minutes to do so.

Cairns, which has good cycling infrastructure, leads Queensland for its high use of active transport. Pedestrians and cyclists account for 10% of all trips, and two in every three active transport trips are for shopping or recreation.

### CAIRNS MAN, AGED 30–34 YEARS

*“We enjoy all the walking and cycling paths around our house. The school bus run is also very convenient.”*



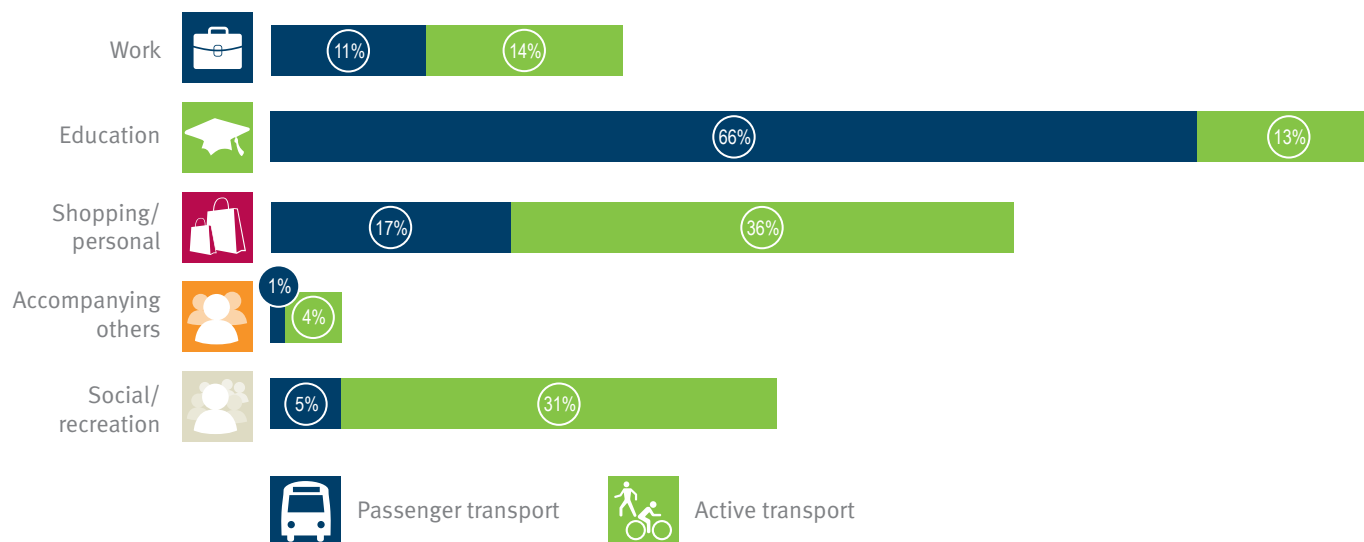
# Cairns travel facts

## Mode share by trip purpose

Cairns is one of the leading regions in Queensland for active transport mode share but it is in trip choices that it really shines. More than two-thirds – 67% of all active transport trips – are used for shopping, personal business, social activities and recreation, far outstripping similar trip purposes across the state.

Cairns' reliance on passenger transport for school and education travel (66%) is also one of the highest in Queensland. Its low passenger transport use for work trips, though, is due to long trips, averaging 77 minutes by bus, compared to around 22 minutes in the car.

### Passenger and active transport mode share by trip purpose



# Cairns travel facts

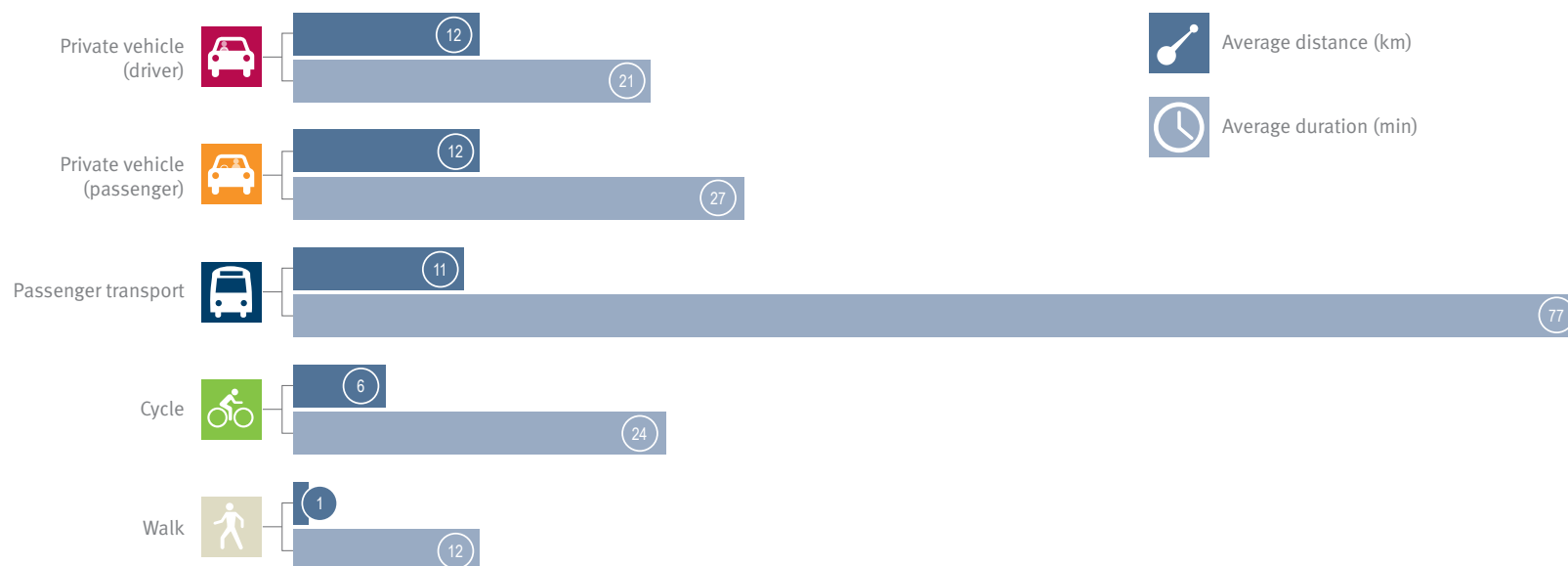
## Distance, duration and peak travel

The average Cairns resident makes 3.2 trips each weekday.

Like other regions, car use for drivers and passengers dominates travel, but distances and durations are considerably less than Queensland's other major regional centres. Cairns residents average 8.4km over 32 minutes, compared to 25km over 56 minutes in Townsville.

*Two-thirds of all travel takes place during the morning and afternoon peak times.*

### Average distance and duration of trips by mode\*



\* Note: Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

## Cairns travel facts

Accessibility time  
to key destinations

% of 2011  
population

<15 mins

4.9%

15–30 mins

32.7%

30–45 mins

42.9%

45–60 mins

12.3%

>60 mins

7.2%

### Trip accessibility time

Measuring trip accessibility gives us a picture of how easily community members can take the bus, walk or cycle to key destinations such as health, employment, schools, shopping and personal business places (like banks). It's a useful tool to measure the effect of community planning on active and passenger transport use.

In Cairns, 4.9% of people are less than 15 minutes away from key destinations. For nearly half of the city's residents (42.9%), it would take up to 45 minutes to reach these destinations.



# Townsville travel facts

## Travel in Townsville

When it comes to travel, Townsville is truly going places.

As well as long daily travel times of nearly an hour on average, the city also has one of the state's highest private vehicle mode shares, at 89%. Yet half of all trips made in Townsville are less than 5km in length, making it an ideal place to increase active transport.

## TOWNSVILLE RESIDENT

*"I think getting people to hop on buses is a great way to ease congestion."*



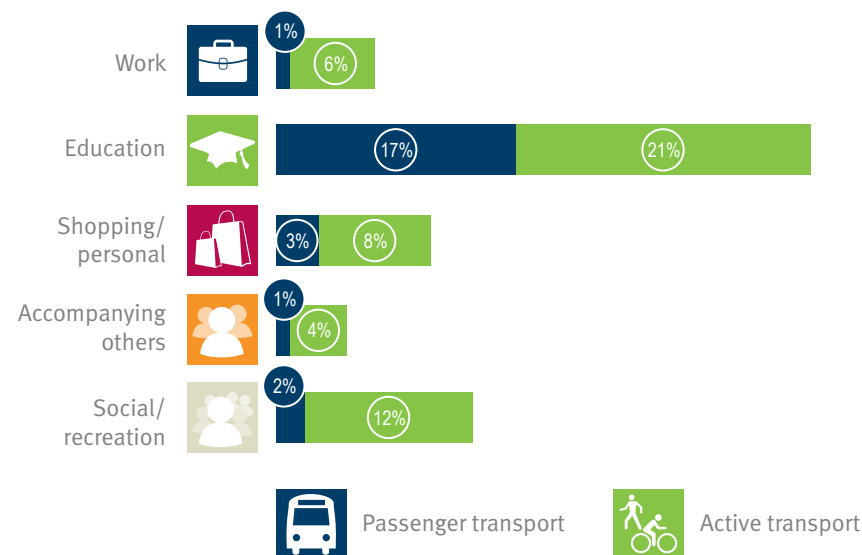
# Townsville travel facts

## Proportion of trips by mode and purpose

Townsville's active transport mode share to its CBD for work is 13%, which is the highest of any major regional centre in Queensland.

Historically, the city's land use and historic development have supported this shift. Every rise in active transport leads to greater health benefits for commuters.

### Passenger and active transport mode share by trip purpose



# Townsville travel facts

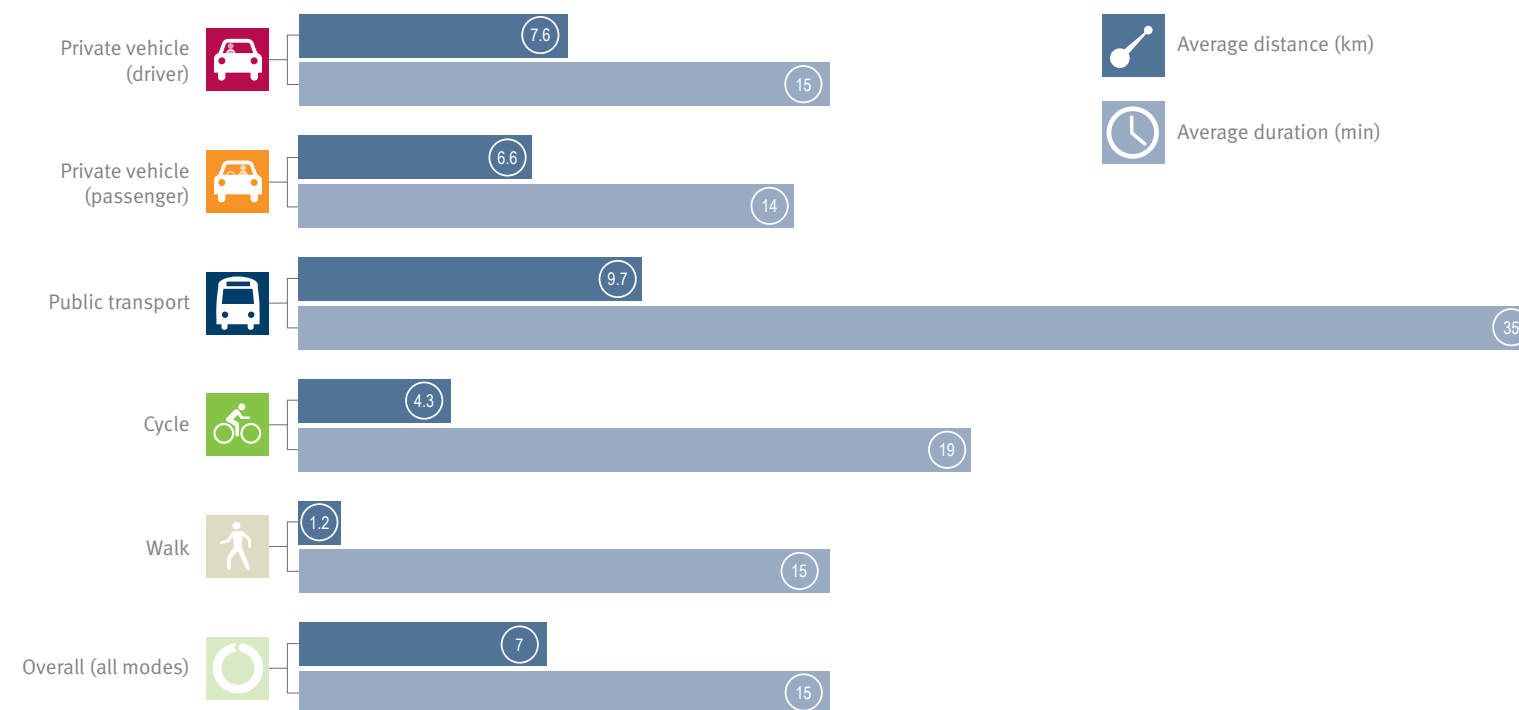
## Distance, duration and peak travel

Like Greater Brisbane and Mackay, commuting for work is one of the most common trip purposes in Townsville.

Unlike other regional centres, though, there is less off-peak travel than in any of the other regions surveyed, including Greater Brisbane. Townsville trips are evenly split between peak and off-peak times.

*Fewer trips in Townsville happen in off-peak times than in other regional centres.*

### Average distance and duration of trips by mode\*



\* Note: Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

## Townsville travel facts

Accessibility time  
to key destinations

% of 2011  
population

<15 mins

0%

15–30 mins

15.5%

30–45 mins

31.6%

45–60 mins

24.4%

>60 mins

28.6%

### Trip accessibility time

Trip accessibility assesses planning effectiveness in encouraging active and passenger transport use to key destinations such as health, schools and banks.

In Townsville, just 15.5% of people are less than 30 minutes away by active or passenger transport from key destinations. Just over one in four are a full hour's travel away from essential destinations by active transport. This increases reliance on private vehicles.



# Toowoomba travel facts

## Travel in Toowoomba

Toowoomba residents love their cars. Across all trips, there is a 91% private vehicle mode share, which rises to 95% when travelling for work. Compared to other regions, though, car trips are much shorter than other regions – with more trips between 2km and 5km than any other region.

A bustling city, almost two-thirds of Toowoomba's trips occur during the AM and PM peak times. On any average weekday, a Toowoomba resident will travel 16km in 44 minutes.

*Toowoomba residents make 438,100 trips each weekday.*



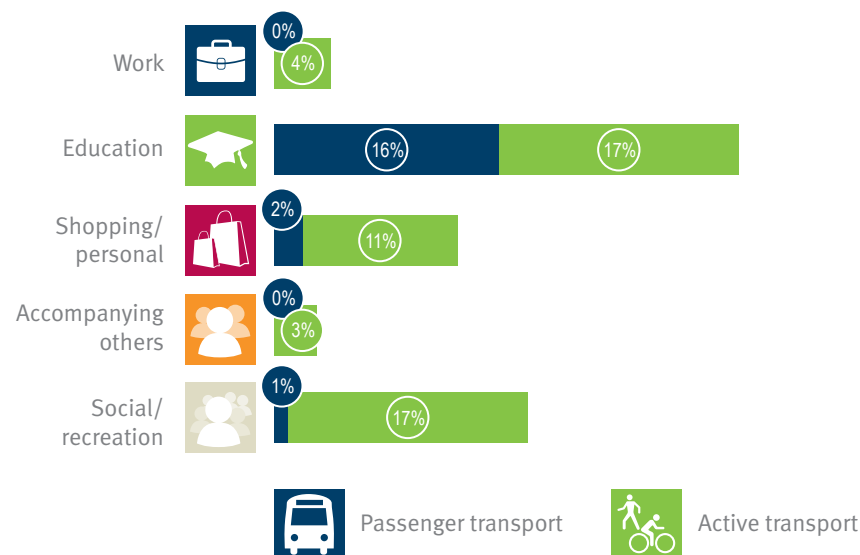
# Toowoomba travel facts

## Proportion of trips by mode and purpose

Toowoomba residents make 3.6 trips per person every weekday. The car – either as driver or passenger – makes up 91% of all trips. Walking is the next highest mode share, at 7%, and passenger transport attracts 2%.

Shopping and personal business equals accompanying others – such as driving a child to school or a friend to the doctor – as the most frequent reason for travel (26% each), followed closely by work commuting at 24%.

Passenger and active transport mode share by trip purpose



# Toowoomba travel facts

## Distance, duration and peak travel

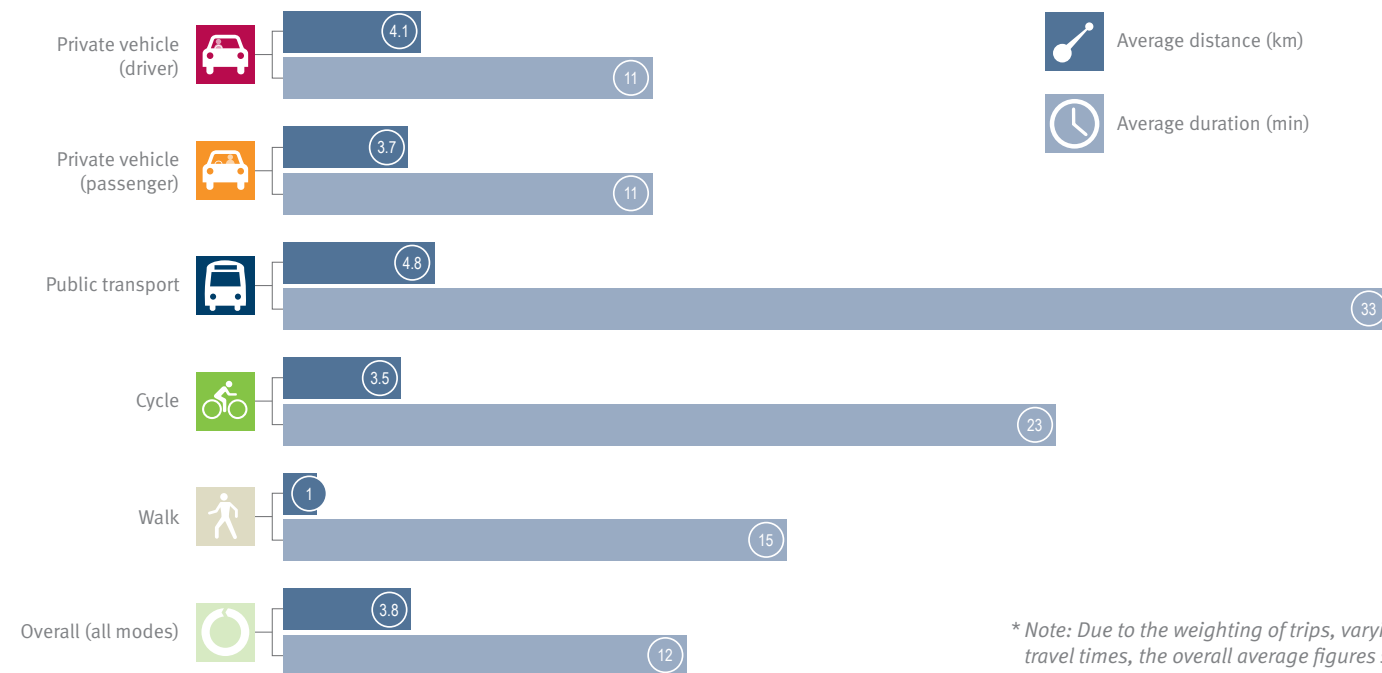
Like many regional areas, Toowoomba's passenger transport offers the longest average trip distance and duration. This is often because of a lack of direct routes to destinations.

By contrast, though, Toowoomba's average private vehicle trip distance is shorter than observed in most centres.

If you're travelling during peak times, expect some traffic: More than two-thirds of all trips take place in peak periods.

*When taking the bus triples your travel time to work, it's easier to take the car. More passengers join in on direct routes.*

### Average distance and duration of trips by mode\*



\* Note: Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

## Toowoomba travel facts

Accessibility time  
to key destinations

% of 2011  
population

<15 mins

0%

15–30 mins

4.0%

30–45 mins

35.9%

45–60 mins

28.1%

>60 mins

32.0%

### Trip accessibility time

Just 4% of Toowoomba's population can access key destinations – such as banks, schools, employment and shops – within 30 minutes of their doorstep by active or passenger transport. For one in three residents, it would take an hour to reach these locations.



# Cycle to school trip in Cairns

**Origin:** Home

**Destination:** School

**Mode:** Bicycle

**Start time:** 8.40am

**Travel time:** 15 minutes

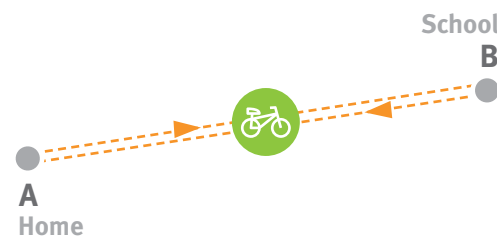
**Kilometres travelled:** 1.5km

**Location:** From Bentley Park to Edmonton



Cairns is leading the state for its high use of active transport, particularly among its schools. **Joshua**, who's in Year 8, travels just 1.5km

each way by bike every school day. He covers the distance easily and enjoys the trip – and his parents appreciate not having to do the school run, too.



Bicycle



Find out more about cycling in Cairns.

Setting the scene | Bundaberg travel facts | Gladstone travel facts | Hervey Bay–Maryborough travel facts | Mackay travel facts | Rockhampton travel facts

# Chapter 5 – Minor regional centres





**Setting the scene** | Bundaberg travel facts | Gladstone travel facts | Hervey Bay–Maryborough travel facts | Mackay travel facts | Rockhampton travel facts

# Setting the scene

## What sets Queensland's minor regional centres apart?

Queensland's minor regional centres include the five local government areas of Bundaberg, Fraser Coast, Gladstone, Mackay and Rockhampton regional councils. These centres boast a transport system that operates well during periods of high demand, with increasing activity-based options for passenger and active transport.

Population in 2014: 468,508

**Population in 2014:** 468,508

Population in 2036: 703,260

**Population in 2036:** 703,260

Average age: 38.9

**Average age:** 38.9

No. families: 117,017

**No. families:** 117,017

3+ motor vehicles per home: 17.9%

**3+ motor vehicles per home:** 17.9%

Schools and early childhood facilities: 489

**Schools and early childhood facilities:** 489

Source: Queensland Government Statistician

## Traits of Queensland's minor regional centres

### Population

Queensland's minor regional centres have medium-sized populations, which access a range of transport modes including private vehicles and some public transport services.

### Land use

Moderate residential density covers most of the minor regional centres.

### Workforce mobility

There is a mode shift towards active transport and public transport in Queensland's minor regional centres, fuelled by a changing workforce and demographic profile.

Setting the scene | **Bundaberg travel facts** | Gladstone travel facts | Hervey Bay–Maryborough travel facts | Mackay travel facts | Rockhampton travel facts

# Bundaberg travel facts

## Travel in Bundaberg

Bundaberg might well be one of the friendliest regions in Queensland. Its urban area has the highest vehicle passenger mode share (30%) of all regions surveyed, suggesting car-pooling is a common choice in the region.

Overall, Bundaberg residents make a high proportion of trips – three out of every four – that are less than 5km in distance.

*In Bundaberg's rural areas, 5.5% of residents travel by passenger transport. That's a higher mode share than many centres across the rest of Queensland.*





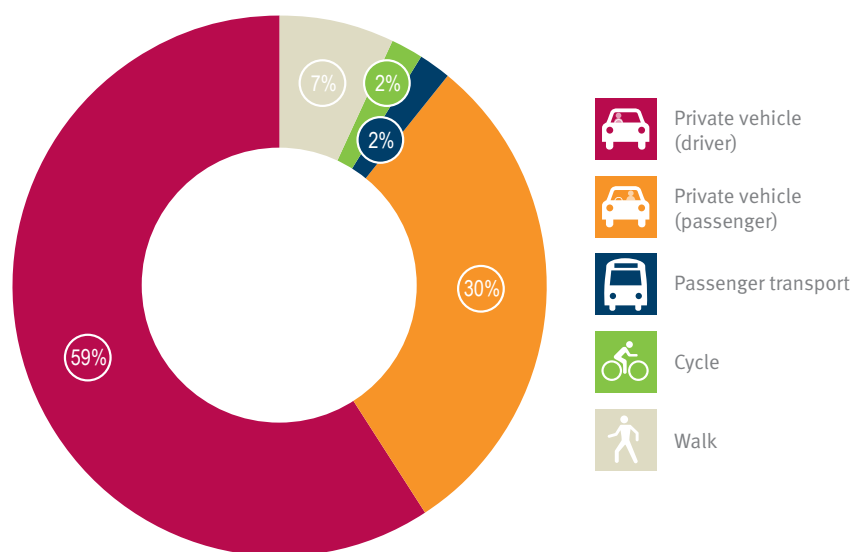
# Bundaberg travel facts

## Trip by mode and purpose

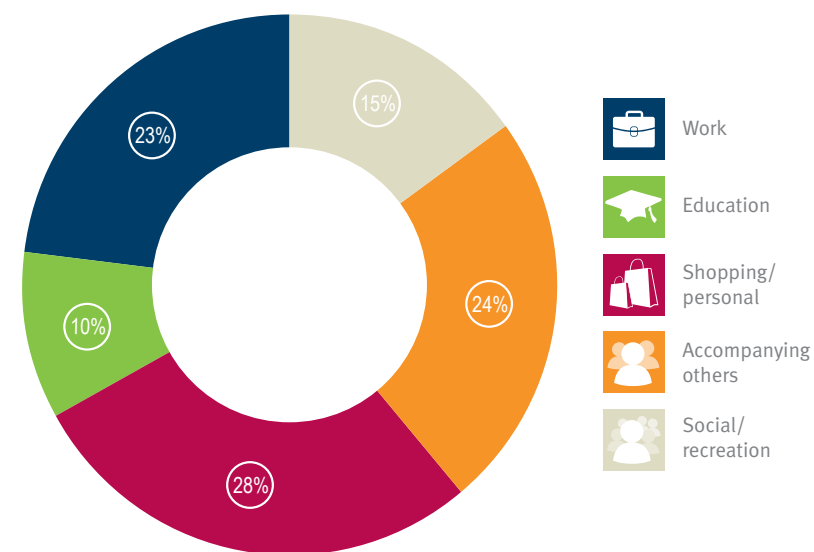
Within Bundaberg's urban area, there are more passenger trips and fewer single driver trips than in any other region.

The purpose for these trips, however, is typical of many regional centres in Queensland, with a lower proportion of work trips and a higher number for shopping and social purposes.

Proportion of trips by mode



Proportion of trips by purpose



Setting the scene | **Bundaberg travel facts** | Gladstone travel facts | Hervey Bay–Maryborough travel facts | Mackay travel facts | Rockhampton travel facts

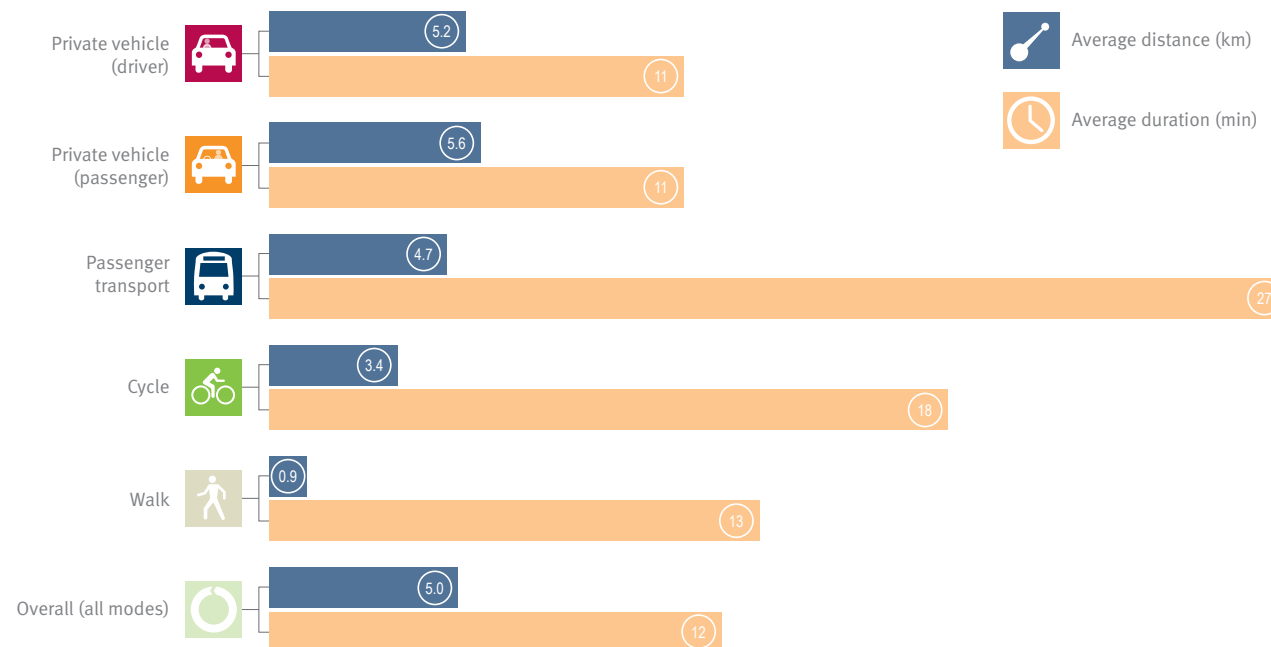
# Bundaberg travel facts

## Distance, duration and peak travel

Less people travel during off-peak times in Bundaberg compared to other regional centres. While work, education and accompanying trips occur predominantly during the peaks, shopping and personal trips are distributed evenly through the day.

Unlike many regions, Bundaberg's passenger transport has a shorter average distance than private vehicle transport (either as a driver or a passenger). This suggests people are car-pooling for longer trips.

Average distance and duration of trips by mode\*



*Bundaberg travellers split their trips fairly evenly between peak and off-peak times.*

\* Note: Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

# Gladstone travel facts

## Travel in Gladstone

Gladstone has a high private vehicle mode share, at 90%, and it's the preferred mode for residents to make more than 182,000 trips every weekday across the centre's network.

Approximately two out of three trips in Gladstone are less than 5km in length, and the purpose for trips is equally dominated by work and shopping or personal business.

In line with Gladstone's workforce characteristics, the work commute starts earlier than other regional centres, with early-risers creating the commuting peak before 7am!

*Two out of every three trips in Gladstone are for distances less than 5km.*





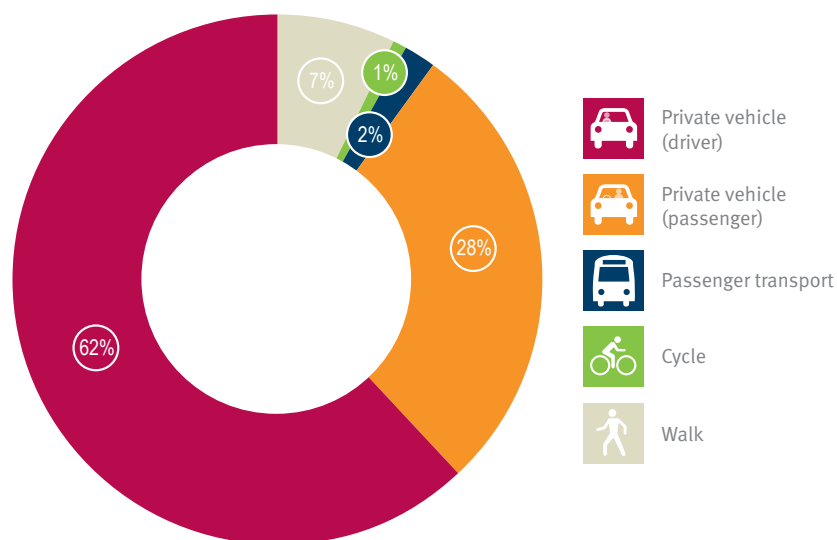
# Gladstone travel facts

## Trip by mode and purpose

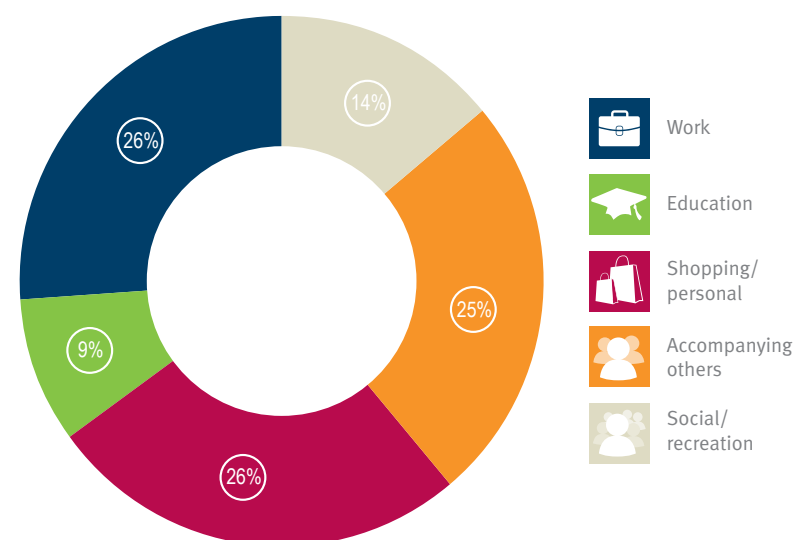
Gladstone residents' major purpose for travelling is similar to Greater Brisbane, with around one-quarter of all trips for work and another quarter for shopping and personal business.

Of all urban centres in Queensland, Gladstone has one of the highest private vehicle mode shares, at 90%. By comparison, eight in 10 trips in Greater Brisbane are made by private vehicle.

Proportion of trips by mode



Proportion of trips by purpose

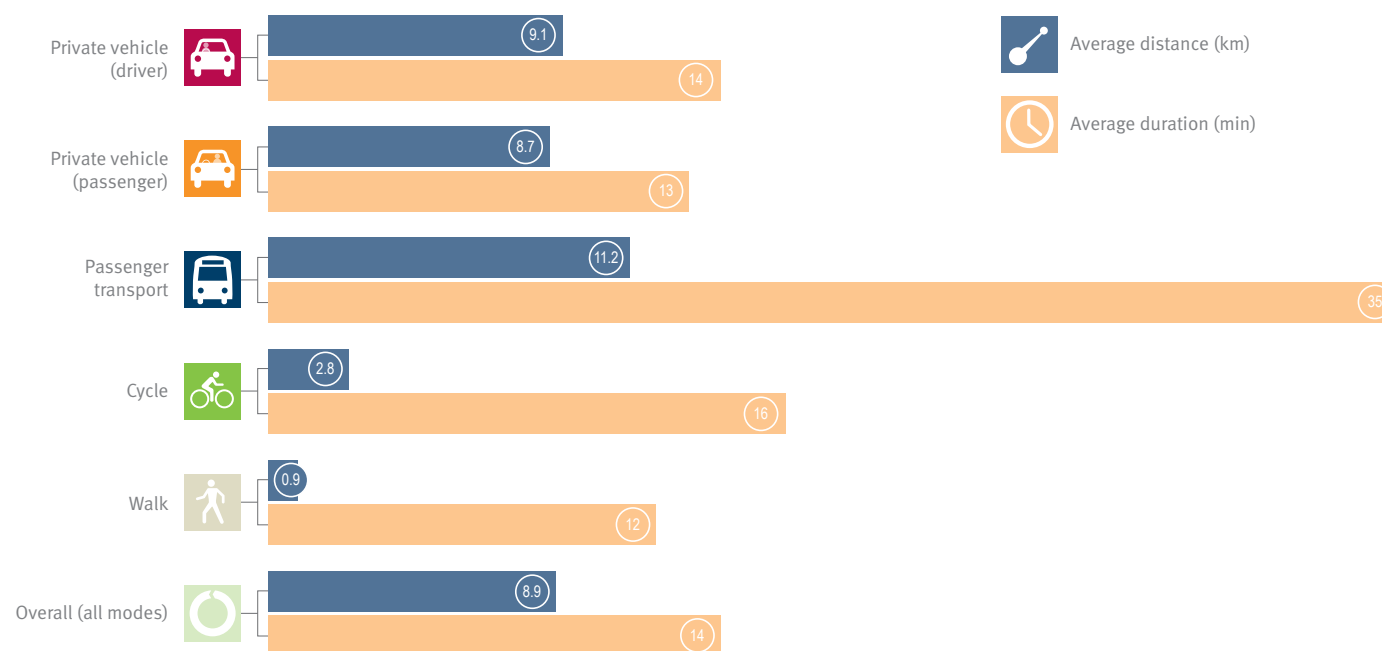


# Gladstone travel facts

## Distance, duration and peak travel

Weekday travel in Gladstone starts earlier than many other regions, with two smaller but distinct work travel peaks in the morning – one around 6am and another around 8am. By comparison, most urban centres have a single major peak around 8am.

Average distance and duration of trips by mode\*



*Forget the sleep-in. Peak hour starts earlier in Gladstone than any other regional area.*

\* Note: Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

# Hervey Bay–Maryborough travel facts

## Travel in Hervey Bay–Maryborough

The Hervey Bay–Maryborough region encompasses the two major centres of Wide Bay Burnett.

Both centres have one of the highest active transport mode shares in Queensland (11%).

Shopping and personal business trips account for a higher proportion of all trips – nearly one in three – in the centres and, as a consequence, there is a higher proportion of off-peak travel than in other Queensland regions.

There are key differences, though, including one in every 10 Hervey Bay trips being more than 20km in length. Meanwhile, in Maryborough, 78% of trips are less than 5km in length.

*Maryborough residents cycle and walk for more trips than most other regional centres in Queensland.*



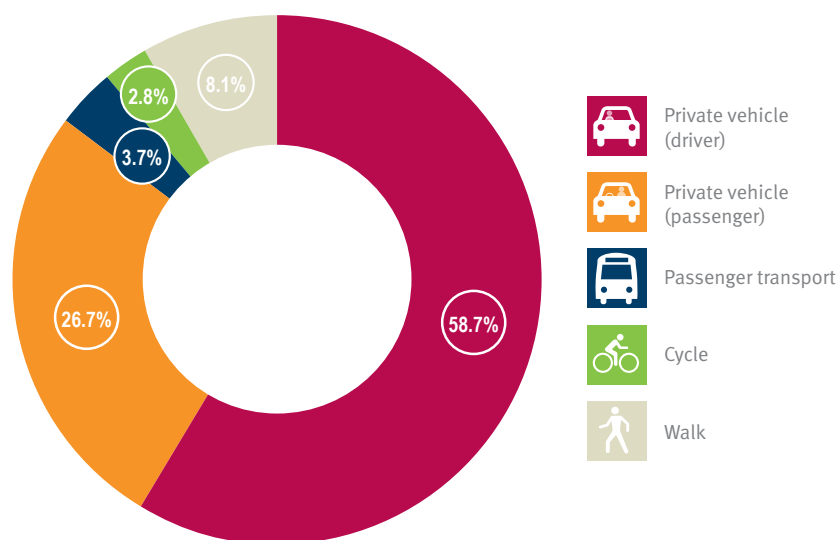


# Hervey Bay–Maryborough travel facts

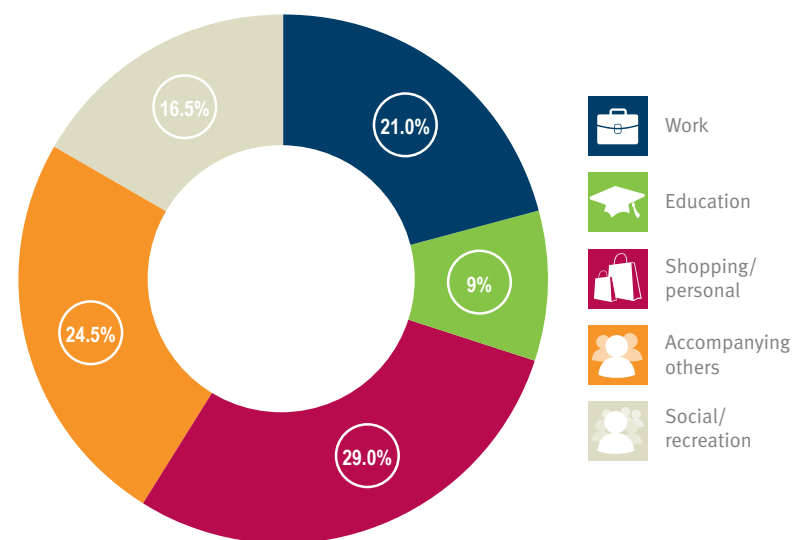
## Trip by mode and purpose

The 11% mode share for active transport (cycling and walking) is a stand-out feature of the Hervey Bay–Maryborough region. However, the car is still the primary choice for getting around, with drivers and passengers combined responsible for 85.4% of all trips.

Proportion of trips by mode



Proportion of trips by purpose



# Hervey Bay–Maryborough travel facts

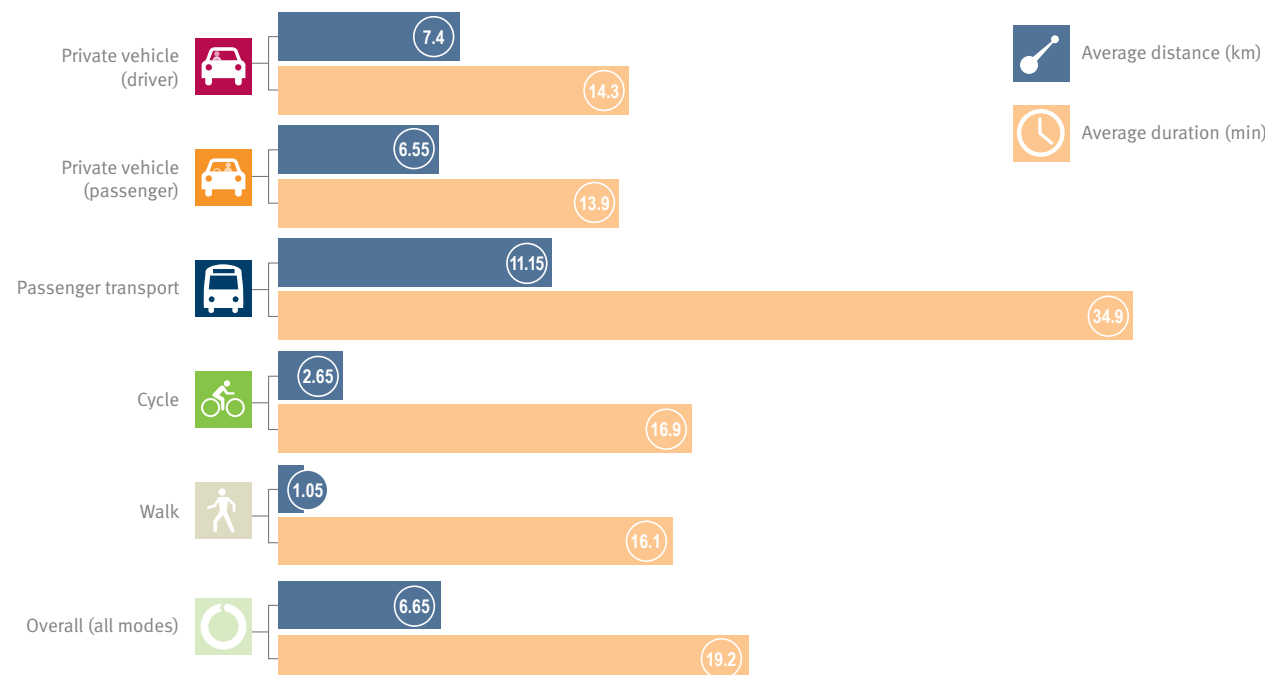
## Distance, duration and peak travel

Off-peak travel (55.5%) edges out the combined AM and PM peak times (55%), reflecting the high number of shopping and personal business trips within the region.

Like many regions, passenger transport travels the longest average distance of any mode.

*Shopping and personal business lead reasons for high off-peak travel in Hervey Bay–Maryborough.*

Average distance and duration of trips by mode\*



\* Note: Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

# Mackay travel facts

## Travel in Mackay, Isaac and Whitsunday

Mackay, Isaac and Whitsunday encompasses the city of Mackay as well as the regional surrounds.

While one in two trips by Mackay city residents is less than 5km, this drops to one in three for residents in Mackay's rural areas – most likely due to long-distance trips to Mackay city.

### MACKAY MAN, AGED 45–49 YEARS

*“I often think about catching the bus, but it doesn't run anywhere near where I live and I've got to walk to get to the bus stop.”*





# Mackay travel facts

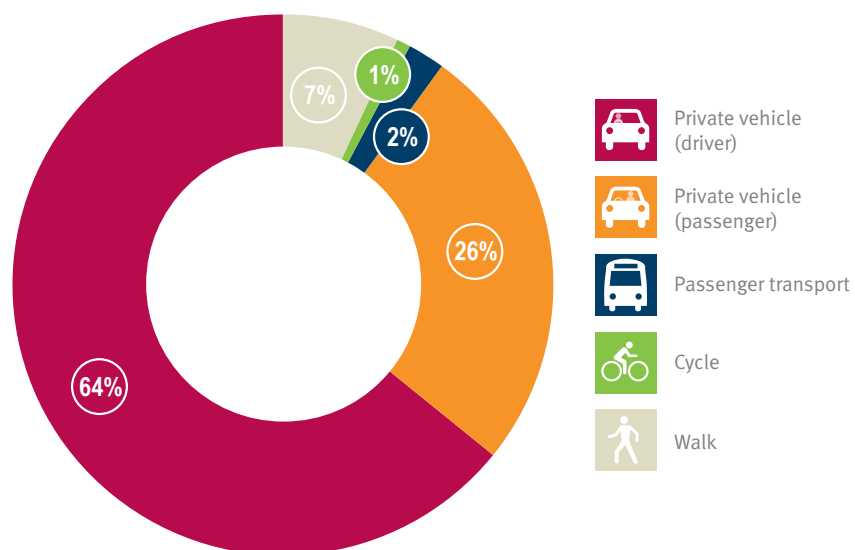
## Trip by mode and purpose

Mackay city has one of the highest private vehicle mode shares (89%) compared to other regions, while the surrounding Isaac region has a high active transport mode share of 12% – likely because most trips are less than 5km in distance.

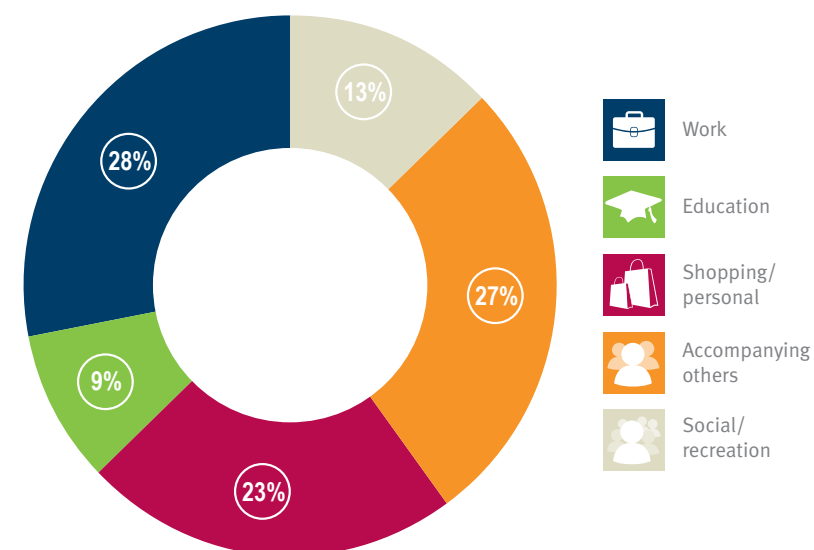
Overall, Mackay city residents each make 3.7 trips on an average weekday, with active transport totaling 8% of all trips. Passenger transport accounts for just 2%.

Mackay city's purpose share is comparable to Greater Brisbane, with a high proportion of work trips (28%).

Proportion of trips by mode



Proportion of trips by purpose



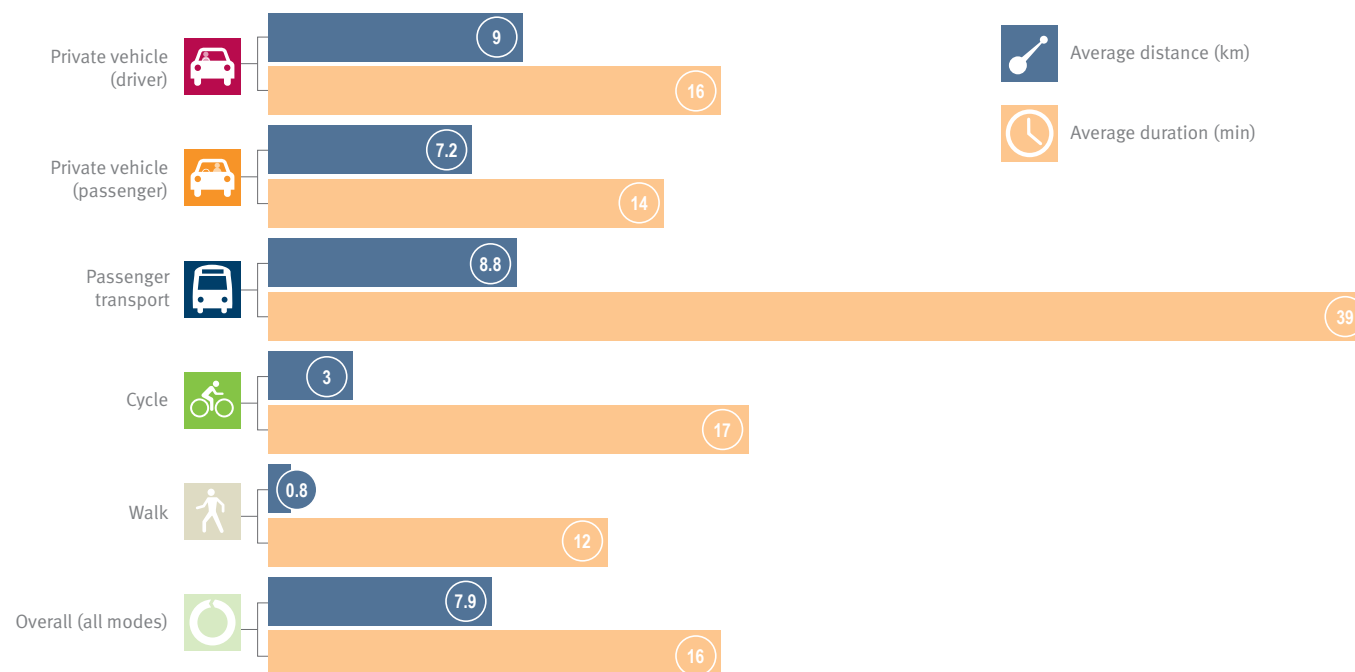
# Mackay travel facts

## Distance, duration and peak travel

Unlike most regions, where public transport typically travels the furthest, private vehicles have the longest average trip distance. This is likely because of travel distances between centres within the region.

Compared to other regional centres, there is less off-peak travel in Mackay city.

Average distance and duration of trips by mode\*



*Mackay trips are evenly split between off-peak (55%) and peak (45%).*

\* Note: Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

# Rockhampton travel facts

## Travel in Rockhampton

On an average weekday in Rockhampton region, which includes Yeppoon, residents make 333,590 trips.

However, despite the size of the region – and the high proportion of workers travelling beyond the region for work – the average daily distance is 12km per person, lasting a total of just 18 minutes.

### ROCKHAMPTON WOMAN, AGED 65–69

*“There’s an excellent cycling track in our area and since it’s been put in, we’re using it every day!”*

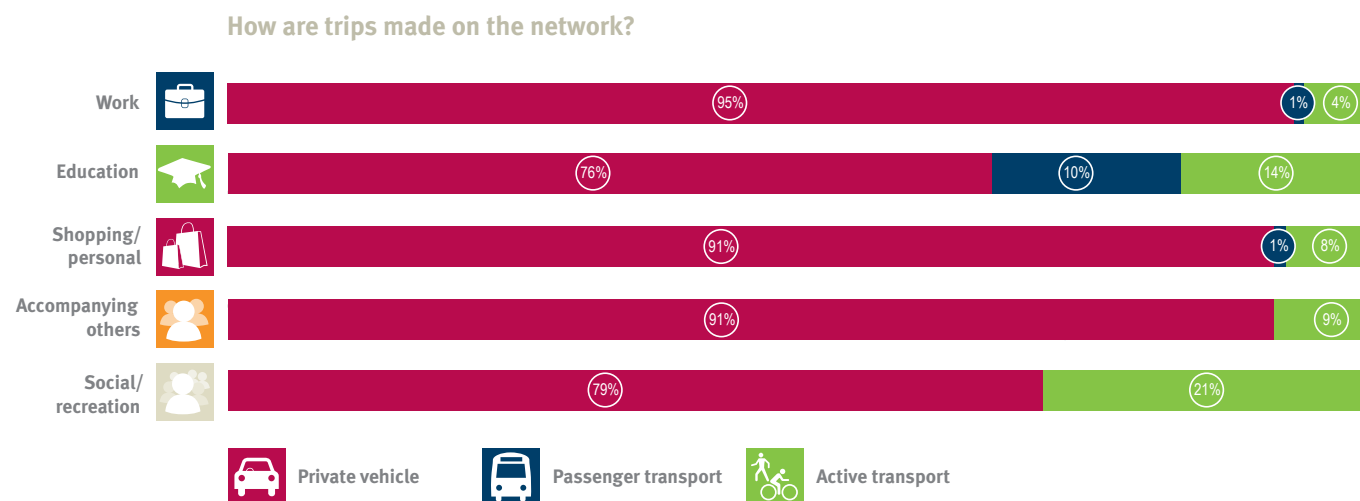


# Rockhampton travel facts

## Trip by mode and purpose

Rockhampton's mode shares reflect its workforce characteristics.

Traditionally, blue collar industries, such as mining and construction, have higher private vehicle mode shares, as workers need to carry tools or machinery, and may have dispersed work locations or travel to several locations in a day. Similarly, the shift work of health-related industries may also influence mode choices, with more than three-quarters of work trips (85%) likely to be undertaken by vehicle. Workers in the retail trade industry may also have a high reliance on private vehicles, given the availability of free parking.





# Rockhampton travel facts

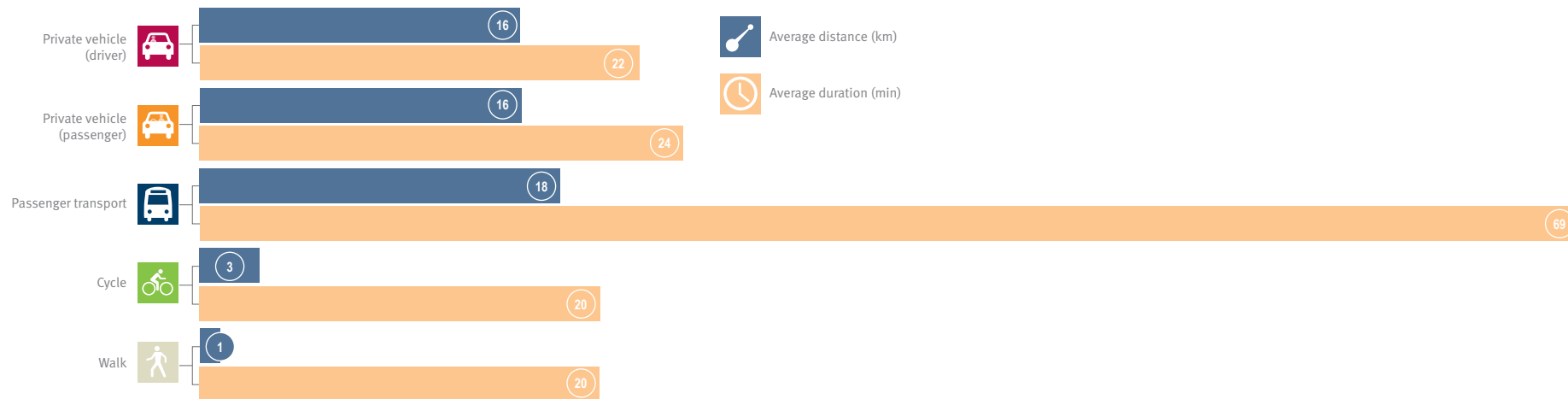
## Distance, duration and peak travel

In Rockhampton, nearly one in three weekday trips occurs during the afternoon peak.

Passenger transport is a highly uncompetitive choice for work commuting. At 69 minutes' average duration, it takes three times as long to travel by bus than it does by car.

*Peak travel beats off-peak hands-down in Rockhampton. Off-peak travel represents just 41% of all trips.*

Average distance and duration of trips by mode\*



\* Note: Due to the weighting of trips, varying trip lengths and varying travel times, the overall average figures shown here for distance and time cannot be used to calculate an overall average speed.

# Queensland's rural centres

Transport in Queensland's rural centres is dependent on the road network, which allows easy vehicle access to surrounding centres. Residential density within these centres, which includes towns like Gympie and Biloela, tends to be low and within a compact urban form.

## Summary of results from the most recent *Household Travel Survey* (by region)

Region	Wide Bay Burnett					Central Qld	Mackay		
Sub-region	Bundaberg Rural	Gympie	Gayndah	Kingaroy	Tin Can Bay –Cooloolo	Gladstone	Mackay Rural	Isaac	Whitsunday
Total trips per weekday	104 000	94 000	6 000	32 000	11 000	20 000	104 000	64 000	114 000
Average trips per person per weekday	3.4	3.4	3.2	3.6	2.4	3.7	3.1	3.2	3.5
Average distance travelled per person each weekday	38	40	33	33	53	55	71	65	65

### Proportion of trips by mode<sup>†</sup>

Private vehicle (driver)	61.1%	65.1%	59.0%	64.4%	57.9%	58.4%	68.8%	63.7%	63.0%
Private vehicle (passenger)	27.2%	23.6%	12.4%	22.1%	22.8%	25.0%	19.5%	21.6%	20.5%
Public transport	5.5%	6.0%	3.0%	2.8%	12.8%	1.1%	8.3%	1.5%	6.0%
Bicycle	1.1%	4.7%	24.5%	10.0%	6.3%	14.4%	2.5%	8.3%	7.5%
Walk	5.1%						0.8%	4.2%	1.7%

### Proportion of trips by purpose

Work	24%	25%	25%	28%	13%	25%	28%	33%	30%
Education	10%	11%	14%	12%	13%	11%	14%	12%	11%
Shopping/personal	29%	32%	33%	30%	42%	29%	27%	22%	25%
Accompanying <sup>#</sup>	23%	17%	12%	15%	8%	15%	18%	14%	16%
Social/recreation	14%	13%	13%	15%	17%	19%	11%	17%	16%

### Peak and off-peak travel

Proportion AM peak (7–9am)	24%	21%	20%	21%	20%	18%	23%	19%	20%
Proportion PM peak (3–5pm)*	23%	22%	21%	23%	16%	24%	23%	17%	22%
Proportion off-peak	53%	57%	59%	56%	64%	58%	53%	65%	58%

### Average travel distance (km) per trip by mode

Private vehicle (driver)	11.5	12.2	13.3	10.3	18.8	18.8	19.8	18.3	11.8
Private vehicle (passenger)	12.0	10.9	7.3	8.8	37.8	14.0	14.5	15.0	13.6
Public transport	12.9	16.3	44.2	17.0	19.2	15.3	21.3	29.8	25.6
Bicycle	1.9	1.8	0.7	1.5	5.1	1.2	2.0	1.3	3.5
Walk	0.8						0.7	1.0	1.4
Overall (all modes)	11.1	12.0	10.3	9.2	22.3	14.8	18.3	15.5	12.5

<sup>†</sup> The mode, 'Other', is not shown but is typically less than 1%.

<sup>#</sup> For regions that received only a mail-out survey, persons under the age of 5 were not included; because of this, accompanying trips are lower than usual.

\* The PM peak in south-east Queensland is typically shown as 4–6pm but for consistency, 3–5pm has been used here.



# Chapter 6 – More information





## More information



**Queensland  
Government**

### Contact the *How Queensland Travels* team

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Online [www.tmr.qld.gov.au/qldtravelsurvey](http://www.tmr.qld.gov.au/qldtravelsurvey)

### QUEENSLAND GOVERNMENT OPEN DATA

*Need to find out more?  
Search for ‘household travel survey’ on  
[data.qld.gov.au](http://data.qld.gov.au) to access full datasets.*